

**Appendix F      Transportation Analysis Report**



# South Glendale Community Plan

## DRAFT Transportation Analysis Report



August 2017  
Prepared for  
City of Glendale  
LA15-2720



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## 1. INTRODUCTION

This report documents the transportation analysis for the update of the South Glendale Community Plan Area, which is part of the City of Glendale, California. The land use scenario preferred by the City was compared against existing conditions and three future land use alternatives, including a No Project scenario. The analysis includes detailed intersection level of service (LOS) results at 50 intersections across the Plan Area for the following scenarios, which are described in more detail in Chapter 3:

- Existing Conditions (2016)
- No Project (2040)
- Alternative 1 (2040)
- Alternative 2 (2040)
- Preferred Project (2040)

This report presents the methodology, results, and recommendations from the application of the City's traffic impact study guidelines and CEQA guidelines to the South Glendale Community Plan Update land use scenarios identified by the City.

Chapter 2 provides a review of the existing transportation network conditions, which contains an inventory of the existing street system, traffic volumes on these streets, and operating conditions at 50 study intersections. This chapter also examines the existing conditions of transit, pedestrian, and bicycle transportation systems within the community planning area.

Chapter 3 describes each of the analysis scenarios in more detail. This chapter includes the land use assumptions, roadway network improvement projects, and vehicle trip reduction strategies associated with each of the future alternatives.

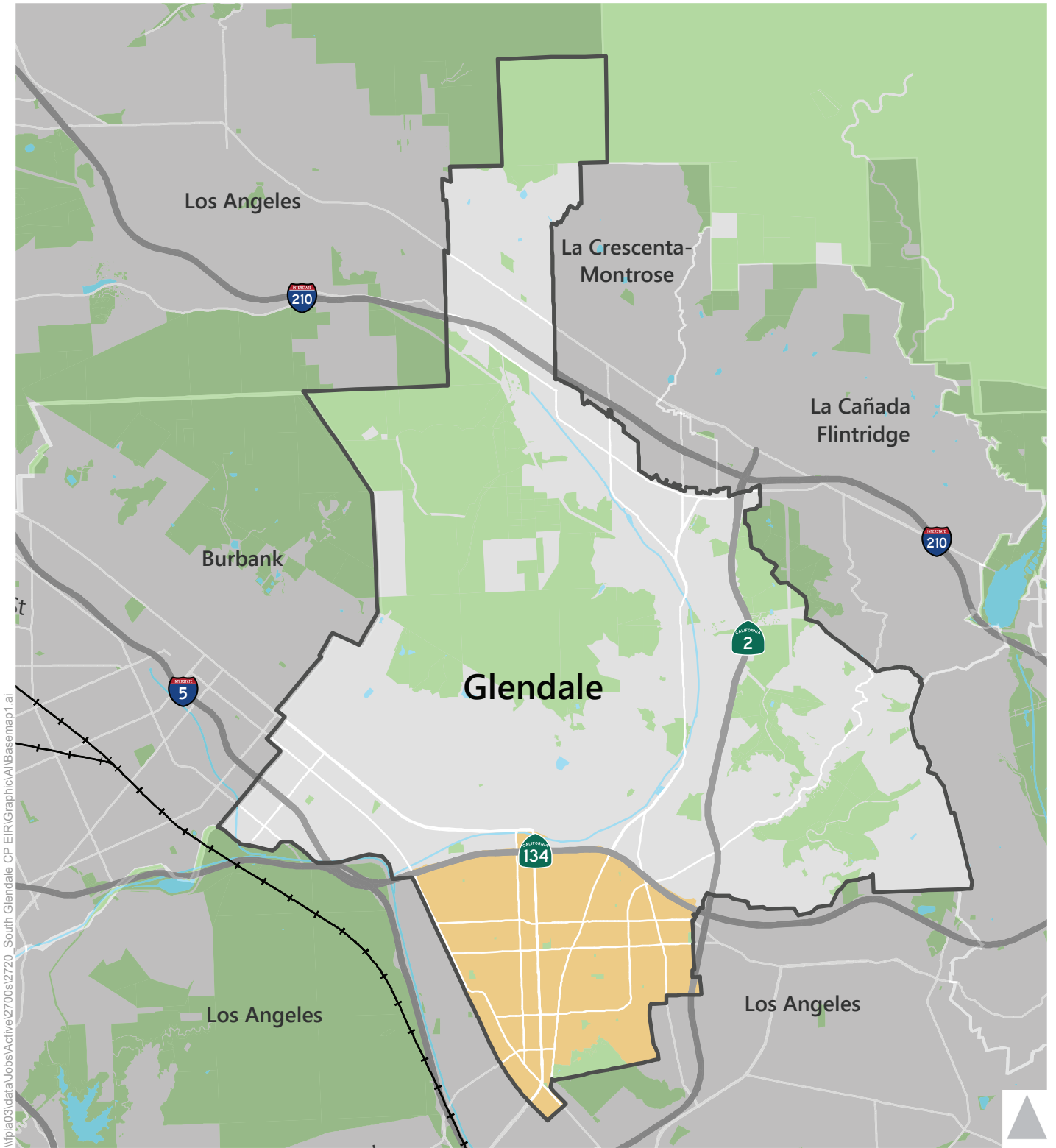
Chapter 4 details the analysis methodology that was used to evaluate each of the future scenarios. Quantitative results are provided to compare intersection and freeway level of service, and vehicle miles travelled estimates for all scenarios. A qualitative assessment of the potential non-automotive impacts based on items in the CEQA checklist in Appendix G of the CEQA guidelines is discussed for the preferred project alternative.

## OVERVIEW OF PROJECT AREA

The City of Glendale is located at the northern end of the Los Angeles Basin, approximately 8 miles north of downtown Los Angeles. The City is bounded geographically by the Verdugo Mountains to the north, the City of Los Angeles to the south, the cities of Burbank and Los Angeles to the west, and the cities of Pasadena and Los Angeles to the east. Glendale is a fully developed City, with a population of 191,719 people (US Census, 2010) and a diverse array of residential, commercial, and industrial uses throughout the City.

The South Glendale Community Plan Area is located in the southern portion of Glendale, and encompasses approximately 4.6 square miles. It is primarily bounded by State Route 134 to the north, Forest Lawn Cemetery to the south, State Route 2 to the east, and San Fernando Road to the west. It contains the highest concentrations of housing and commercial uses of the City, as well as several key commercial corridors that serve as attractors for both local and regional residents.

The City of Glendale and South Glendale Community Plan project area are shown in Figure 1.



- South Glendale Community Plan Area
- City Boundary



Figure 1  
South Glendale Community Plan Study Area



## 2. EXISTING ENVIRONMENTAL SETTING

A comprehensive data collection and assessment process was undertaken to develop an accurate description of existing circulation conditions within the study area. The assessment of existing conditions relevant to this study includes an inventory of the South Glendale Community Plan's transportation networks including freeways, arterials, transit, bicycle, and pedestrian systems. Traffic volumes and operating conditions are provided at freeway and arterial study locations.

### ARTERIAL STREET NETWORK

The following is a description of the Major Arterials, Minor Arterials, and certain Urban Collector streets that serve the South Glendale Community Plan Area.

- Colorado Street – Colorado Street is a 4-lane east/west Major Arterial with a center turn lane between SR-2 and entrance ramps to I-5, with a 5- to 6-lane segment between Galleria Way and Louise Street. It has primarily commercial uses in the corridor, including several large shopping centers. The majority of intersections on this segment also have dedicated right- and left-turn lanes. There is on-street parking available along the length of Colorado Street, with some sections limited to two hours. Parking is prohibited between Columbus Avenue and Central Avenue. The posted speed limit is 35 mph.
- Verdugo Road – Verdugo Road is a 4-lane, north/south Major Arterial with no center turn lane. It passes through primarily medium density housing uses; a segment between Broadway and Chevy Chase Drive is primarily commercial uses. On-street parking is permitted on both sides of the road along the street's length. Verdugo Road has sharrows north of Colorado Street to Glendale Avenue. The posted speed limit ranges from 25 to 35 mph.
- Glenoaks Boulevard – Glenoaks Boulevard is a 4- to 6-lane Major Arterial that runs in an east/west direction at the northern edge of the Plan Area. West of Brand Boulevard, the road is divided by a planted median, and on-street parking is prohibited to Pacific Avenue. East of Brand Boulevard the road has no center left-turn lanes and on-street parking is allowed, with a 2-hour restriction. The segment of Glenoaks Boulevard that borders the Plan Area consists primarily of commercial uses, with several high-rise uses on the southern side. Glenoaks Boulevard has Class II bike lanes in both directions from Pacific Avenue to the western City boundary. Between Pacific Avenue and Brand Boulevard, there are Class II bike lanes in the westbound direction, and sharrows in the eastbound direction. Between Brand Boulevard and Geneva Street, there are sharrows in both directions. The posted speed limit ranges from 35 to 40 mph.
- San Fernando Road – San Fernando Road is a 4-lane Major Arterial that runs north/south along the western border of the plan area. It has a center turn lane along its entire extent, from SR-134 to the

southern city border. On-street parking is permitted along both sides of the street with time restrictions south of Windsor Road. North of Windsor Road to the SR-134, parking is not permitted on the west side of the street, which runs along a railroad right-of-way. The corridor is primarily mixed use north of Windsor Road, with some commercial and medium-density residential uses along the southern portion. The posted speed limit is 35 mph.

- Central Avenue – Central Avenue is a 4- to 6-lane Major Arterial that runs north/south through the Plan Area. It is four lanes wide, with a center turn lane south of Colorado Street, and alternates between five and six lanes north of Colorado to the northern boundary of the Plan Area. Parking is generally permitted on both sides of the street, with varying time restrictions, and no parking between Colorado Street and Wilson Avenue. There are bike lanes north of Wilson Avenue to SR-134, and the posted speed limit is 35 mph. The street has various types and intensities of primarily commercial uses along the majority of its length, with multi-family housing uses at the north end of the street.
- Brand Boulevard – Brand Boulevard is a four- to five-lane Major Arterial that runs north/south through the Plan Area. It is five lanes wide north of Lexington Drive, and four lanes wide south of Lexington to the city boundary. Both segments have dedicated left turn lanes, with diagonal parking along both sides of the street for the majority of its length. The street is on a major commercial corridor in Glendale, and contains large regional commercial uses, including large shopping centers and auto dealerships. The posted speed limit is 30 mph.
- Glendale Avenue – Glendale Avenue is a four-lane Major Arterial that runs north/south through the Plan Area. It has a center turn lane the entirety of its length, from the southern City boundary to the northeast boundary of the Plan Area. There are a range of commercial uses along the majority of Glendale Avenue, with some single family residential uses along its southern extent. Glendale Avenue has sharrows south of Los Feliz Avenue to Cerritos Avenue. There is on-street parking on both sides of the street along its entire extent, and the posted speed limit is 30 mph.
- Los Feliz Road – Los Feliz Road is an east/west Major Arterial that operates in the southern portion of the Plan Area. From San Fernando Road to the western City boundary, the road is divided by a median, and east of San Fernando Road the street has a center turn lane. The corridor is primarily commercial use, with some light industrial uses on the western extent. Parking is permitted on both sides of the street from Glendale Avenue to Gardena Avenue. The posted speed limit is 35 mph.
- Broadway – Broadway is a 4-lane Minor Arterial that operates from the western City boundary to Wilson Avenue in the Plan Area. The road runs in an east/west direction and has center turn lanes between Columbus Avenue and Brand Boulevard. The corridor is primarily commercial in nature, with some single- and multi-family residential uses east of Chevy Chase Drive. Parking is permitted on both sides of the street, with the exception of the aforementioned segment between Brand Boulevard and Glendale Avenue. The street has sharrows along its entire length within the Plan Area. The posted speed limit is 35 mph.
- Pacific Avenue – Pacific Avenue is a 2- to 4-lane Minor Arterial that operates in a north/south orientation from the northern boundary of the Plan Area to San Fernando Road in the South. From

Glenoaks Boulevard to Colorado Street, the road is four lanes with a center turn lane; south of Colorado Street the roadway narrows to two lanes with a center turn lane. The majority of the corridor is primarily single- and multi-family residential uses; between Broadway and Colorado Street there are commercial and public uses in addition to the residential. Parking is permitted south of Broadway to the street's terminus at San Fernando Road. The posted speed limit is 30 mph.

- Chevy Chase Drive – Chevy Chase Drive is a Minor Arterial that operates in a north/south orientation from the western city boundary to Adams Street; Chevy Chase then changes direction and runs in a north/south orientation to the northeastern boundary of the Plan Area. Both orientations are 4-lane roads; the north/south segment has sharrows. The street traverses through a mix of single- and multi-family housing and commercial uses. Parking is permitted along most blocks along the street. The posted speed limit is 35 mph.
- Wilson Avenue – Wilson Avenue is a 2- to 4-lane Minor Arterial that runs in an east/west orientation across the entire Plan Area; two lanes with a center turn lane east of Central Avenue to the City Boundary. East of Sinclair Avenue, it expands to four lanes with a center turn lane until it ends at Broadway. The corridor is primarily medium- to high-density residential uses, with a commercial segment between Central Avenue and Louise Street. Parking is allowed on both sides of the street, with the exception of short segments between Isabel Street and Everett Street, and Maryland Avenue and Brand Boulevard. The posted speed limit is 25 to 30 mph.
- California Avenue – California Avenue is a two-lane Urban Collector street that operates in an east/west orientation, from San Fernando Road at the western boundary of the Plan Area, to Verdugo Road at its eastern boundary. The corridor is composed of primarily moderate- to high-density residential uses, with a commercial corridor between Central Avenue and Maryland Avenue. Parking is permitted along most blocks, on both sides of the street, and the posted speed limit is 25 mph.
- Maple Street – Maple Street is an Urban Collector street that runs east/west from Pacific Avenue to the eastern boundary of the City. It is a 2-lane street, with parking allowed on both sides of the street, and has sharrows from Pacific Avenue to Verdugo Road. The corridor is comprised of mostly moderate- to medium-density residential uses, and has posted speed limit of 25 mph.
- South Adams Street – Adams Street is a 2-lane Community Collector street that runs north/south from Palmer Avenue to the southern city boundary. It is a 2-lane street through a largely single-family residential area, with street parking and a posted speed limit of 25 mph.

In addition to the previously listed streets, the following streets are classified as Urban Collector Streets within the Plan Area:

- Columbus Avenue between Doran Street and Chevy Chase Drive
- Concord Street between Fairmont Avenue and Broadway
- Doran Street between Commercial Street and Adams Street

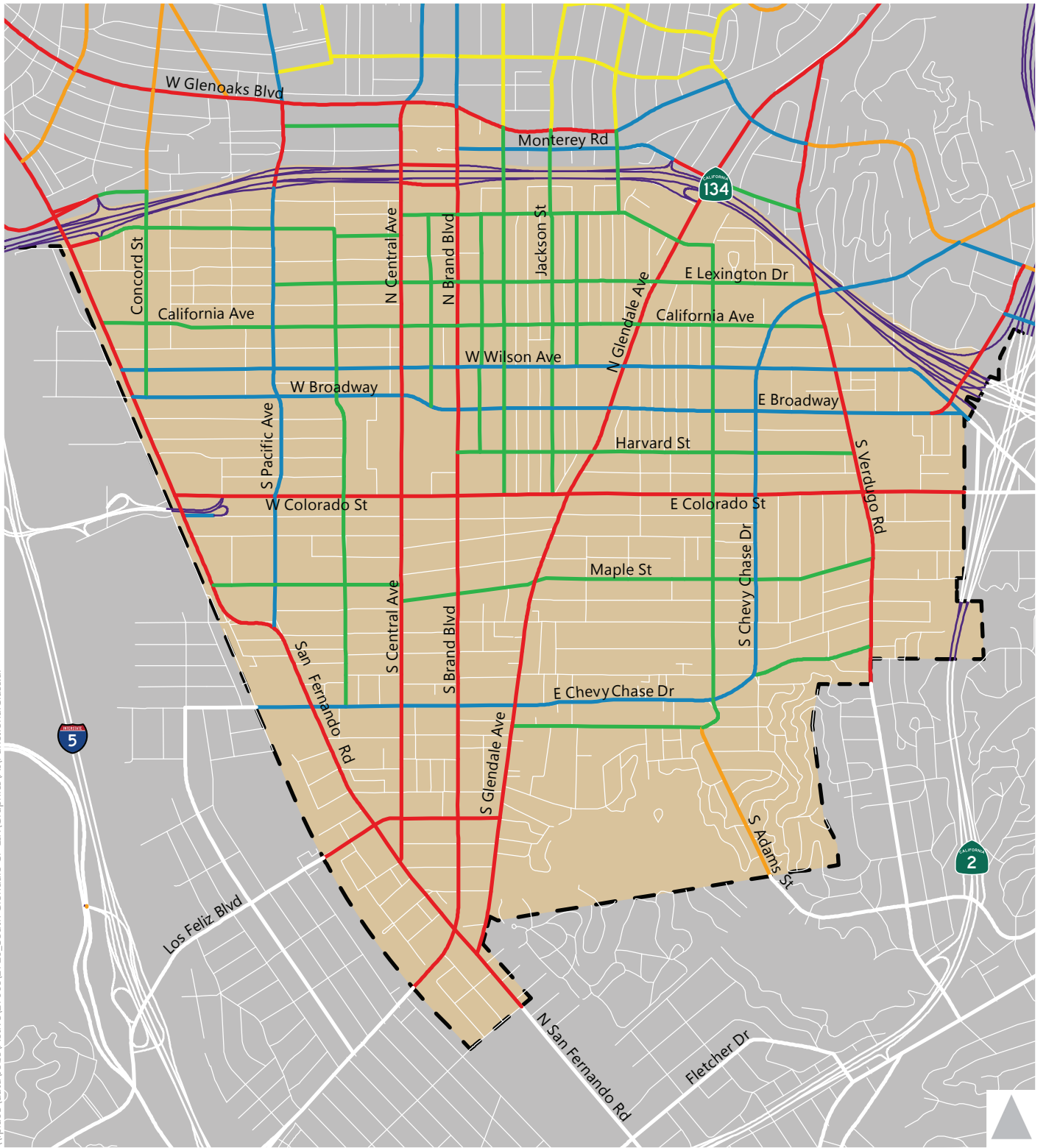
- Harvard Street between Brand Boulevard and Verdugo Road
- Isabel Street between Doran Street and Wilson Avenue
- Jackson Street between Glenoaks Boulevard and Colorado Street
- Lexington Drive between Pacific Avenue and Verdugo Road
- Louise Street between Glenoaks Boulevard and Colorado Street
- Maryland Avenue between Doran Street and Harvard Street
- Orange Street between Doran Street and Broadway
- Palmer Avenue between Glendale Avenue and Adams Street
- Riverdale Drive between San Fernando Road and Central Avenue

All remaining streets are classified as Local Streets within the Plan Area. Figure 2 illustrates the Plan Area's existing street network and functional classes of roadways.

## ARTERIAL OPERATIONS ANALYSIS

The operations of the arterial street network was evaluated at 50 study intersections during the AM and PM peak hours consistent with the City of Glendale traffic impact analysis guidelines. Intersection volumes were collected during the morning and afternoon peak hours, from 7:30 to 9:30 AM and from 4:30 to 6:30 PM respectively, in May and August 2016. The peak one-hour time period for the morning and afternoon is found by identifying the four consecutive 15-minute periods with the highest traffic volumes.

During the months when traffic counts were collected, San Fernando Road was under construction between Colorado Street and Pacific Avenue and the number of through lanes was reduced to one lane in each direction. The intersection at Pacific Avenue & Colorado Street was also under construction and the number of northbound through lanes was reduced from two to one. Local schools were in session when the counts were collected in both May and August. The weekday traffic volumes, included in Attachment A, are representative of existing conditions in 2016 for the purposes of this analysis. Attachment A also includes the lane configurations at each study intersection at the time counts were collected.



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**Street Classification**

- Freeway
  - Major Arterial
  - Minor Arterial
- Urban Collector
  - Community Collector
  - Neighborhood Collector
- South Glendale Community Plan Area
  - City Boundary



Figure 2  
Roadway Functional Classifications

### **Level of Service Methodology**

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum acceptable level of service for intersections in urban areas. LOS definitions for signalized intersections are provided, with accompanying volume-to-capacity ratios, in Table 1.

The City of Glendale requires the use of Intersection Capacity Utilizations (ICU) methodology for traffic impact analysis on the operation of intersections. The ICU method measures an intersection's capacity to serve all legs of an intersection within a complete signal phase cycle. ICU can also indicate how much reserve capacity the intersection has, or how much the intersection is over capacity.

### **Level of Service Results**

Table 2 presents the AM and PM peak hour LOS at the 50 study intersections. The results are also shown in Figure 3. The following three intersections operate at LOS E during either the AM or PM peak hour:

- Pacific Avenue & Glenoaks Boulevards (PM peak hour only)
- Glendale Avenue & SR-134 Eastbound Ramps (AM and PM peak hours)
- San Fernando Road & Los Feliz Road (PM peak hour only)

The following three intersections operate at LOS F during either the AM or PM peak hour:

- Pacific Avenue & SR-134 Westbound Ramps (PM peak hour only)
- Pacific Avenue & SR-134 Eastbound Ramps (PM peak hour only)
- Glendale Avenue & Monterey Road (AM and PM peak hours)

**TABLE 1 INTERSECTION LEVEL OF SERVICE THRESHOLDS**

Level of Service	Description	V/C Ratio
A	At LOS A, there are no cycles that are fully loaded, and few are even close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	LOS B represents stable operation. An occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	>0.600 - 0.700
C	In LOS C stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasionally drivers may have to wait through more than one red signal indication, and back-ups may develop behind turning vehicles.	>0.700 - 0.800
D	LOS D encompasses a zone of increasing restriction, approaching instability. Delays to approaching vehicles may be substantial during short peaks within the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive back-ups.	>0.800 - 0.900
E	LOS E represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00) there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	>0.900 - 1.000
F	LOS F represents jammed conditions. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration, hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.000

Source: Los Angeles County Metropolitan Transportation Agency 2010 Congestion Management Program.

**TABLE 2 2016 EXISTING INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing	
			V/C	LOS
1	Pacific Ave/Glenoaks Blvd	AM	0.785	C
		PM	<b>0.944</b>	<b>E</b>
2	Central Ave/Glenoaks Blvd	AM	0.540	A
		PM	0.630	B
3	Brand Blvd/Glenoaks Blvd	AM	0.685	B
		PM	0.691	B
4	Pacific Ave/SR-134 WB Ramps	AM	0.723	C
		PM	<b>1.076</b>	<b>F</b>
5	Pacific Ave/SR-134 EB Ramps	AM	0.768	C
		PM	<b>1.023</b>	<b>F</b>
6	Central Ave/Goode Ave	AM	0.592	A
		PM	0.808	D
7	Central Ave/Sanchez Dr	AM	0.805	D
		PM	0.678	B
8	Brand Blvd/Goode Ave	AM	0.898	D
		PM	0.864	D
9	Brand Blvd/Sanchez Dr	AM	0.718	C
		PM	0.661	B
10	SR-134 WB Ramps/Monterey Rd	AM	0.756	C
		PM	0.790	C
11	Glendale Ave/Monterey Rd	AM	<b>1.134</b>	<b>F</b>
		PM	<b>1.074</b>	<b>F</b>
12	Glendale Ave/SR-134 EB Ramps	AM	<b>0.906</b>	<b>E</b>
		PM	<b>0.992</b>	<b>E</b>
13	Pacific Ave/Lexington Dr	AM	0.411	A
		PM	0.488	A
14	Central Ave/Lexington Dr	AM	0.447	A
		PM	0.559	A
15	Brand Blvd/Lexington Dr	AM	0.471	A
		PM	0.671	B
16	Glendale Ave/Lexington Dr	AM	0.718	C
		PM	0.767	C
17	Verdugo Rd/Wilson Ave	AM	0.683	B
		PM	0.691	B



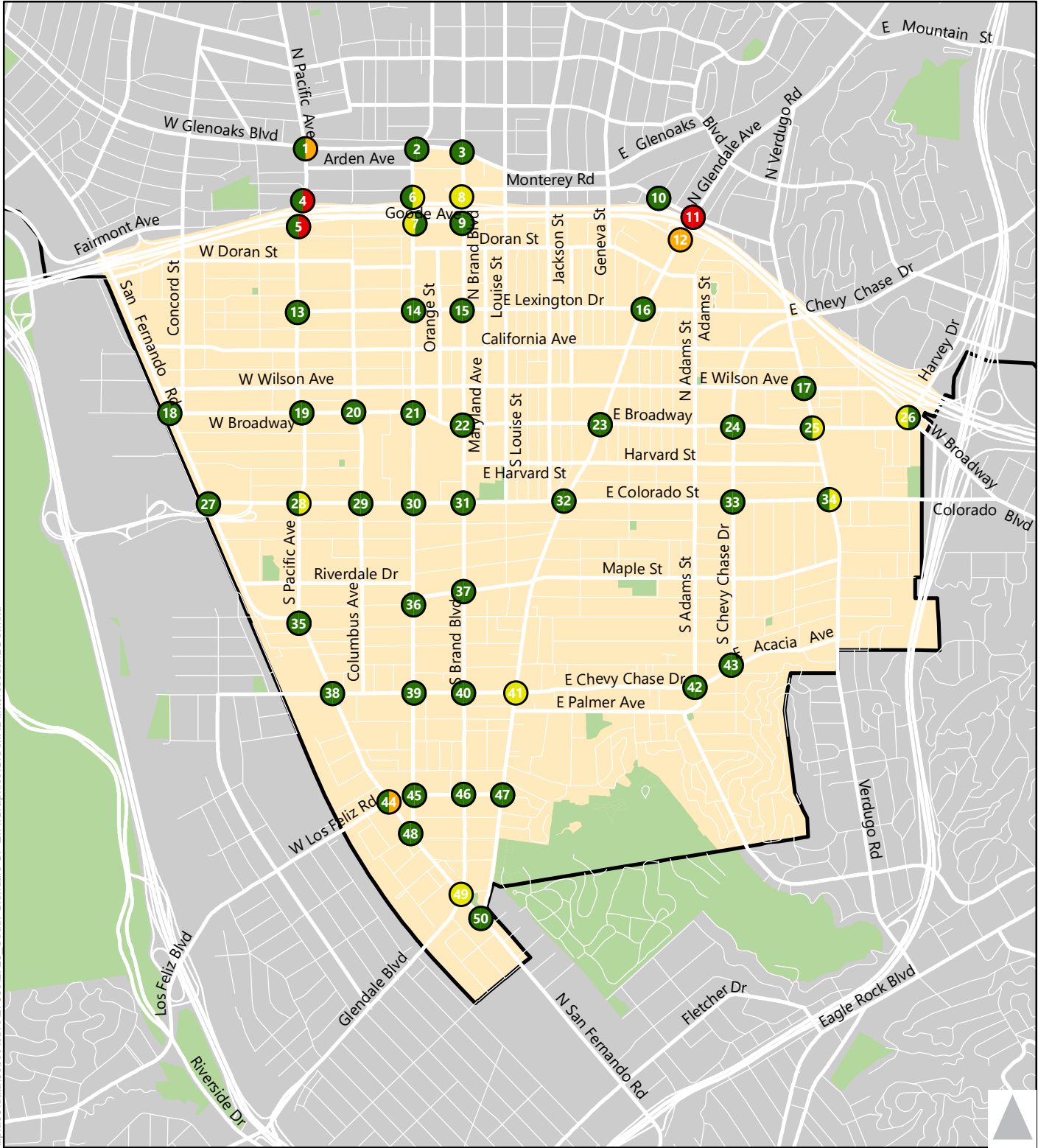
**TABLE 2 2016 EXISTING INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing	
			V/C	LOS
18	San Fernando Rd/Broadway	AM	0.692	B
		PM	0.788	C
19	Pacific Ave/Broadway	AM	0.409	A
		PM	0.679	B
20	Columbus Ave/Broadway	AM	0.425	A
		PM	0.552	A
21	Central Ave/Broadway	AM	0.450	A
		PM	0.646	B
22	Brand Blvd/Broadway	AM	0.433	A
		PM	0.644	B
23	Glendale Ave/Broadway	AM	0.585	A
		PM	0.762	C
24	Chevy Chase Dr/Broadway	AM	0.568	A
		PM	0.660	B
25	Verdugo Rd/Broadway	AM	0.493	A
		PM	0.857	D
26	Harvey Dr/Wilson Ave	AM	0.889	D
		PM	0.627	B
27	San Fernando Rd/Colorado St	AM	0.572	A
		PM	0.638	B
28	Pacific Ave/Colorado St	AM	0.711	C
		PM	0.879	D
29	Columbus Ave/Colorado St	AM	0.648	B
		PM	0.763	C
30	Central Ave/Colorado St	AM	0.534	A
		PM	0.712	C
31	Brand Blvd/Colorado St	AM	0.564	A
		PM	0.676	B
32	Glendale Ave/Colorado St	AM	0.672	B
		PM	0.753	C
33	Chevy Chase Dr/Colorado St	AM	0.676	B
		PM	0.758	C
34	Verdugo Rd/Colorado St	AM	0.786	C
		PM	0.801	D

**TABLE 2 2016 EXISTING INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing	
			V/C	LOS
35	Pacific Ave/San Fernando Rd	AM	0.636	B
		PM	0.684	B
36	Central Ave/Maple St	AM	0.492	A
		PM	0.637	B
37	Brand Blvd/Maple St	AM	0.539	A
		PM	0.628	B
38	San Fernando Rd/Chevy Chase Dr	AM	0.609	B
		PM	0.638	B
39	Central Ave/Chevy Chase Dr	AM	0.535	A
		PM	0.681	B
40	Brand Blvd/Chevy Chase Dr	AM	0.701	C
		PM	0.720	C
41	Glendale Ave/Chevy Chase Dr	AM	0.816	D
		PM	0.803	D
42	Adams St/Chevy Chase Dr	AM	0.586	A
		PM	0.639	B
43	Chevy Chase Dr/Acacia Ave	AM	0.655	B
		PM	0.574	A
44	San Fernando Rd/Los Feliz Rd	AM	0.754	C
		<b>PM</b>	<b>0.906</b>	<b>E</b>
45	Central Ave/Los Feliz Rd	AM	0.518	A
		PM	0.641	B
46	Brand Blvd/Los Feliz Rd	AM	0.647	B
		PM	0.717	C
47	Glendale Ave/Los Feliz Rd	AM	0.456	A
		PM	0.577	A
48	Central Ave/San Fernando Rd	AM	0.426	A
		PM	0.567	A
49	Brand Blvd/San Fernando Rd	AM	0.848	D
		PM	0.848	D
50	Glendale Ave/San Fernando Rd	AM	0.689	B
		PM	0.753	C

Source: Fehr & Peers.



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**Legend**



- A - C
- E
- D
- F

# Intersection Number

City Boundary

South Glendale Community Plan Area



Figure 3  
2016 Existing Intersection Level of Service

## REGIONAL ROADWAY NETWORK

State Route 134 (SR-134), also known as the Ventura Freeway, is a 10-lane (including carpool lanes) limited access freeway that operates in an east/west direction through the City of Glendale. It is located at the north end of the South Glendale Community Plan Area, and provides access to the cities of Los Angeles and Pasadena to the east and the cities of Burbank and Los Angeles to the west.

State Route 2 (SR-2), known as the Glendale Freeway, is an 8- to 10-lane, limited access freeway that operates in a north/south direction on the eastern edge of the City of Glendale. Just east of Glendale, it intersects with SR-134; south of Glendale it intersects with Interstate 5. It passes through a small portion of the Community Plan Area's eastern edge, and provides access to the Plan Area just outside the Plan boundary at both Colorado Street and Holly Drive.

Interstate 5 (I-5), or the Golden State Freeway, is an 8- to 10-lane limited access freeway that operates in a north/south direction through the State of California. Access is via the west end of Colorado Street, where north- southbound ramps connect the Plan Area to I-5. The freeway provides regional access between the cities of Santa Clarita, Burbank, Los Angeles, and into Orange County. I-5 extends from the northern California border with Oregon to the United States border in San Diego.

## FREEWAY OPERATIONS ANALYSIS

The Congestion Management Program (CMP) is a state-mandated program administered by the Los Angeles County Metropolitan Transportation Authority (Metro) that provides a mechanism for the coordination and alignment of land use and development decisions with roadway system performance.

### **Level of Service Methodology**

In accordance with the CMP guidelines, mainline freeway operating conditions during peak periods were evaluated using the general procedures established by the CMP. Mainline LOS is estimated by calculating the demand-to-capacity (D/C) ratio of each mainline segment. LOS calculations based on D/C ratios is a proxy for the speed-based LOS performance measure used by Caltrans for traffic operations analysis. The level of service criteria for freeway segments are shown in Table 3.

**TABLE 3 CMP FREEWAY LEVEL OF SERVICE THRESHOLDS**

Level of Service	Description	Demand-to-Capacity Ratio
A	Highest quality of service. Free traffic flow with low volumes and densities. Little or no restriction on maneuverability and speed.	0.00 - 0.35
B	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	>0.35 - 0.54
C	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.	>0.54 - 0.77
D	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Less maneuverability and driver comfort.	>0.77 - 0.93
E	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability, and low driver comfort.	>0.93 - 1.00
F(0)	Forced traffic flow. Speed and flow may drop to zero with high densities.	>1.00 - 1.25
F(1)	Forced traffic flow. Speed and flow may drop to zero with high densities.	>1.25 - 1.35
F(2)	Forced traffic flow. Speed and flow may drop to zero with high densities.	>1.35 - 1.45
F(3)	Forced traffic flow. Speed and flow may drop to zero with high densities.	>1.45

Source: Los Angeles County Metropolitan Transportation Agency 2010 Congestion Management Program.

No CMP arterial locations were analyzed since none are near the Community Plan Area.

### Level of Service Results

Four freeway segment locations on State Route 2, Interstate 5, and State Route 134 were selected for analysis. Mainline freeway segment volumes are reported for 2010 in the most recent CMP report. These volumes were increased using the published growth factor for the Glendale area (1.014) to estimate existing freeway demand. Table 4 shows the directional LOS for each CMP freeway segment analyzed. The following locations operate at LOS F during either the AM or PM peak hour, or during both peak hours:

- State Route 2 at Round Top Road – Southbound (AM only)
- Interstate 5 at Stadium Way – Northbound (PM only)
- Interstate 5 at Stadium Way – Southbound (AM and PM)
- Interstate 5 south of Colorado Street Exit – Northbound (AM and PM)
- Interstate 5 south of Colorado Street Exit – Southbound (AM and PM)

**TABLE 4 2016 EXISTING FREEWAY LEVEL OF SERVICE RESULTS**

CMP Station	Direction	Lanes	Capacity	Peak Hour	Demand	D/C	LOS
1001. SR 2 at Round Top Road	NB	5	10,000	AM	4,700	0.47	B
				PM	8,400	0.84	D
	SB	5	10,000	<b>AM</b>	<b>10,600</b>	<b>1.06</b>	<b>F(0)</b>
				PM	5,900	0.59	C
1004. I-5 at Stadium Way	NB	5	10,000	AM	9,500	0.95	E
				<b>PM</b>	<b>12,900</b>	<b>1.29</b>	<b>F(1)</b>
	SB	5	10,000	<b>AM</b>	<b>14,200</b>	<b>1.42</b>	<b>F(2)</b>
				<b>PM</b>	<b>10,700</b>	<b>1.07</b>	<b>F(0)</b>
1005. I-5 s/o Colorado Boulevard Exit	NB	5	10,000	<b>AM</b>	<b>10,300</b>	<b>1.03</b>	<b>F(0)</b>
				<b>PM</b>	<b>13,200</b>	<b>1.32</b>	<b>F(1)</b>
	SB	5	10,000	<b>AM</b>	<b>14,100</b>	<b>1.41</b>	<b>F(2)</b>
				<b>PM</b>	<b>11,700</b>	<b>1.17</b>	<b>F(0)</b>
1055. SR-134 e/o Central Avenue	EB	5	10,000	AM	6,600	0.66	C
				PM	8,600	0.86	D
	WB	5	10,000	AM	9,100	0.91	D
				PM	6,200	0.62	C

Source: Los Angeles County Metropolitan Transportation Agency 2010 Congestion Management Program.

## VEHICLE MILES TRAVELLED

The City's recently updated travel demand model was used to provide estimates for the number of average daily weekday vehicle trips (VT) generated within the Plan Area as well as the vehicle miles travelled (VMT) associated with those trips. The development and application of the City of Glendale travel demand model will be discussed in more detail in Chapter 4.

The Origin-Destination (OD) methodology was used to estimate the number of vehicle trips and VMT generated by the land uses within the Plan Area. This methodology isolates specific trip types depending on their origin and destination relative to the Plan Area, and includes the entire trip length of each vehicle trip in the VMT estimate. The three included trip types are as follows:

- Internal-internal (II) – trips that begin and end entirely within the Plan Area
- Internal-external (IX) – trips with an origin within, but a destination outside the Plan Area
- External-internal (XI) – trips with an origin outside, but a destination within the Plan Area

A fourth trip type exists, but is not included in the OD Methodology to estimate vehicle trips and VMT since the land use policies within the Plan Area do not apply to these trips. External-external (XX) are trips that pass through the Plan Area without stopping at a destination.

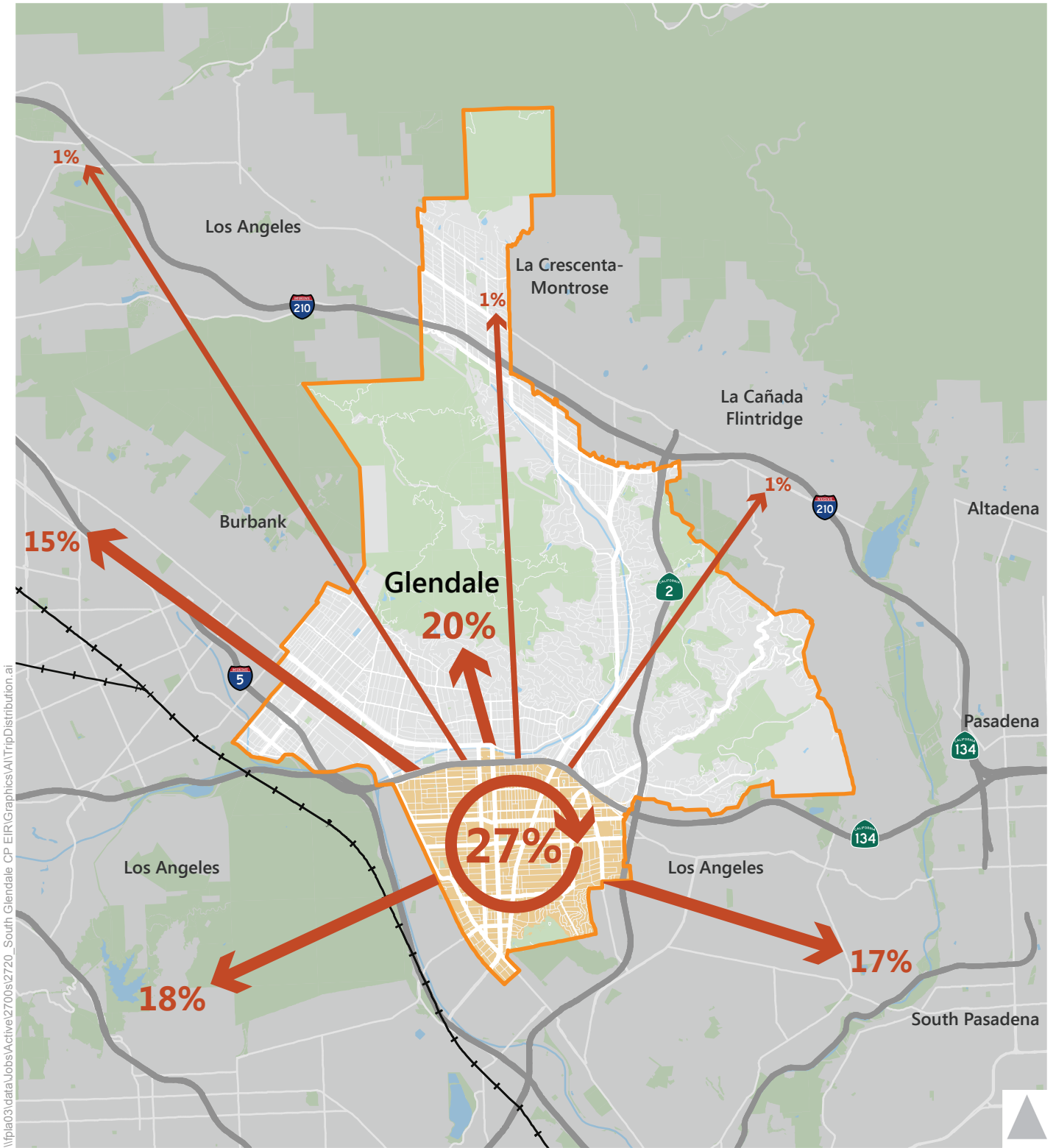
Table 5 shows the estimated average daily weekday vehicle trips, VMT, and vehicle trip lengths for all of the land uses within the South Glendale Community Plan Area.

**TABLE 5 2016 EXISTING AVERAGE DAILY WEEKDAY VEHICLE MILES TRAVELED**

<b>Trip Type</b>	<b>Vehicle Miles Traveled</b>	<b>Vehicle Trips</b>	<b>Average Trip Length</b>
Internal-Internal (II)	152,000	145,500	1.0 miles
Internal-External (IX)	1,863,000	201,300	9.3 miles
External-Internal (XI)	1,855,000	201,300	9.2 miles
<i>All Trip Types (II, IX, and XI)</i>	<i>3,870,000</i>	<i>548,100</i>	<i>7.1 miles</i>

Source: Fehr & Peers.

In addition to estimating the number of daily vehicle trips and daily VMT, the citywide travel demand model was used to approximate the existing directional trip distribution for vehicle trips generated within the Plan Area. The distribution of daily trips is shown in Figure 4. Approximately 27% of vehicle trips originating within the Plan Area stay inside the Plan Area. Approximately half of the vehicle trips originating within the Plan Area stay within the City of Glendale (including trips internal to the Plan Area). Of the 50% of vehicle trips that do not stay within the City, approximately 1/3 have a trip end in the west towards the City of Burbank and the San Fernando Valley, 1/3 have a trip end in the south towards the Westside and Downtown Los Angeles, and 1/3 have trip end in the east towards the City of Pasadena and the San Gabriel Valley. A very small percentage of vehicle trips head north towards La Canada Flintridge or Tujunga.



South Glendale Community Plan Area

City Boundary

Trip Distribution



Figure 4  
Daily Vehicle Trip Distribution



## TRANSIT NETWORK

The South Glendale Community Plan Area is served by a variety of public transit operators that provide a wide range of transportation options. This includes local and regional bus routes, paratransit, and commuter rail services. Figure 5 illustrates the existing transit network.

### GLENDALE BEELINE

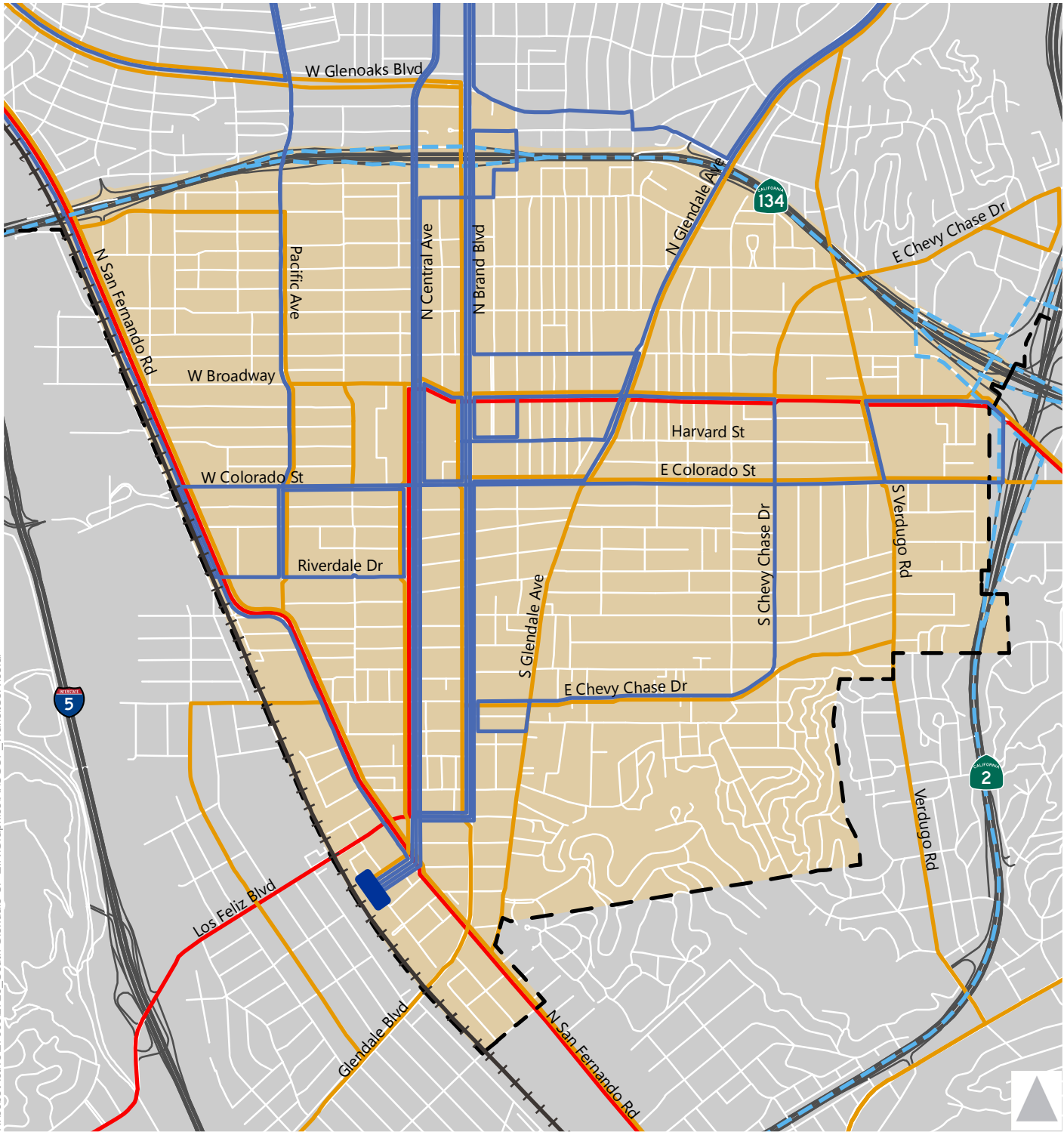
Glendale Beeline is the City's local fixed-route transit service, serving the cities of Glendale, La Cañada Flintridge, and the unincorporated Los Angeles County areas of La Crescenta and Montrose. The Beeline operates 101 fixed routes, nine of which operate within the Plan Area. These community circulator routes connect residential areas to major destinations including the Glendale Transportation Center, middle schools and high schools, Downtown Glendale employment centers, Glendale Community College and Jet Propulsion Laboratory. Glendale Beeline routes are summarized in Table 6 below.

**TABLE 6 GLENDALE BEELINE BUS ROUTES**

Route	Origin	Destination	Average Peak Headway
1/2	Glendale Transportation Center	Stocker Square	20 min.
3/31/32	Glendale Galleria	Jet Propulsion Lab	30 min.
4	Roosevelt Middle School	Glendale Galleria	20 min.
5	Pacific Park	Hoover High School	15 min.
6	Pacific Park	Glendale High School	20 min.
11	Glendale Transportation Center	Downtown Glendale	25 min.
12	Glendale Transportation Center	Burbank RITC	25 min.

Source: City of Glendale.

Paratransit service is provided by Glendale Dial-A-Ride, which is available to seniors and persons with disabilities for travel anywhere within the cities of Glendale, La Cañada-Flintridge, and the unincorporated Los Angeles County areas of Montrose and La Crescenta. The service operates seven days a week. Beeline routes connect Downtown Glendale and the San Fernando Road corridor employment centers and housing to regional rail services at the Glendale Transportation Center (GTC). The GTC provides connections to Amtrak rail and bus service and Metrolink rail service, which serves the major employment areas in Southern California.



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**Local Service**

— Glendale Beeline

**Regional Service**

— Metro Rapid

— Metro Local

- - - LADOT Commuter Express

- - - Metrolink/Amtrak

■ Glendale Transportation Center/Train Station

■ South Glendale Community Plan Area

□ City Boundary



Figure 5

Existing Transit Service

## LOS ANGELES METROPOLITAN TRANSIT AUTHORITY

Metro operates several regional bus routes that service the South Glendale Community Plan Area, which provide connections to the rest of the City and regional destinations. Metro operates eight local routes, one shuttle circulator, and two Rapid routes that provide transit coverage in a north/south and east/west orientation. A list of Metro routes that serve the Plan Area are in Table 7.

**TABLE 7 METRO BUS ROUTES**

Route	Type	Service Area	Average Peak Headway
28	Local	Century City, Miracle Mile, Koreatown, Downtown Los Angeles, Eagle Rock, Glendale High School	15 min.
90/91	Local	Downtown Los Angeles, Chinatown, Glassell Park, Glendale, Sunland, Pacoima, Sylmar	15 min.
92	Local	Downtown Los Angeles, Echo Park, Downtown Glendale, Burbank	25 min.
94	Local	Downtown Los Angeles, Glassell Park, Glendale, Burbank, Sun Valley	20 min.
180	Local	Hollywood/Vine Red Line Station, Downtown Glendale, Eagle Rock, Pasadena City College, Sierra Madre Villa Transportation Center	30 min.
183	Local	Sherman Oaks, Valley Village, North Hollywood Red/Orange Line Station, Burbank Station, Downtown Glendale, Eagle Rock Plaza, Glendale Transportation Center	30 min.
201	Local	Glendale Adventist Medical Center, Downtown Glendale, Atwater Village, Silver Lake, Vermont/Beverly Red Line Station, Vermont/Wilshire Red Line Station	60 min.
501	Express	North Hollywood Red/Orange Line Station, Burbank, Disney Studios, Downtown Glendale, Old Town Pasadena, Memorial Park Gold Line Station, Del Mar Gold Line Station	12 min.
603	Local	Grand/LATTC Blue Line Station, Los Angeles Trade Tech College, Pico-Union, Westlake/MacArthur Park Red/Purple Line Station, Echo Park, Atwater Village, Downtown Glendale	15 min.
780	Rapid	Los Angeles, West Hollywood, Hollywood, Downtown Glendale, Eagle Rock, Pasadena	15 min.
794	Rapid	Downtown Los Angeles, Chinatown, Glendale (San Fernando Road Corridor), Burbank Town Center, Bob Hope Airport, Hansen Dam Lake, Sylmar Metrolink Station	20 min.

Source: Los Angeles County Metropolitan Transportation Agency.

## LADOT COMMUTER EXPRESS

The Los Angeles Department of Transportation (LADOT) operates two Commuter Express Lines within the South Glendale Community Planning Area. Both routes are limited service, operating during AM and PM peak hours only. Route 409 provides direct connections between Sylmar and Sunland to Downtown Los Angeles. Route 549 connects the west San Fernando Valley to Pasadena, with a Gold Line connection to the east San Gabriel Valley. Both routes stop at the Glendale Park and Ride and operate with approximately 20- to 25-minute headways.

## METROLINK COMMUTER RAIL

Metrolink Commuter Rail service provides transit connectivity to several areas in Southern California, including Ventura County, Orange County, Riverside County, San Bernardino County and the north Los Angeles County. The Glendale Amtrak/Metrolink Station (also referred to as the Glendale Transportation Center or Larry Zarian Transportation Center) is located on Cerritos Avenue, just west of San Fernando Road at Brand Boulevard. The station serves as a stop on the Metrolink Antelope Valley and Ventura County Lines. Passengers may travel south to Union Station/Los Angeles to transfer to the Orange, Riverside, and San Bernardino County routes.

The Antelope Valley Line originates from Los Angeles Union Station, following a north/south orientation along the I-5 and SR-14 freeways. It provides direct connections to Santa Clarita and Palmdale/Lancaster via the Glendale Transportation Center, through to Downtown Los Angeles. The Antelope Valley Line operates during the weekday and weekend, with headways of 40 to 50 minutes on weekdays, and one to two hours on the weekend.

The Ventura County Line originates at Los Angeles Union Station, and operates in an east/west orientation, providing a direct connection at the Glendale Transportation Center, ending in the eastern portion of Ventura County. The route operates during the weekdays only, with headways of 30 to 40 minutes. The Ventura County Line also provides connections to Bob Hope Airport in Burbank.

## AMTRAK

Amtrak provides passenger rail service across the entire United States and inter-regional transit connectivity to several communities in California. Amtrak's Pacific Surfliner service provides rail connections from the Glendale Transportation Center to Ventura, Santa Barbara, San Luis Obispo, Orange County and San Diego. Additionally, Amtrak's bus service connects to Amtrak San Joaquin service, which serves Central California and the San Francisco Bay Area. Passengers may travel from the Glendale Transportation Center to Union

Station for connections to Amtrak's national rail service via the Coast Starlight, Southwest Chief, Sunset Limited, and Texas Eagle routes.

From Amtrak and Metrolink trains, passengers can transfer to the bus for free using their pass or same-day ticket. Passengers can also use their pass or same-day ticket to travel throughout the day on Beeline.

## PEDESTRIAN NETWORK

The majority of arterials and local streets in the South Glendale Community Plan Area have a fully developed pedestrian network, interconnected by a variety of paved sidewalks, controlled crossings, access ramps, and painted crosswalks. Specific corridors, including segments of Brand Boulevard, Broadway, Central Avenue, and Colorado Street and portions of downtown Glendale have wide sidewalks to accommodate significant pedestrian activity.

Many improvements to the pedestrian network have been implemented within the SGCP Area in the past several years, including ADA accessibility upgrades at hundreds of bus stops, and Safe Routes to School crossing enhancement projects at Marshall Elementary School, Mann Elementary School, Muir Elementary School, RD White Elementary School, and Columbus Elementary School.

## BICYCLE NETWORK

The City of Glendale maintains a network of 18 on-street bikeways; of these, 11 are within the South Glendale Community Plan Area, and include Class II and Class III facilities. There are a total of 10.2 miles of existing bikeway facilities within the Plan Area; 1.1 miles of Class II lanes, and 9.1 miles of Class III routes.

According to the *City of Glendale Bicycle Transportation Plan (2012)*, each of the City's designated bicycle facilities includes individual design and operation components that contribute to the overall success of the Bicycle Transportation Plan's implementation. A brief description of each facility is provided below:

- **Class I Bikeway** – Referred to as a bike path, shared-use path, or multi-purpose trail. Provides for bicycle travel on a paved right-of-way completely separated from any street or highway. Other users may also be found on this type of facility.



### Class I: Shared-Use Path

*Provides a completely separated right-of-way for the exclusive use of bicyclists and pedestrians*

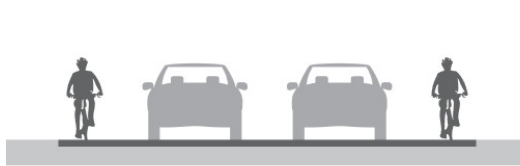


- **Class II Bikeway** – Referred to as a bike lane. Provides a striped lane for 1-way bicycle travel on a street or highway.



### Class II: Bike Lane

*Provides a striped lane for one-way bike travel on a roadway*



- **Class III Bikeway** – Referred to as a bike route. Provides for shared use with pedestrian or motor vehicle traffic.



### Class III: Bike Route

*Provides for shared use with motor vehicle traffic*



- Class IV Bikeway – Referred to as a protected bike lane or cycletrack. Provides a separated right-of-way for the exclusive use of bicyclists adjacent to a roadway.



### Class IV: Cycletrack

*Provides a separated right-of-way for the exclusive use of bicyclists adjacent to a roadway*

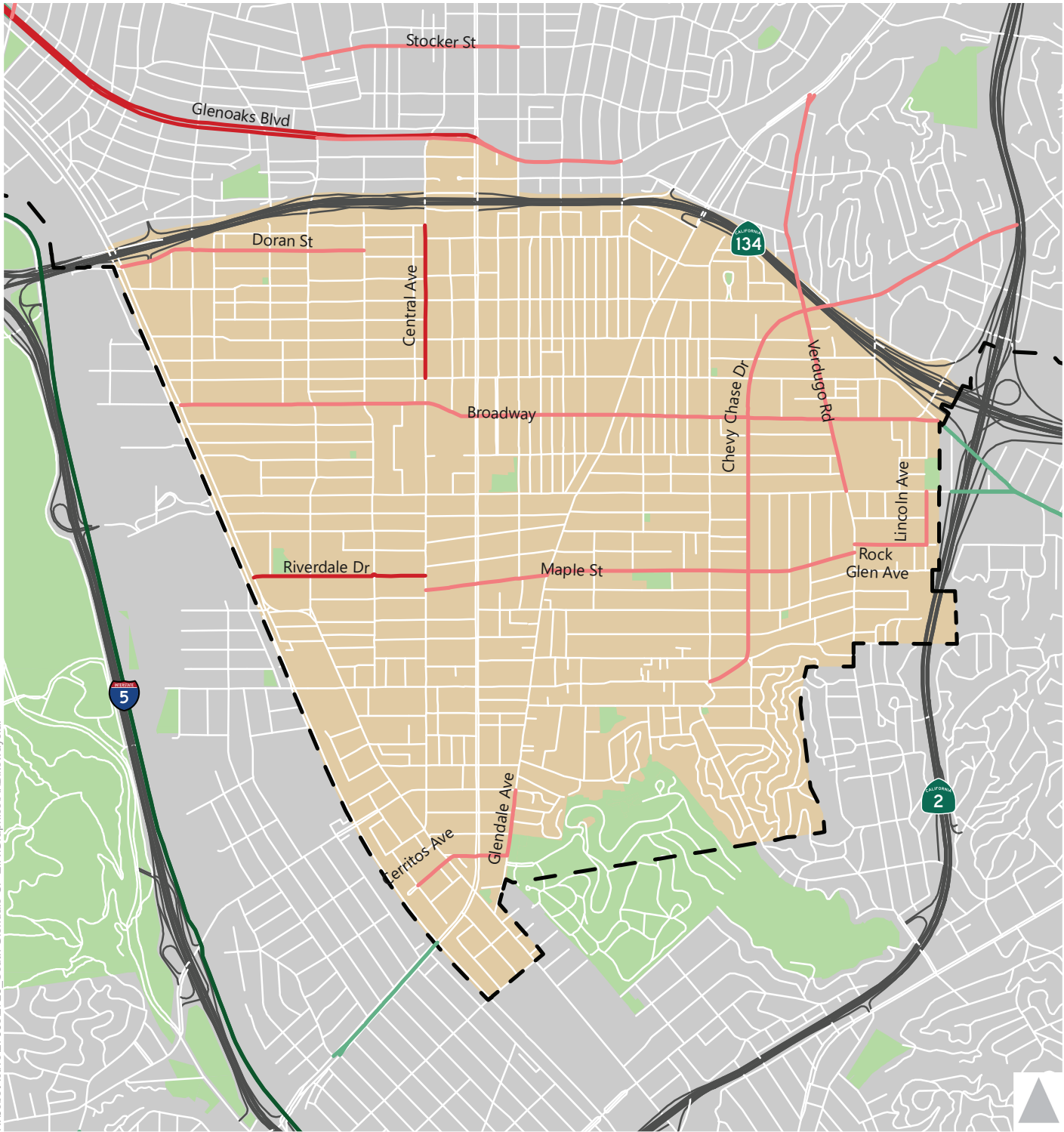


Table 8 lists all existing bicycle facilities within the Plan Area. These are also shown in Figure 6.

**TABLE 8 BICYCLE FACILITIES**

Name	From	To	Class	Length (miles)
Doran Street	San Fernando Road	Columbus Avenue	III	0.80
Broadway	San Fernando Road	Wilson Avenue	III	2.47
Central Avenue	Pioneer Drive	Wilson Avenue	II	0.50
Riverdale Drive	San Fernando Road	Central Avenue	II	0.56
Maple Street	Central Avenue	Verdugo Road	III	1.41
Chevy Chase Drive	Adams Street	State Route 134	III	2.10
Verdugo Road	State Route 134	Colorado Street	III	1.36
Glendale Avenue	Cerritos Avenue	Los Feliz Road	III	0.21
Cerritos Avenue	Gardena Avenue	Glendale Avenue	III	0.32
Rock Glen Avenue	Verdugo Road	Lincoln Avenue	III	0.23
Lincoln Avenue	Rock Glen Avenue	Colorado Street	III	0.17

Source: City of Glendale.



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**City of Glendale Bikeways**

- Class II
- Class III

**Glendale Adjacent Bikeways**

- Class I
- Class II

- South Glendale Community Plan Area
- Parks
- City Boundary



Figure 6  
Bicycle Network



### 3. ANALYSIS SCENARIOS

The South Glendale Community Plan analysis explores a preferred project scenario and three land use alternatives, including a No Project scenario. This report also compares these scenarios to existing conditions. The following are brief descriptions of the four future scenarios:

- *No Project*: new development would be based on existing land use policies and zoning standards with no changes
- *Alternative 1*: new investment and modest development would be encouraged in series of small business districts in the neighborhoods surrounding Downtown, including Adams Square/GCC Garfield Campus, South Glendale Avenue (south of Palmer Avenue), Pacific Edison Center, Columbus School/Pacific Gateway, Verdugo Road, and East Colorado (east of Verdugo Road)
- *Alternative 2*: incorporates the growth from Alternative 1 with new development opportunities along the transit corridors of East Broadway and South Central Avenue
- *Proposed Project*: incorporates the growth from Alternatives 1 and 2 with additional development around future transit stations to support proposed rail lines and other regional transit serving South Glendale, specifically Pacific Edison Center/West Colorado for Metrolink and High Speed Rail, Pacific Gateway and Verdugo Road for SR-134 east/west rail line, and a Brand Boulevard-Glenoaks Boulevard streetcar line

This chapter describes the land use assumptions, roadway network improvement projects, and vehicle trip reduction strategies associated with each of the future alternatives. These assumptions were all incorporated into the City's travel demand model to perform the analysis.

### LAND USE ASSUMPTIONS

Table 9 summarizes the citywide land use assumptions for each of the analysis scenarios and includes residential dwelling units, non-residential square footage, K-12 student enrollment and college enrollment. The non-residential category includes various types of office, medical, retail, entertainment, cultural, and industrial land uses.

The existing land use estimates were finalized in fall 2015 and are consistent with the land uses in the Plan Area when the existing intersection counts were collected in winter 2016. To maintain consistency with the documentation for the citywide model update, the tables on the following pages reference a 2015 Existing scenario.

**TABLE 9 CITYWIDE LAND USE FORECASTS**

Category	2015 Existing	2040 No Project	2040 Alternative 1	2040 Alternative 2	2040 Project
Dwelling Units (DU)	79,856	82,543	86,410	88,317	90,293
Non-residential (KSF)	33,010	40,155	40,728	40,724	41,451
K-12 (Students)	20,575	21,059	21,749	22,098	22,450
College (Students)	23,816	30,500	30,500	30,500	30,500
Parks (Acres)	340	340	340	340	340

Source: City of Glendale.

Outside of the South Glendale Community Plan area, the number of dwelling units increases by 100 households and the amount of non-residential land use increases by 4.7 million square feet from the 2015 Existing scenario to the 2040 No Project scenario. This is considered background growth for all 2040 scenarios. There are no further changes outside the plan area in the number of dwelling units or amount of non-residential land use square footage in any other future 2040 scenario.

Table 10 shows the 2015 Existing land use estimates within the South Glendale Community Plan Area and the net growth in each of the future 2040 scenarios.

**TABLE 10 SOUTH GLENDALE COMMUNITY PLAN NET LAND USE CHANGES**

Category	2015 Existing Total	2040 No Project Growth	2040 Alternative 1 Growth	2040 Alternative 2 Growth	2040 Project Growth
Dwelling Units (DU)	37,903	2,587	6,454	8,361	10,337
Non-residential (KSF)	20,244	2,470	3,043	3,039	3,765
K-12 (Students)	8,691	468	1,158	1,507	1,859
College (Students)	4,100	6,200	6,200	6,200	6,200
Parks (Acres)	23	0	0	0	0

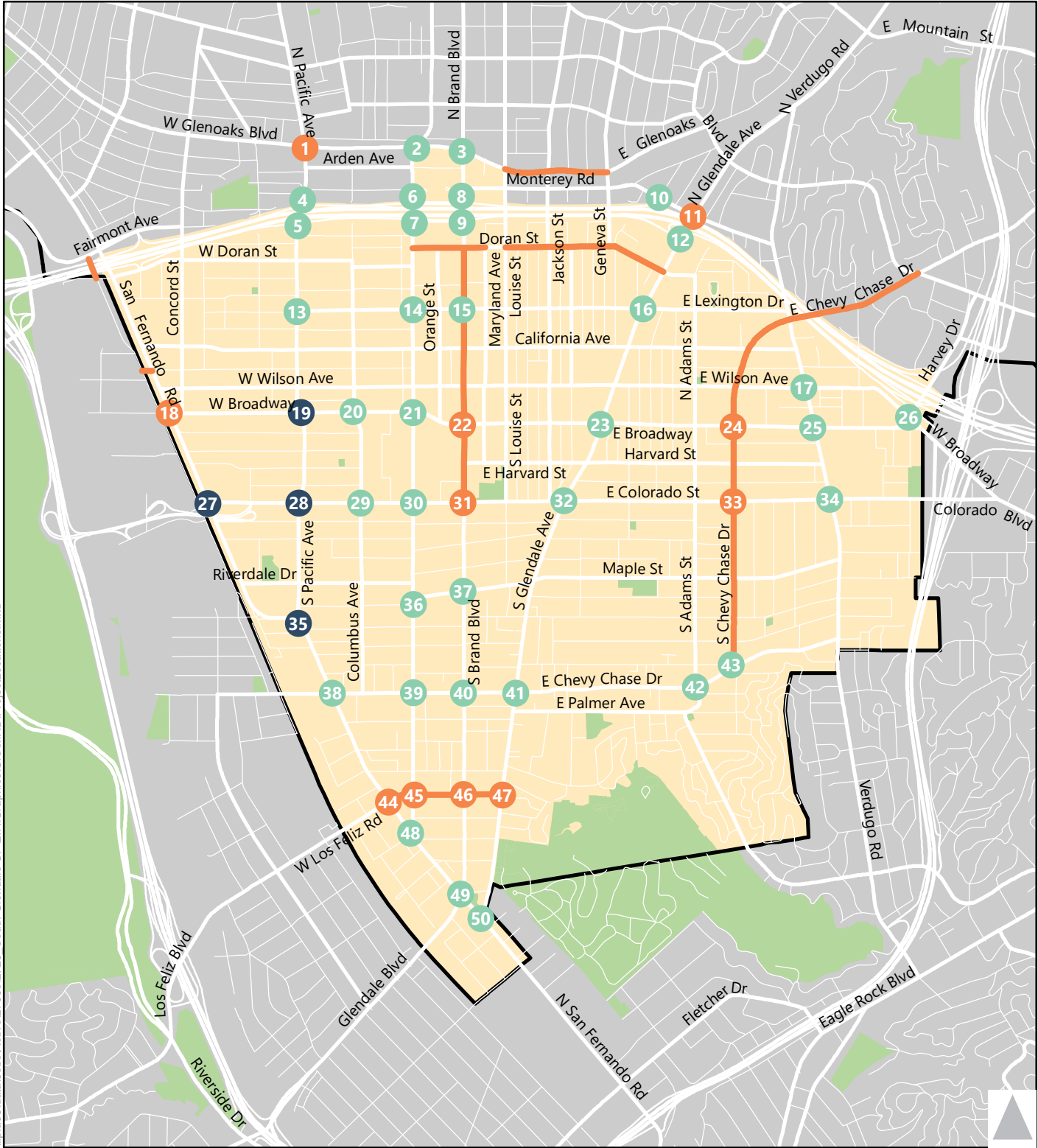
Source: City of Glendale.

## ARTERIAL AND HIGHWAY NETWORK PROJECTS

This section describes the future planned arterial and highway improvement projects. The list of roadway improvement projects includes regional projects sponsored by Metro or Caltrans and local projects sponsored by the City as part of the Bicycle Master Plan or upcoming Pedestrian Master Plan. The following improvement projects are included in all future 2040 scenarios:

- *I-5 HOV Lanes*: construct new HOV lanes on I-5, north of the SR-134 interchange to the model boundary at Burbank Boulevard
- *Doran Street Grade Separation*: close the at-grade rail crossings at Doran Street and Broadway west of San Fernando Road; construct overcrossing at Salem Street and extend to W. San Fernando Road & Fairmont Avenue with new signalized intersection
- *Glenoaks Boulevard Road Diet*: remove an eastbound and westbound travel lane on Glenoaks Boulevard between Linden Avenue and Sonora Avenue and between Louise Street and Geneva Street
- *Chevy Chase Drive Road Diet*: remove an eastbound and westbound travel lane on Chevy Chase Drive between Acacia Avenue and Glenoaks Boulevard to accommodate bicycle lanes
- *Brand Boulevard Road Diet*: remove northbound and southbound travel lanes on Brand Boulevard between Doran Street and Colorado Street to create a 4-lane roadway
- *Honolulu Avenue Road Diet*: remove an eastbound and westbound travel lane on Honolulu Avenue between Boston Avenue and Orangedale Avenue to accommodate bicycle lanes
- *Los Feliz Boulevard Complete Street*: remove an eastbound and westbound travel lane on Los Feliz Boulevard between San Fernando Road and Glendale Avenue
- *Doran Street Traffic Calming*: remove an eastbound and westbound travel lane on Doran Street between Central Avenue and Maryland Avenue; reduce the travel speed on Doran Street between Louise Street and Glendale Avenue from 25 mph to 15 mph due to installation of speed bumps
- *Glenoaks Boulevard and Pacific Avenue Pedestrian Plan Project*: Reconfigure eastbound approach to install curb extensions, removing one eastbound lane
- *Glendale Avenue and Monterey Road Project*: Reconfigure northbound approach to accommodate high left-turn volumes by restriping a through lane as a left-turn lane

The arterial and intersection improvement projects within the Plan Area are shown in Figure 7. The figure also shows those intersections under construction in the Existing Conditions analysis that will have different geometries in all future scenarios. The lane geometries for all study intersections are included in Attachment B for reference.



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- No Change
- ● Planned Project
- Completed or Ongoing Construction
- City Boundary
- South Glendale Community Plan Area



Figure 7  
Arterial and Intersection Improvement Projects

## VEHICLE TRIP REDUCTION STRATEGIES

The City of Glendale travel demand model includes three different modules to better estimate the number of vehicle trips that will be generated in future scenarios. These reduction strategies are based on the benefits of the Ds (density and diversity), ridership forecasts for planned regional transit projects, and travel demand management (TDM) programs. Each module is explained in more detail below and how each affects the future alternatives.

### DENSITY AND DIVERSITY BENEFITS

The relationship between built environment variables and travel behavior is discussed by Reid Ewing and Robert Cervero in their article *Travel and the Built Environment* (Journal of the American Planning Association, May 2010). They discuss the four D variables (density, diversity of land uses, network design, and destination accessibility) and how changes in urban development patterns can moderate travel demand.

The City of Glendale travel demand model calculates the increase in two of these variables (density and diversity) from the existing scenario to the future scenario to estimate the percentage reduction in vehicle trips that can be applied in each TAZ. The reduction percentages are estimated using elasticities derived from numerous studies on the effect of the Ds variables: -0.04 for density and -0.06 for diversity. This means that a 1% increase in density would decrease vehicle trip generation by 0.04% and a 1% increase in diversity would decrease vehicle trip generation by 0.06%.

Since the roadway network is completely built out within the City of Glendale, the design of the transportation network will not change significantly from the existing scenario to future scenarios, so no benefits associated with this variable are assumed. The destination accessibility for people who travel in Glendale is directly calculated in the City's model during the trip distribution step with a traditional gravity model. Any increases in accessibility due to changes in land use will be captured by the gravity model, so no extra calculation is required to capture the benefits of this variable. The density and diversity adjustments to vehicle trip generation were applied in all future scenarios.

### REGIONAL TRANSIT PROJECTS

Metro is currently studying alignment alternatives for a North Hollywood to Pasadena Bus Rapid Transit (BRT) corridor which would connect the North Hollywood Red Line subway station with a Gold Line light rail station and downtown Pasadena. All of the alignment alternatives run through the City of Glendale and

the South Glendale Community Plan area. An alternative that runs primarily along surface streets is forecasted by Metro to generate approximately 18,000 daily riders in 2035.

Using socioeconomic data from the SCAG regional model, approximately 55% of the population and employment within a ½ mile of the proposed 23 stations is calculated to be within the City of Glendale model area (13 stations including those within the Cities of Burbank and Pasadena). Assuming that approximately 20% of the daily transit riders are converted from vehicle trips, based on survey data collected by Metro about riders on the Expo Phase II light rail expansion, an estimated 2,000 daily vehicle trips were reduced from around the station areas within the model area. The four stations assumed within the South Glendale Community Plan were:

- Lexington Drive/Central Avenue
- Broadway/Central Avenue
- Broadway/Glendale Avenue
- Broadway/Verdugo Road

The North Hollywood to Pasadena BRT was included in all future scenarios.

## TRAVEL DEMAND MANAGEMENT PROGRAMS

The City has also identified TDM programs and policies that will be in place by 2040 that will reduce vehicle miles travelled and vehicle trips within the Plan Area. The TDM measures include infrastructure projects, updated parking policy, deployment of shared-mobility programs, and transit service enhancements. The potential benefits of these individual measures are described in more detail in the report *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA, August 2010).

Table 11 shows the TDM measures identified by the City for inclusion in the City of Glendale travel model and the range of vehicle trip and VMT reductions that can be expected from the implementation measures. The selection of these strategies was based on relevant goals and policies within the South Glendale Community Plan. The strategies are grouped into four categories with the range of reduction for each category shown. The table also shows whether these programs are targeted at reducing all vehicle trips or just vehicle trips associated with new development in the areas where these policies are in effect.

The benefits of these programs are included in all 2040 Alternative scenarios, with the exception of 3.4.12 Bike-Sharing, which is also included in the 2040 No Project scenario. Attachment C shows the geographic areas that benefit from each TDM strategy within the South Glendale Community Plan Area. The areas that

are affected by programs 3.3.3 Parking Pricing and 3.5.4 Transit Service are more expansive in Alternatives 2 and 3 than in Alternative 1.

**TABLE 11 TDM PROGRAMS AND VEHICLE TRIP REDUCTION PERCENTAGES**

Group	Max	Item	Description	Target	Reduction
Site Design	5%	3.2.2	Provide Traffic Calming Measures	New trips	0.25-1.00%
		3.2.5	Incorporate Bike Lane Street Design	All trips	0.05-0.14%
Parking Policy	20%	3.3.1	Limit Parking Supply	New trips	5.0-12.5%
		3.3.3	Implement Market Price Public Parking	All trips	2.8-5.5%
		3.3.4	Require Area Parking Permits	All trips	0.09-0.36%
Trip Reduction	15%	3.4.9	Implement Car-Sharing Program	New trips	0.4-0.7%
		3.4.12	Implement Bike-Sharing Program	All trips	0.0-0.1%
Transit System	10%	3.5.4	Increase Transit Service Frequency/Speed	All trips	0.0-2.5%

Source: Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, August 2010).

## 4. TRANSPORTATION ANALYSIS

This chapter describes the analysis methodology that was used to evaluate each of the future scenarios. Quantitative results are provided to compare vehicle miles travelled, intersection LOS, and freeway LOS for all future scenarios. A qualitative assessment of the potential non-automotive impacts based on items in the CEQA checklist in Appendix G of the CEQA guidelines is discussed for the Project Alternative.

### ANALYSIS METHODOLOGY

This section describes how the City of Glendale demand model was used in the analysis and how the volume forecasted were post-processed from the raw model outputs.

#### CITY OF GLENDALE MODEL

The recently updated City of Glendale travel demand model was used to analyze each of the analysis scenarios. The City's model was developed using the TransCAD modeling software and was calibrated and validated to 2015 travel conditions citywide. The 3-step, vehicle trip-based model represents travel conditions within the City of Glendale on an average weekday (when schools are in session) and produces daily, AM peak hour, and PM peak hour volume estimates.

The primary land use inputs to the model are the number of residential dwelling units and the square footage of non-residential land uses, including various types of office, medical, retail, entertainment, cultural, and industrial land uses. The roadway network in the model includes Freeway; Major and Minor Arterials; Urban, Community, and Neighborhood Collectors; and many Local Streets. The primary attributes of the roadway network are the number of travel lanes and the travel speed. The City's model is also consistent with the 2016 SCAG RTP/SCS model and uses information from that model to provide input data on land uses outside the City and travel behavior information. More information about the development of the model is available in the *City of Glendale Travel Demand Model: Model Development Report*.

The land use assumptions, roadway improvement projects, and vehicle trip reduction strategies for each of the future alternatives were provided by the City and are discussed in more detail in Chapter 3. Outside the City of Glendale, the assumptions are consistent with the land use and highway projects contained in the 2040 Project Scenario of the 2016 SCAG RTP/SCS. The appropriate input variables in the City's model were updated to reflect all of these assumptions.



The vehicle trip and VMT estimates for the South Glendale Community Plan Area were estimated directly from the City's model using the OD Methodology discussed in Chapter 2.

## VOLUME FORECAST POST-PROCESSING

The development of the forecasted intersection and freeway volumes for this analysis followed the approach presented in the *National Cooperative Highway Research Program (NCHRP) Report 255* (Transportation Research Board, 1982). This method is the accepted professional standard for preparing traffic forecasts for urbanized area planning applications. *NCHRP Report 255* approach involves post-processing raw model data and applying the growth to observed count data collected in the field.

The first step in the process is to run the validated base year model and extract the volume estimates for the desired roadway segments and the intersection turning movements. The second step is to update the base year model with the appropriate changes associated with the future analysis scenario and then extract the volume estimates for the same study segments and intersections. The volume data from the base and future year model runs are then compared and change between those two runs is applied to the existing counts using one of following methods:

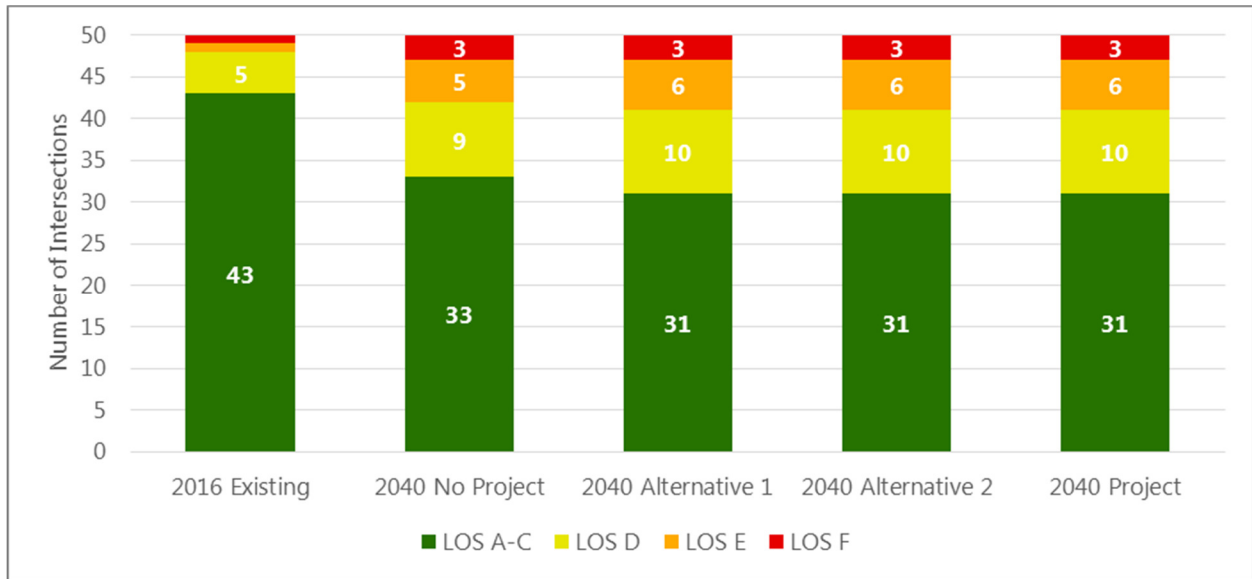
- Difference method – adds the difference in volumes from the base year scenario to the future year scenario to the observed count
- Ratio method – multiply the observed count by the percent growth from the base year scenario to the future year scenario
- Combined method – use the average of the difference method forecast and ratio method forecast

The most appropriate forecasting method is determined for each individual turning movement and roadway segment. The difference method is the preferred approach when forecasting volumes from different land use alternatives, but can occasionally result in forecasts that are less than the observed count or even negative. In these cases the ratio method or combined method may be more appropriate. The final step in volume post-processing is to balance the intersection turning movement forecasts between closely spaced intersections where no driveways or alleys exist to ensure that the number of vehicles is consistent when comparing approach and departure volumes.

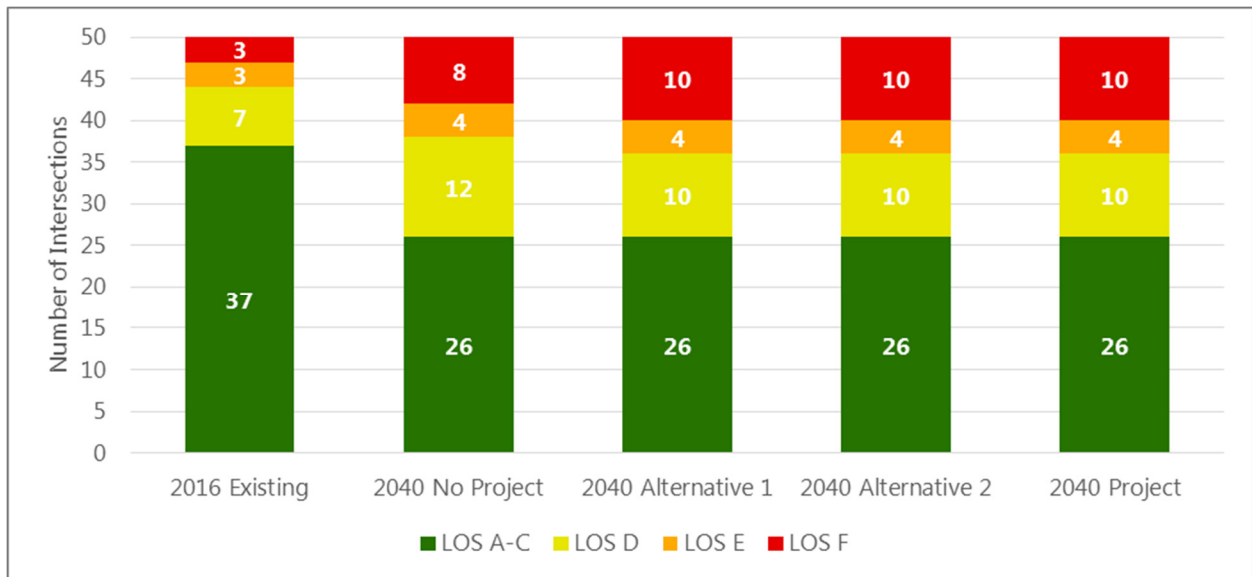
The final forecasted turning volumes for each of the future scenarios are shown in Attachment A.

## ARTERIAL OPERATIONS ANALYSIS

The level of service was calculated for each of the 50 study intersections using the ICU methodology for all future analysis scenarios. The post-processed forecasted intersection turning movement volumes from City's model were used and geometric changes were applied to intersections consistent with the assumptions described in Chapter 2. Figures 8 and 9 show the resulting AM and PM peak hour LOS distributions for all analysis scenarios, including existing conditions.



**Figure 8 2040 AM Peak Hour Intersection Level of Service Summary**



**Figure 9 2040 PM Peak Hour Intersection Level of Service Summary**

Table 12 also shows the intersection LOS summary. Under existing conditions 7 intersections operate at LOS D or worse during the AM peak hour and 13 intersections operate at LOS D or worse during the PM peak hour. In the 2040 No Project scenario this increases to 17 intersections in the morning and 24 intersections in the evening that operate at LOS D or worse conditions. The operating conditions for each of the future scenarios are very similar to the 2040 No Project scenarios: only one more intersection in the morning and the same number of intersections in the evening operate at LOS D or worse conditions.

**TABLE 12 INTERSECTION LEVEL OF SERVICE SUMMARY**

LOS Grade	2016 Existing AM (PM)	2040 No Project AM (PM)	2040 Alternative 1 AM (PM)	2040 Alternative 2 AM (PM)	2040 Project AM (PM)
LOS A-C	43 (37)	33 (26)	31 (26)	31 (26)	31 (26)
LOS D	5 (7)	9 (12)	10 (10)	10 (10)	10 (10)
LOS E	1 (3)	5 (4)	6 (4)	6 (4)	6 (4)
LOS F	1 (3)	3 (8)	3 (10)	3 (10)	3 (10)

Source: Fehr & Peers.

When determining whether a project generates a “significant and adverse” impact at signalized intersections, the City of Glendale Traffic Impact Analysis (TIA) guidelines include criteria that an intersection’s volume-to-capacity ratio increase by 0.02 or more and LOS D, E, or F occurs.

Since the South Glendale Community Plan is not an individual development project, the standard practice is to compare each future scenario to existing conditions to determine impacts.

Table 13 summarizes the number of impacted intersections for each scenario when compared with 2016 existing conditions. The preferred scenario has the same number of impacted intersections as each of the alternatives.

**TABLE 13 SIGNIFICANT AND ADVERSE INTERSECTION IMPACTS SUMMARY**

Scenario	2040 Alternative 1	2040 Alternative 2	2040 Project
AM Peak Hour	17	17	17
PM Peak Hour	23	23	23
Combined	27	27	27

Source: Fehr & Peers.

Tables 14 to 17 on the next several pages show the LOS results for each future scenario compared to existing conditions. Intersections with “significant and adverse” impacts are shown in bold in each table.

**TABLE 14 2040 NO PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 No Project	
			V/C	LOS	V/C	LOS
1	Pacific Ave/ Glenoaks Blvd	AM	0.785	C	0.846	D
		PM	0.944	E	1.026	F
2	Central Ave/ Glenoaks Blvd	AM	0.540	A	0.554	A
		PM	0.630	B	0.680	B
3	Brand Blvd/ Glenoaks Blvd	AM	0.685	B	0.807	D
		PM	0.691	B	0.745	C
4	Pacific Ave/ SR-134 WB Ramps	AM	0.723	C	0.744	C
		PM	1.076	F	1.153	F
5	Pacific Ave/ SR-134 EB Ramps	AM	0.768	C	0.794	C
		PM	1.023	F	1.100	F
6	Central Ave/ Goode Ave	AM	0.592	A	0.614	B
		PM	0.808	D	0.891	D
7	Central Ave/ Sanchez Dr	AM	0.805	D	0.839	D
		PM	0.678	B	0.747	C
8	Brand Blvd/ Goode Ave	AM	0.898	D	0.956	E
		PM	0.864	D	0.974	E
9	Brand Blvd/ Sanchez Dr	AM	0.718	C	0.738	C
		PM	0.661	B	0.737	C
10	SR-134 WB Ramps/ Monterey Rd	AM	0.756	C	0.887	D
		PM	0.790	C	0.843	D
11	Glendale Ave/ Monterey Rd	AM	1.134	F	1.141	F
		PM	1.074	F	1.156	F
12	Glendale Ave/ SR-134 EB Ramps	AM	0.906	E	0.918	E
		PM	0.992	E	1.011	F
13	Pacific Ave/ Lexington Dr	AM	0.411	A	0.448	A
		PM	0.488	A	0.522	A
14	Central Ave/ Lexington Dr	AM	0.447	A	0.470	A
		PM	0.559	A	0.582	A
15	Brand Blvd/ Lexington Dr	AM	0.471	A	0.478	A
		PM	0.671	B	0.716	C
16	Glendale Ave/ Lexington Dr	AM	0.718	C	0.775	C
		PM	0.767	C	0.832	D
17	Verdugo Rd/ Wilson Ave	AM	0.683	B	0.747	C
		PM	0.691	B	0.726	C

**TABLE 14 2040 NO PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 No Project	
			V/C	LOS	V/C	LOS
18	San Fernando Rd/ Broadway	AM	0.692	B	0.542	A
		PM	0.788	C	0.727	C
19	Pacific Ave/ Broadway	AM	0.409	A	0.410	A
		PM	0.679	B	0.690	B
20	Columbus Ave/ Broadway	AM	0.425	A	0.491	A
		PM	0.552	A	0.634	B
21	Central Ave/ Broadway	AM	0.450	A	0.461	A
		PM	0.646	B	0.679	B
22	Brand Blvd/ Broadway	AM	0.433	A	0.465	A
		PM	0.644	B	0.682	B
23	Glendale Ave/ Broadway	AM	0.585	A	0.666	B
		PM	0.762	C	0.895	D
24	Chevy Chase Dr/ Broadway	AM	0.568	A	0.763	C
		PM	0.660	B	0.800	C
25	Verdugo Rd/ Broadway	AM	0.493	A	0.554	A
		PM	0.857	D	0.994	E
26	Harvey Dr/ Wilson Ave	AM	0.889	D	0.922	E
		PM	0.627	B	0.681	B
27	San Fernando Rd/ Colorado St	AM	0.572	A	0.488	A
		PM	0.638	B	0.469	A
28	Pacific Ave/ Colorado St	AM	0.711	C	0.826	D
		PM	0.879	D	0.894	D
29	Columbus Ave/ Colorado St	AM	0.648	B	0.728	C
		PM	0.763	C	0.871	D
30	Central Ave/ Colorado St	AM	0.534	A	0.627	B
		PM	0.712	C	0.847	D
31	Brand Blvd/ Colorado St	AM	0.564	A	0.677	B
		PM	0.676	B	0.766	C
32	Glendale Ave/ Colorado St	AM	0.672	B	0.779	C
		PM	0.753	C	0.835	D
33	Chevy Chase Dr/ Colorado St	AM	0.676	B	0.881	D
		PM	0.758	C	0.826	D
34	Verdugo Rd/ Colorado St	AM	0.786	C	0.920	E
		PM	0.801	D	0.994	E

**TABLE 14 2040 NO PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 No Project	
			V/C	LOS	V/C	LOS
35	Pacific Ave/	AM	0.636	B	0.632	B
	San Fernando Rd	PM	0.684	B	0.524	A
36	Central Ave/	AM	0.492	A	0.528	A
	Maple St	PM	0.637	B	0.717	C
37	Brand Blvd/	AM	0.539	A	0.610	B
	Maple St	PM	0.628	B	0.709	C
38	San Fernando Rd/	AM	0.609	B	0.647	B
	Chevy Chase Dr	PM	0.638	B	0.747	C
39	Central Ave/	AM	0.535	A	0.616	B
	Chevy Chase Dr	PM	0.681	B	0.795	C
40	Brand Blvd/	AM	0.701	C	0.825	D
	Chevy Chase Dr	PM	0.720	C	0.838	D
41	Glendale Ave/	AM	0.816	D	0.897	D
	Chevy Chase Dr	PM	0.803	D	0.820	D
42	Adams St/	AM	0.586	A	0.656	B
	Chevy Chase Dr	PM	0.639	B	0.728	C
43	Chevy Chase Dr/	AM	0.655	B	0.808	D
	Acacia Ave	PM	0.574	A	0.738	C
44	San Fernando Rd/	AM	0.754	C	1.153	F
	Los Feliz Rd	PM	0.906	E	1.294	F
45	Central Ave/	AM	0.518	A	0.732	C
	Los Feliz Rd	PM	0.641	B	0.822	D
46	Brand Blvd/	AM	0.647	B	1.110	F
	Los Feliz Rd	PM	0.717	C	1.034	F
47	Glendale Ave/	AM	0.456	A	0.532	A
	Los Feliz Rd	PM	0.577	A	0.703	C
48	Central Ave/	AM	0.426	A	0.574	A
	San Fernando Rd	PM	0.567	A	0.723	C
49	Brand Blvd/	AM	0.848	D	0.913	E
	San Fernando Rd	PM	0.848	D	1.003	F
50	Glendale Ave/	AM	0.689	B	0.773	C
	San Fernando Rd	PM	0.753	C	0.924	E

Source: Fehr & Peers.

**TABLE 15 2040 ALTERNATIVE 1 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 1			
			V/C	LOS	V/C	LOS	Change	Impact
1	Pacific Ave/ Glenoaks Blvd	AM	0.785	C	<b>0.853</b>	<b>D</b>	<b>0.068</b>	<b>YES</b>
		PM	0.944	E	<b>1.036</b>	<b>F</b>	<b>0.092</b>	<b>YES</b>
2	Central Ave/ Glenoaks Blvd	AM	0.540	A	0.562	A	0.022	NO
		PM	0.630	B	0.680	B	0.050	NO
3	Brand Blvd/ Glenoaks Blvd	AM	0.685	B	<b>0.820</b>	<b>D</b>	<b>0.135</b>	<b>YES</b>
		PM	0.691	B	0.751	C	0.060	NO
4	Pacific Ave/ SR-134 WB Ramps	AM	0.723	C	0.747	C	0.024	NO
		PM	1.076	F	<b>1.157</b>	<b>F</b>	<b>0.081</b>	<b>YES</b>
5	Pacific Ave/ SR-134 EB Ramps	AM	0.768	C	<b>0.822</b>	<b>D</b>	<b>0.054</b>	<b>YES</b>
		PM	1.023	F	<b>1.108</b>	<b>F</b>	<b>0.085</b>	<b>YES</b>
6	Central Ave/ Goode Ave	AM	0.592	A	0.624	B	0.032	NO
		PM	0.808	D	<b>0.894</b>	<b>D</b>	<b>0.086</b>	<b>YES</b>
7	Central Ave/ Sanchez Dr	AM	0.805	D	<b>0.850</b>	<b>D</b>	<b>0.045</b>	<b>YES</b>
		PM	0.678	B	0.759	C	0.081	NO
8	Brand Blvd/ Goode Ave	AM	0.898	D	<b>0.970</b>	<b>E</b>	<b>0.072</b>	<b>YES</b>
		PM	0.864	D	<b>0.989</b>	<b>E</b>	<b>0.125</b>	<b>YES</b>
9	Brand Blvd/ Sanchez Dr	AM	0.718	C	0.743	C	0.025	NO
		PM	0.661	B	0.740	C	0.079	NO
10	SR-134 WB Ramps/ Monterey Rd	AM	0.756	C	<b>0.887</b>	<b>D</b>	<b>0.131</b>	<b>YES</b>
		PM	0.790	C	<b>0.843</b>	<b>D</b>	<b>0.053</b>	<b>YES</b>
11	Glendale Ave/ Monterey Rd	AM	1.134	F	1.141	F	0.007	NO
		PM	1.074	F	<b>1.156</b>	<b>F</b>	<b>0.082</b>	<b>YES</b>
12	Glendale Ave/ SR-134 EB Ramps	AM	0.906	E	0.918	E	0.012	NO
		PM	0.992	E	1.011	F	0.019	NO
13	Pacific Ave/ Lexington Dr	AM	0.411	A	0.454	A	0.043	NO
		PM	0.488	A	0.525	A	0.037	NO
14	Central Ave/ Lexington Dr	AM	0.447	A	0.470	A	0.023	NO
		PM	0.559	A	0.592	A	0.033	NO
15	Brand Blvd/ Lexington Dr	AM	0.471	A	0.481	A	0.010	NO
		PM	0.671	B	0.716	C	0.045	NO
16	Glendale Ave/ Lexington Dr	AM	0.718	C	0.775	C	0.057	NO
		PM	0.767	C	<b>0.832</b>	<b>D</b>	<b>0.065</b>	<b>YES</b>
17	Verdugo Rd/ Wilson Ave	AM	0.683	B	0.747	C	0.064	NO
		PM	0.691	B	0.738	C	0.047	NO

**TABLE 15 2040 ALTERNATIVE 1 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 1			
			V/C	LOS	V/C	LOS	Change	Impact
18	San Fernando Rd/ Broadway	AM	0.692	B	0.542	A	-0.150	NO
		PM	0.788	C	0.735	C	-0.053	NO
19	Pacific Ave/ Broadway	AM	0.409	A	0.420	A	0.011	NO
		PM	0.679	B	0.709	C	0.030	NO
20	Columbus Ave/ Broadway	AM	0.425	A	0.494	A	0.069	NO
		PM	0.552	A	0.634	B	0.082	NO
21	Central Ave/ Broadway	AM	0.450	A	0.467	A	0.017	NO
		PM	0.646	B	0.690	B	0.044	NO
22	Brand Blvd/ Broadway	AM	0.433	A	0.486	A	0.053	NO
		PM	0.644	B	0.695	B	0.051	NO
23	Glendale Ave/ Broadway	AM	0.585	A	0.669	B	0.084	NO
		PM	0.762	C	<b>0.895</b>	<b>D</b>	<b>0.133</b>	<b>YES</b>
24	Chevy Chase Dr/ Broadway	AM	0.568	A	0.763	C	0.195	NO
		PM	0.660	B	0.800	C	0.140	NO
25	Verdugo Rd/ Broadway	AM	0.493	A	0.560	A	0.067	NO
		PM	0.857	D	<b>1.013</b>	<b>F</b>	<b>0.156</b>	<b>YES</b>
26	Harvey Dr/ Wilson Ave	AM	0.889	D	<b>0.926</b>	<b>E</b>	<b>0.037</b>	<b>YES</b>
		PM	0.627	B	0.689	B	0.062	NO
27	San Fernando Rd/ Colorado St	AM	0.572	A	0.500	A	-0.072	NO
		PM	0.638	B	0.472	A	-0.166	NO
28	Pacific Ave/ Colorado St	AM	0.711	C	<b>0.829</b>	<b>D</b>	<b>0.118</b>	<b>YES</b>
		PM	0.879	D	<b>0.906</b>	<b>E</b>	<b>0.027</b>	<b>YES</b>
29	Columbus Ave/ Colorado St	AM	0.648	B	0.734	C	0.086	NO
		PM	0.763	C	<b>0.901</b>	<b>E</b>	<b>0.138</b>	<b>YES</b>
30	Central Ave/ Colorado St	AM	0.534	A	0.649	B	0.115	NO
		PM	0.712	C	<b>0.853</b>	<b>D</b>	<b>0.141</b>	<b>YES</b>
31	Brand Blvd/ Colorado St	AM	0.564	A	0.683	B	0.119	NO
		PM	0.676	B	0.774	C	0.098	NO
32	Glendale Ave/ Colorado St	AM	0.672	B	0.785	C	0.113	NO
		PM	0.753	C	<b>0.838</b>	<b>D</b>	<b>0.085</b>	<b>YES</b>
33	Chevy Chase Dr/ Colorado St	AM	0.676	B	<b>0.888</b>	<b>D</b>	<b>0.212</b>	<b>YES</b>
		PM	0.758	C	<b>0.829</b>	<b>D</b>	<b>0.071</b>	<b>YES</b>
34	Verdugo Rd/ Colorado St	AM	0.786	C	<b>0.923</b>	<b>E</b>	<b>0.137</b>	<b>YES</b>
		PM	0.801	D	<b>1.003</b>	<b>F</b>	<b>0.202</b>	<b>YES</b>



**TABLE 15 2040 ALTERNATIVE 1 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 1			
			V/C	LOS	V/C	LOS	Change	Impact
35	Pacific Ave/	AM	0.636	B	0.641	B	0.005	NO
	San Fernando Rd	PM	0.684	B	0.527	A	-0.157	NO
36	Central Ave/	AM	0.492	A	0.553	A	0.061	NO
	Maple St	PM	0.637	B	0.734	C	0.097	NO
37	Brand Blvd/	AM	0.539	A	0.666	B	0.127	NO
	Maple St	PM	0.628	B	0.773	C	0.145	NO
38	San Fernando Rd/	AM	0.609	B	0.654	B	0.045	NO
	Chevy Chase Dr	PM	0.638	B	0.784	C	0.146	NO
39	Central Ave/	AM	0.535	A	0.616	B	0.081	NO
	Chevy Chase Dr	PM	0.681	B	0.800	C	0.119	NO
40	Brand Blvd/	AM	0.701	C	<b>0.840</b>	<b>D</b>	<b>0.139</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.720	C	<b>0.878</b>	<b>D</b>	<b>0.158</b>	<b>YES</b>
41	Glendale Ave/	AM	0.816	D	<b>0.915</b>	<b>E</b>	<b>0.099</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.803	D	<b>0.859</b>	<b>D</b>	<b>0.056</b>	<b>YES</b>
42	Adams St/	AM	0.586	A	0.672	B	0.086	NO
	Chevy Chase Dr	PM	0.639	B	0.760	C	0.121	NO
43	Chevy Chase Dr/	AM	0.655	B	<b>0.812</b>	<b>D</b>	<b>0.157</b>	<b>YES</b>
	Acacia Ave	PM	0.574	A	0.782	C	0.208	NO
44	San Fernando Rd/	AM	0.754	C	<b>1.162</b>	<b>F</b>	<b>0.408</b>	<b>YES</b>
	Los Feliz Rd	PM	0.906	E	<b>1.303</b>	<b>F</b>	<b>0.397</b>	<b>YES</b>
45	Central Ave/	AM	0.518	A	0.744	C	0.226	NO
	Los Feliz Rd	PM	0.641	B	<b>0.829</b>	<b>D</b>	<b>0.188</b>	<b>YES</b>
46	Brand Blvd/	AM	0.647	B	<b>1.132</b>	<b>F</b>	<b>0.485</b>	<b>YES</b>
	Los Feliz Rd	PM	0.717	C	<b>1.073</b>	<b>F</b>	<b>0.356</b>	<b>YES</b>
47	Glendale Ave/	AM	0.456	A	0.540	A	0.084	NO
	Los Feliz Rd	PM	0.577	A	0.712	C	0.135	NO
48	Central Ave/	AM	0.426	A	0.601	B	0.175	NO
	San Fernando Rd	PM	0.567	A	0.787	C	0.220	NO
49	Brand Blvd/	AM	0.848	D	<b>0.943</b>	<b>E</b>	<b>0.095</b>	<b>YES</b>
	San Fernando Rd	PM	0.848	D	<b>1.007</b>	<b>F</b>	<b>0.159</b>	<b>YES</b>
50	Glendale Ave/	AM	0.689	B	<b>0.814</b>	<b>D</b>	<b>0.125</b>	<b>YES</b>
	San Fernando Rd	PM	0.753	C	<b>0.977</b>	<b>E</b>	<b>0.224</b>	<b>YES</b>

Source: Fehr & Peers.

**TABLE 16 2040 ALTERNATIVE 2 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 2			
			V/C	LOS	V/C	LOS	Change	Impact
1	Pacific Ave/ Glenoaks Blvd	AM	0.785	C	<b>0.856</b>	<b>D</b>	<b>0.071</b>	<b>YES</b>
		PM	0.944	E	<b>1.029</b>	<b>F</b>	<b>0.085</b>	<b>YES</b>
2	Central Ave/ Glenoaks Blvd	AM	0.540	A	0.563	A	0.023	NO
		PM	0.630	B	0.684	B	0.054	NO
3	Brand Blvd/ Glenoaks Blvd	AM	0.685	B	<b>0.823</b>	<b>D</b>	<b>0.138</b>	<b>YES</b>
		PM	0.691	B	0.748	C	0.057	NO
4	Pacific Ave/ SR-134 WB Ramps	AM	0.723	C	0.744	C	0.021	NO
		PM	1.076	F	<b>1.161</b>	<b>F</b>	<b>0.085</b>	<b>YES</b>
5	Pacific Ave/ SR-134 EB Ramps	AM	0.768	C	<b>0.816</b>	<b>D</b>	<b>0.048</b>	<b>YES</b>
		PM	1.023	F	<b>1.116</b>	<b>F</b>	<b>0.093</b>	<b>YES</b>
6	Central Ave/ Goode Ave	AM	0.592	A	0.628	B	0.036	NO
		PM	0.808	D	<b>0.892</b>	<b>D</b>	<b>0.084</b>	<b>YES</b>
7	Central Ave/ Sanchez Dr	AM	0.805	D	<b>0.854</b>	<b>D</b>	<b>0.049</b>	<b>YES</b>
		PM	0.678	B	0.752	C	0.074	NO
8	Brand Blvd/ Goode Ave	AM	0.898	D	<b>0.984</b>	<b>E</b>	<b>0.086</b>	<b>YES</b>
		PM	0.864	D	<b>0.999</b>	<b>E</b>	<b>0.135</b>	<b>YES</b>
9	Brand Blvd/ Sanchez Dr	AM	0.718	C	0.740	C	0.022	NO
		PM	0.661	B	0.738	C	0.077	NO
10	SR-134 WB Ramps/ Monterey Rd	AM	0.756	C	<b>0.887</b>	<b>D</b>	<b>0.131</b>	<b>YES</b>
		PM	0.790	C	<b>0.843</b>	<b>D</b>	<b>0.053</b>	<b>YES</b>
11	Glendale Ave/ Monterey Rd	AM	1.134	F	1.141	F	0.007	NO
		PM	1.074	F	<b>1.156</b>	<b>F</b>	<b>0.082</b>	<b>YES</b>
12	Glendale Ave/ SR-134 EB Ramps	AM	0.906	E	0.918	E	0.012	NO
		PM	0.992	E	1.011	F	0.019	NO
13	Pacific Ave/ Lexington Dr	AM	0.411	A	0.461	A	0.050	NO
		PM	0.488	A	0.522	A	0.034	NO
14	Central Ave/ Lexington Dr	AM	0.447	A	0.476	A	0.029	NO
		PM	0.559	A	0.583	A	0.024	NO
15	Brand Blvd/ Lexington Dr	AM	0.471	A	0.481	A	0.010	NO
		PM	0.671	B	0.716	C	0.045	NO
16	Glendale Ave/ Lexington Dr	AM	0.718	C	0.775	C	0.057	NO
		PM	0.767	C	<b>0.832</b>	<b>D</b>	<b>0.065</b>	<b>YES</b>
17	Verdugo Rd/ Wilson Ave	AM	0.683	B	0.751	C	0.068	NO
		PM	0.691	B	0.729	C	0.038	NO

**TABLE 16 2040 ALTERNATIVE 2 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 2			
			V/C	LOS	V/C	LOS	Change	Impact
18	San Fernando Rd/ Broadway	AM	0.692	B	0.546	A	-0.146	NO
		PM	0.788	C	0.730	C	-0.058	NO
19	Pacific Ave/ Broadway	AM	0.409	A	0.420	A	0.011	NO
		PM	0.679	B	0.696	B	0.017	NO
20	Columbus Ave/ Broadway	AM	0.425	A	0.491	A	0.066	NO
		PM	0.552	A	0.634	B	0.082	NO
21	Central Ave/ Broadway	AM	0.450	A	0.462	A	0.012	NO
		PM	0.646	B	0.682	B	0.036	NO
22	Brand Blvd/ Broadway	AM	0.433	A	0.485	A	0.052	NO
		PM	0.644	B	0.688	B	0.044	NO
23	Glendale Ave/ Broadway	AM	0.585	A	0.666	B	0.081	NO
		PM	0.762	C	<b>0.896</b>	<b>D</b>	<b>0.134</b>	<b>YES</b>
24	Chevy Chase Dr/ Broadway	AM	0.568	A	0.763	C	0.195	NO
		PM	0.660	B	0.800	C	0.140	NO
25	Verdugo Rd/ Broadway	AM	0.493	A	0.557	A	0.064	NO
		PM	0.857	D	<b>1.010</b>	<b>F</b>	<b>0.153</b>	<b>YES</b>
26	Harvey Dr/ Wilson Ave	AM	0.889	D	<b>0.929</b>	<b>E</b>	<b>0.040</b>	<b>YES</b>
		PM	0.627	B	0.684	B	0.057	NO
27	San Fernando Rd/ Colorado St	AM	0.572	A	0.507	A	-0.065	NO
		PM	0.638	B	0.470	A	-0.168	NO
28	Pacific Ave/ Colorado St	AM	0.711	C	<b>0.838</b>	<b>D</b>	<b>0.127</b>	<b>YES</b>
		PM	0.879	D	<b>0.906</b>	<b>E</b>	<b>0.027</b>	<b>YES</b>
29	Columbus Ave/ Colorado St	AM	0.648	B	0.734	C	0.086	NO
		PM	0.763	C	<b>0.901</b>	<b>E</b>	<b>0.138</b>	<b>YES</b>
30	Central Ave/ Colorado St	AM	0.534	A	0.650	B	0.116	NO
		PM	0.712	C	<b>0.847</b>	<b>D</b>	<b>0.135</b>	<b>YES</b>
31	Brand Blvd/ Colorado St	AM	0.564	A	0.688	B	0.124	NO
		PM	0.676	B	0.768	C	0.092	NO
32	Glendale Ave/ Colorado St	AM	0.672	B	0.797	C	0.125	NO
		PM	0.753	C	<b>0.841</b>	<b>D</b>	<b>0.088</b>	<b>YES</b>
33	Chevy Chase Dr/ Colorado St	AM	0.676	B	<b>0.888</b>	<b>D</b>	<b>0.212</b>	<b>YES</b>
		PM	0.758	C	<b>0.832</b>	<b>D</b>	<b>0.074</b>	<b>YES</b>
34	Verdugo Rd/ Colorado St	AM	0.786	C	<b>0.923</b>	<b>E</b>	<b>0.137</b>	<b>YES</b>
		PM	0.801	D	<b>1.006</b>	<b>F</b>	<b>0.205</b>	<b>YES</b>

**TABLE 16 2040 ALTERNATIVE 2 INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Alternative 2			
			V/C	LOS	V/C	LOS	Change	Impact
35	Pacific Ave/	AM	0.636	B	0.638	B	0.002	NO
	San Fernando Rd	PM	0.684	B	0.527	A	-0.157	NO
36	Central Ave/	AM	0.492	A	0.550	A	0.058	NO
	Maple St	PM	0.637	B	0.725	C	0.088	NO
37	Brand Blvd/	AM	0.539	A	0.657	B	0.118	NO
	Maple St	PM	0.628	B	0.755	C	0.127	NO
38	San Fernando Rd/	AM	0.609	B	0.654	B	0.045	NO
	Chevy Chase Dr	PM	0.638	B	0.775	C	0.137	NO
39	Central Ave/	AM	0.535	A	0.633	B	0.098	NO
	Chevy Chase Dr	PM	0.681	B	0.795	C	0.114	NO
40	Brand Blvd/	AM	0.701	C	<b>0.840</b>	<b>D</b>	<b>0.139</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.720	C	<b>0.866</b>	<b>D</b>	<b>0.146</b>	<b>YES</b>
41	Glendale Ave/	AM	0.816	D	<b>0.916</b>	<b>E</b>	<b>0.100</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.803	D	<b>0.857</b>	<b>D</b>	<b>0.054</b>	<b>YES</b>
42	Adams St/	AM	0.586	A	0.672	B	0.086	NO
	Chevy Chase Dr	PM	0.639	B	0.757	C	0.118	NO
43	Chevy Chase Dr/	AM	0.655	B	<b>0.808</b>	<b>D</b>	<b>0.153</b>	<b>YES</b>
	Acacia Ave	PM	0.574	A	0.788	C	0.214	NO
44	San Fernando Rd/	AM	0.754	C	<b>1.172</b>	<b>F</b>	<b>0.418</b>	<b>YES</b>
	Los Feliz Rd	PM	0.906	E	<b>1.313</b>	<b>F</b>	<b>0.407</b>	<b>YES</b>
45	Central Ave/	AM	0.518	A	0.741	C	0.223	NO
	Los Feliz Rd	PM	0.641	B	<b>0.841</b>	<b>D</b>	<b>0.200</b>	<b>YES</b>
46	Brand Blvd/	AM	0.647	B	<b>1.117</b>	<b>F</b>	<b>0.470</b>	<b>YES</b>
	Los Feliz Rd	PM	0.717	C	<b>1.054</b>	<b>F</b>	<b>0.337</b>	<b>YES</b>
47	Glendale Ave/	AM	0.456	A	0.535	A	0.079	NO
	Los Feliz Rd	PM	0.577	A	0.709	C	0.132	NO
48	Central Ave/	AM	0.426	A	0.614	B	0.188	NO
	San Fernando Rd	PM	0.567	A	0.800	C	0.233	NO
49	Brand Blvd/	AM	0.848	D	<b>0.948</b>	<b>E</b>	<b>0.100</b>	<b>YES</b>
	San Fernando Rd	PM	0.848	D	<b>1.025</b>	<b>F</b>	<b>0.177</b>	<b>YES</b>
50	Glendale Ave/	AM	0.689	B	<b>0.815</b>	<b>D</b>	<b>0.126</b>	<b>YES</b>
	San Fernando Rd	PM	0.753	C	<b>0.998</b>	<b>E</b>	<b>0.245</b>	<b>YES</b>

Source: Fehr & Peers.

**TABLE 17 2040 PROPOSED PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Proposed Project			
			V/C	LOS	V/C	LOS	Change	Impact
1	Pacific Ave/ Glenoaks Blvd	AM	0.785	C	<b>0.848</b>	<b>D</b>	<b>0.063</b>	<b>YES</b>
		PM	0.944	E	<b>1.041</b>	<b>F</b>	<b>0.097</b>	<b>YES</b>
2	Central Ave/ Glenoaks Blvd	AM	0.540	A	0.573	A	0.033	NO
		PM	0.630	B	0.689	B	0.059	NO
3	Brand Blvd/ Glenoaks Blvd	AM	0.685	B	<b>0.851</b>	<b>D</b>	<b>0.166</b>	<b>YES</b>
		PM	0.691	B	0.761	C	0.070	NO
4	Pacific Ave/ SR-134 WB Ramps	AM	0.723	C	0.759	C	0.036	NO
		PM	1.076	F	<b>1.161</b>	<b>F</b>	<b>0.085</b>	<b>YES</b>
5	Pacific Ave/ SR-134 EB Ramps	AM	0.768	C	<b>0.875</b>	<b>D</b>	<b>0.107</b>	<b>YES</b>
		PM	1.023	F	<b>1.138</b>	<b>F</b>	<b>0.115</b>	<b>YES</b>
6	Central Ave/ Goode Ave	AM	0.592	A	0.645	B	0.053	NO
		PM	0.808	D	<b>0.899</b>	<b>D</b>	<b>0.091</b>	<b>YES</b>
7	Central Ave/ Sanchez Dr	AM	0.805	D	<b>0.854</b>	<b>D</b>	<b>0.049</b>	<b>YES</b>
		PM	0.678	B	0.769	C	0.091	NO
8	Brand Blvd/ Goode Ave	AM	0.898	D	<b>0.977</b>	<b>E</b>	<b>0.079</b>	<b>YES</b>
		PM	0.864	D	<b>0.984</b>	<b>E</b>	<b>0.120</b>	<b>YES</b>
9	Brand Blvd/ Sanchez Dr	AM	0.718	C	0.752	C	0.034	NO
		PM	0.661	B	0.746	C	0.085	NO
10	SR-134 WB Ramps/ Monterey Rd	AM	0.756	C	<b>0.887</b>	<b>D</b>	<b>0.131</b>	<b>YES</b>
		PM	0.790	C	<b>0.849</b>	<b>D</b>	<b>0.059</b>	<b>YES</b>
11	Glendale Ave/ Monterey Rd	AM	1.134	F	1.141	F	0.007	NO
		PM	1.074	F	<b>1.160</b>	<b>F</b>	<b>0.086</b>	<b>YES</b>
12	Glendale Ave/ SR-134 EB Ramps	AM	0.906	E	0.918	E	0.012	NO
		PM	0.992	E	1.011	F	0.019	NO
13	Pacific Ave/ Lexington Dr	AM	0.411	A	0.467	A	0.056	NO
		PM	0.488	A	0.525	A	0.037	NO
14	Central Ave/ Lexington Dr	AM	0.447	A	0.488	A	0.041	NO
		PM	0.559	A	0.598	A	0.039	NO
15	Brand Blvd/ Lexington Dr	AM	0.471	A	0.500	A	0.029	NO
		PM	0.671	B	0.734	C	0.063	NO
16	Glendale Ave/ Lexington Dr	AM	0.718	C	0.778	C	0.060	NO
		PM	0.767	C	<b>0.832</b>	<b>D</b>	<b>0.065</b>	<b>YES</b>
17	Verdugo Rd/ Wilson Ave	AM	0.683	B	0.761	C	0.078	NO
		PM	0.691	B	0.738	C	0.047	NO

**TABLE 17 2040 PROPOSED PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Proposed Project			
			V/C	LOS	V/C	LOS	Change	Impact
18	San Fernando Rd/ Broadway	AM	0.692	B	0.550	A	-0.142	NO
		PM	0.788	C	0.727	C	-0.061	NO
19	Pacific Ave/ Broadway	AM	0.409	A	0.429	A	0.020	NO
		PM	0.679	B	0.719	C	0.040	NO
20	Columbus Ave/ Broadway	AM	0.425	A	0.519	A	0.094	NO
		PM	0.552	A	0.648	B	0.096	NO
21	Central Ave/ Broadway	AM	0.450	A	0.476	A	0.026	NO
		PM	0.646	B	0.704	C	0.058	NO
22	Brand Blvd/ Broadway	AM	0.433	A	0.510	A	0.077	NO
		PM	0.644	B	0.704	C	0.060	NO
23	Glendale Ave/ Broadway	AM	0.585	A	0.672	B	0.087	NO
		PM	0.762	C	<b>0.895</b>	<b>D</b>	<b>0.133</b>	<b>YES</b>
24	Chevy Chase Dr/ Broadway	AM	0.568	A	0.763	C	0.195	NO
		PM	0.660	B	0.800	C	0.140	NO
25	Verdugo Rd/ Broadway	AM	0.493	A	0.573	A	0.080	NO
		PM	0.857	D	<b>1.019</b>	<b>F</b>	<b>0.162</b>	<b>YES</b>
26	Harvey Dr/ Wilson Ave	AM	0.889	D	<b>0.945</b>	<b>E</b>	<b>0.056</b>	<b>YES</b>
		PM	0.627	B	0.700	B	0.073	NO
27	San Fernando Rd/ Colorado St	AM	0.572	A	0.519	A	-0.053	NO
		PM	0.638	B	0.473	A	-0.165	NO
28	Pacific Ave/ Colorado St	AM	0.711	C	<b>0.847</b>	<b>D</b>	<b>0.136</b>	<b>YES</b>
		PM	0.879	D	<b>0.919</b>	<b>E</b>	<b>0.040</b>	<b>YES</b>
29	Columbus Ave/ Colorado St	AM	0.648	B	0.747	C	0.099	NO
		PM	0.763	C	<b>0.916</b>	<b>E</b>	<b>0.153</b>	<b>YES</b>
30	Central Ave/ Colorado St	AM	0.534	A	0.660	B	0.126	NO
		PM	0.712	C	<b>0.861</b>	<b>D</b>	<b>0.149</b>	<b>YES</b>
31	Brand Blvd/ Colorado St	AM	0.564	A	0.688	B	0.124	NO
		PM	0.676	B	0.794	C	0.118	NO
32	Glendale Ave/ Colorado St	AM	0.672	B	0.788	C	0.116	NO
		PM	0.753	C	<b>0.850</b>	<b>D</b>	<b>0.097</b>	<b>YES</b>
33	Chevy Chase Dr/ Colorado St	AM	0.676	B	<b>0.891</b>	<b>D</b>	<b>0.215</b>	<b>YES</b>
		PM	0.758	C	<b>0.832</b>	<b>D</b>	<b>0.074</b>	<b>YES</b>
34	Verdugo Rd/ Colorado St	AM	0.786	C	<b>0.922</b>	<b>E</b>	<b>0.136</b>	<b>YES</b>
		PM	0.801	D	<b>1.018</b>	<b>F</b>	<b>0.217</b>	<b>YES</b>

**TABLE 17 2040 PROPOSED PROJECT INTERSECTION LEVEL OF SERVICE RESULTS**

ID	Intersection	Peak Hour	2016 Existing		2040 Proposed Project			
			V/C	LOS	V/C	LOS	Change	Impact
35	Pacific Ave/	AM	0.636	B	0.640	B	0.004	NO
	San Fernando Rd	PM	0.684	B	0.529	A	-0.155	NO
36	Central Ave/	AM	0.492	A	0.578	A	0.086	NO
	Maple St	PM	0.637	B	0.769	C	0.132	NO
37	Brand Blvd/	AM	0.539	A	0.682	B	0.143	NO
	Maple St	PM	0.628	B	0.788	C	0.160	NO
38	San Fernando Rd/	AM	0.609	B	0.660	B	0.051	NO
	Chevy Chase Dr	PM	0.638	B	0.785	C	0.147	NO
39	Central Ave/	AM	0.535	A	0.648	B	0.113	NO
	Chevy Chase Dr	PM	0.681	B	0.798	C	0.117	NO
40	Brand Blvd/	AM	0.701	C	<b>0.847</b>	<b>D</b>	<b>0.146</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.720	C	<b>0.872</b>	<b>D</b>	<b>0.152</b>	<b>YES</b>
41	Glendale Ave/	AM	0.816	D	<b>0.907</b>	<b>E</b>	<b>0.091</b>	<b>YES</b>
	Chevy Chase Dr	PM	0.803	D	<b>0.869</b>	<b>D</b>	<b>0.066</b>	<b>YES</b>
42	Adams St/	AM	0.586	A	0.675	B	0.089	NO
	Chevy Chase Dr	PM	0.639	B	0.756	C	0.117	NO
43	Chevy Chase Dr/	AM	0.655	B	<b>0.812</b>	<b>D</b>	<b>0.157</b>	<b>YES</b>
	Acacia Ave	PM	0.574	A	0.782	C	0.208	NO
44	San Fernando Rd/	AM	0.754	C	<b>1.179</b>	<b>F</b>	<b>0.425</b>	<b>YES</b>
	Los Feliz Rd	PM	0.906	E	<b>1.325</b>	<b>F</b>	<b>0.419</b>	<b>YES</b>
45	Central Ave/	AM	0.518	A	0.747	C	0.229	NO
	Los Feliz Rd	PM	0.641	B	<b>0.828</b>	<b>D</b>	<b>0.187</b>	<b>YES</b>
46	Brand Blvd/	AM	0.647	B	<b>1.113</b>	<b>F</b>	<b>0.466</b>	<b>YES</b>
	Los Feliz Rd	PM	0.717	C	<b>1.082</b>	<b>F</b>	<b>0.365</b>	<b>YES</b>
47	Glendale Ave/	AM	0.456	A	0.540	A	0.084	NO
	Los Feliz Rd	PM	0.577	A	0.715	C	0.138	NO
48	Central Ave/	AM	0.426	A	0.610	B	0.184	NO
	San Fernando Rd	PM	0.567	A	0.784	C	0.217	NO
49	Brand Blvd/	AM	0.848	D	<b>0.944</b>	<b>E</b>	<b>0.096</b>	<b>YES</b>
	San Fernando Rd	PM	0.848	D	<b>1.003</b>	<b>F</b>	<b>0.155</b>	<b>YES</b>
50	Glendale Ave/	AM	0.689	B	<b>0.811</b>	<b>D</b>	<b>0.122</b>	<b>YES</b>
	San Fernando Rd	PM	0.753	C	<b>0.990</b>	<b>E</b>	<b>0.237</b>	<b>YES</b>

Source: Fehr & Peers.

Figures 10 to 13 show the AM and PM peak hour LOS results at each of the study intersections and Figures 14 to 16 show the intersections that have significant and adverse impacts during both peak hours. The forecasted intersection volumes and geometries are included in Attachment A for each analysis scenario.

## FREEWAY OPERATIONS ANALYSIS

In accordance with Metro's CMP guidelines and the analysis methodology described in Chapter 2, mainline freeway operating conditions during the AM and PM peak hours were evaluated for each of the four future Alternatives. Forecasted volumes from the City's travel demand model were used for this analysis. The criteria for determining a significant impact is:

*A facility's volume-to-capacity ratio increases by 0.02 or more causing or worsening LOS F*

Impacts are calculated for each future scenario compared to existing conditions. As shown in Tables 18 to 20, the demand volumes and level of service results are consistent between all future scenarios. However, four of the eight locations are significantly impacted in all future scenarios:

- State Route 2 at Round Top Road – Southbound (AM only)
- Interstate 5 at Stadium Way – Southbound (PM only)
- Interstate 5 south of Colorado Street Exit – Northbound and Southbound (AM and PM)

Each of these locations already operates at LOS F during existing conditions and the increase in regional trip making (not necessarily associated with the vehicle trips from South Glendale Community Plan project area) causes the increase in traffic volumes under the 2040 No Project scenario. None of the other 2040 scenarios is forecasted to add a significant amount of peak hour vehicle trips to any of the freeway study locations.





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**Legend**



- A - C
- E
- D
- F

# Intersection Number

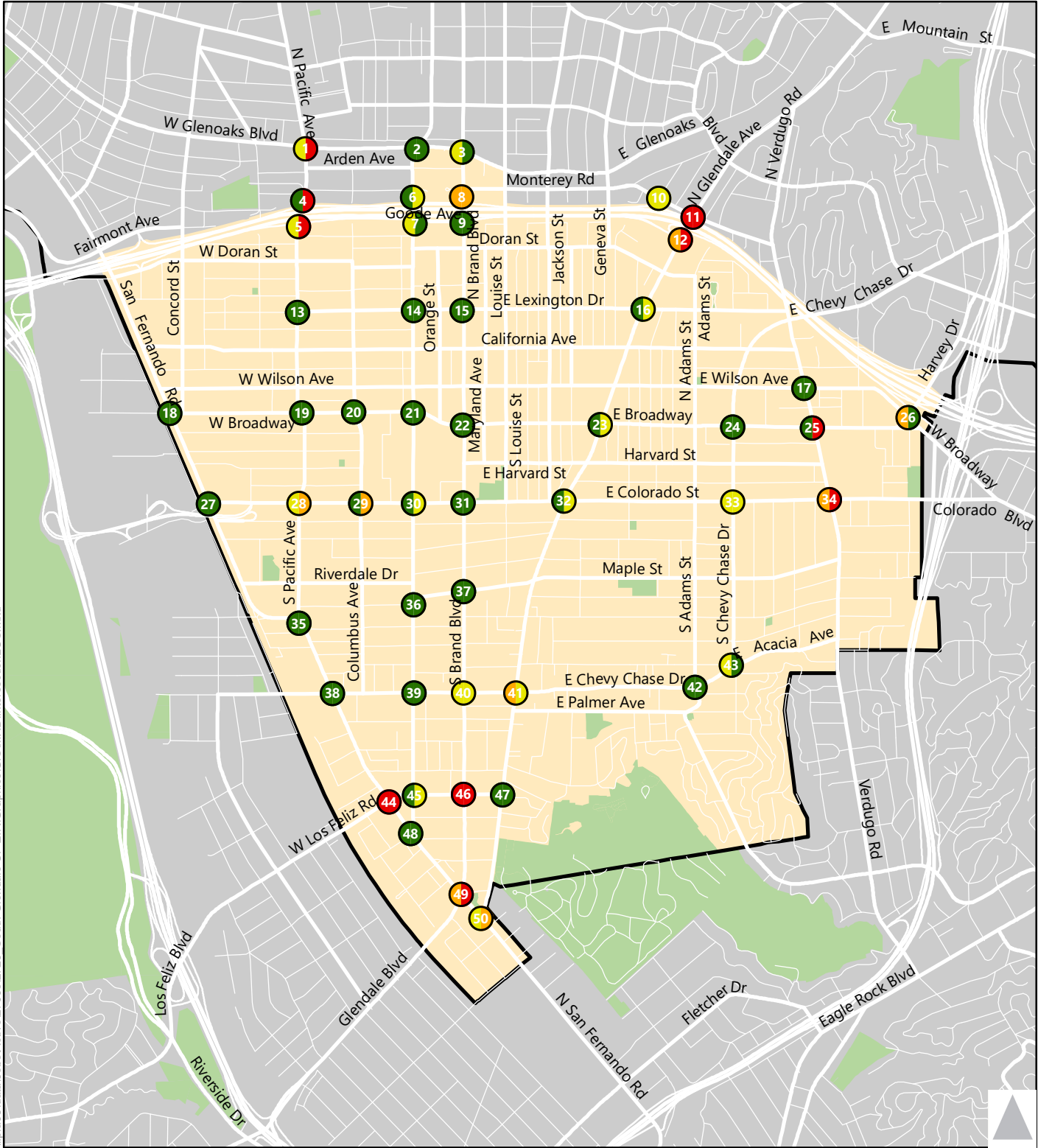
City Boundary

South Glendale Community Plan Area



Figure 10

**2040 No Project Intersection LOS Results**



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**Legend**



- A - C
- E
- D
- F

# Intersection Number

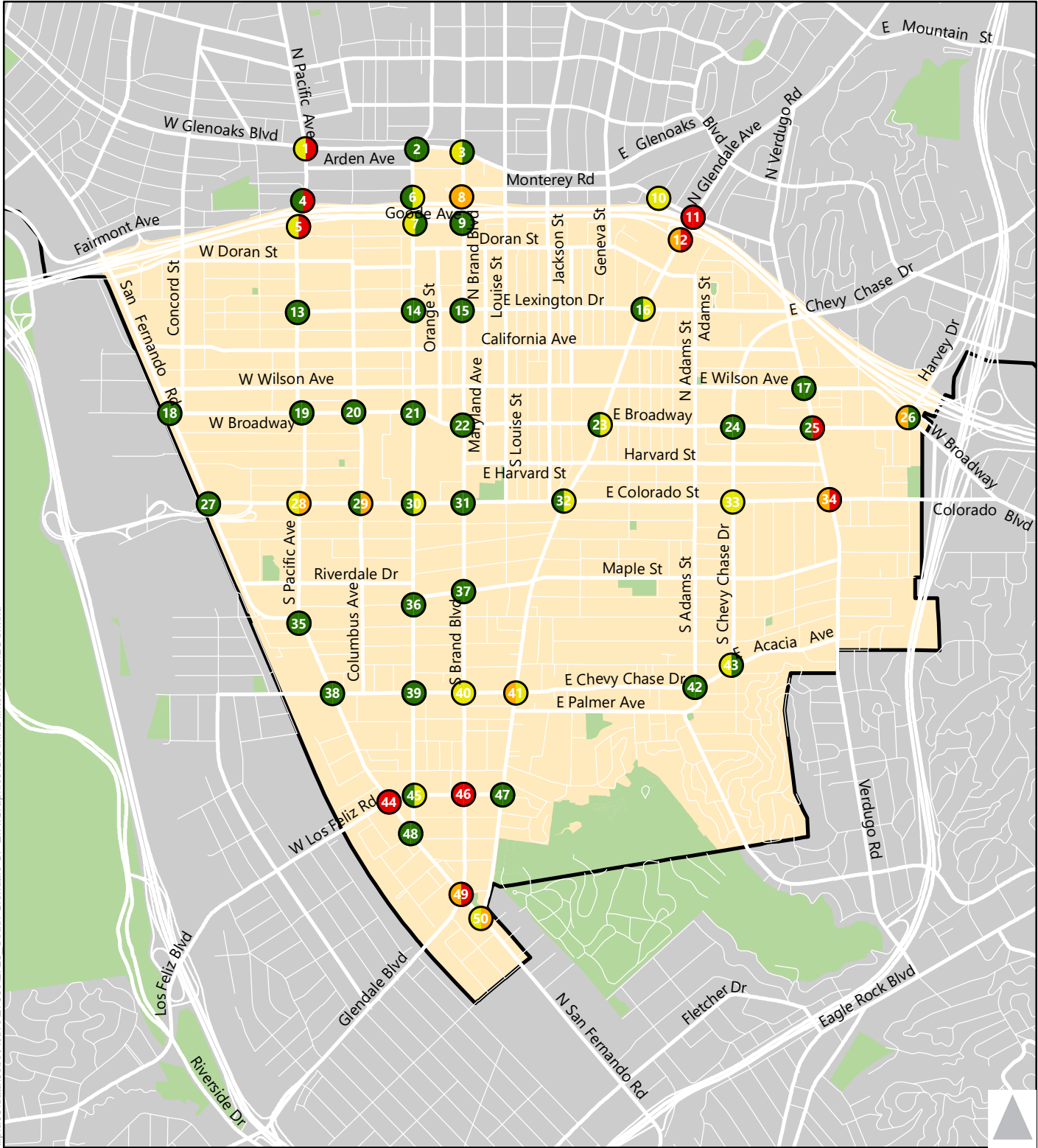
City Boundary

South Glendale Community Plan Area



Figure 11

**2040 Alternative 1 Intersection LOS Results**



\\plao3\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionLOS.mxd

**Legend**



- A - C
- E
- D
- F

# Intersection Number

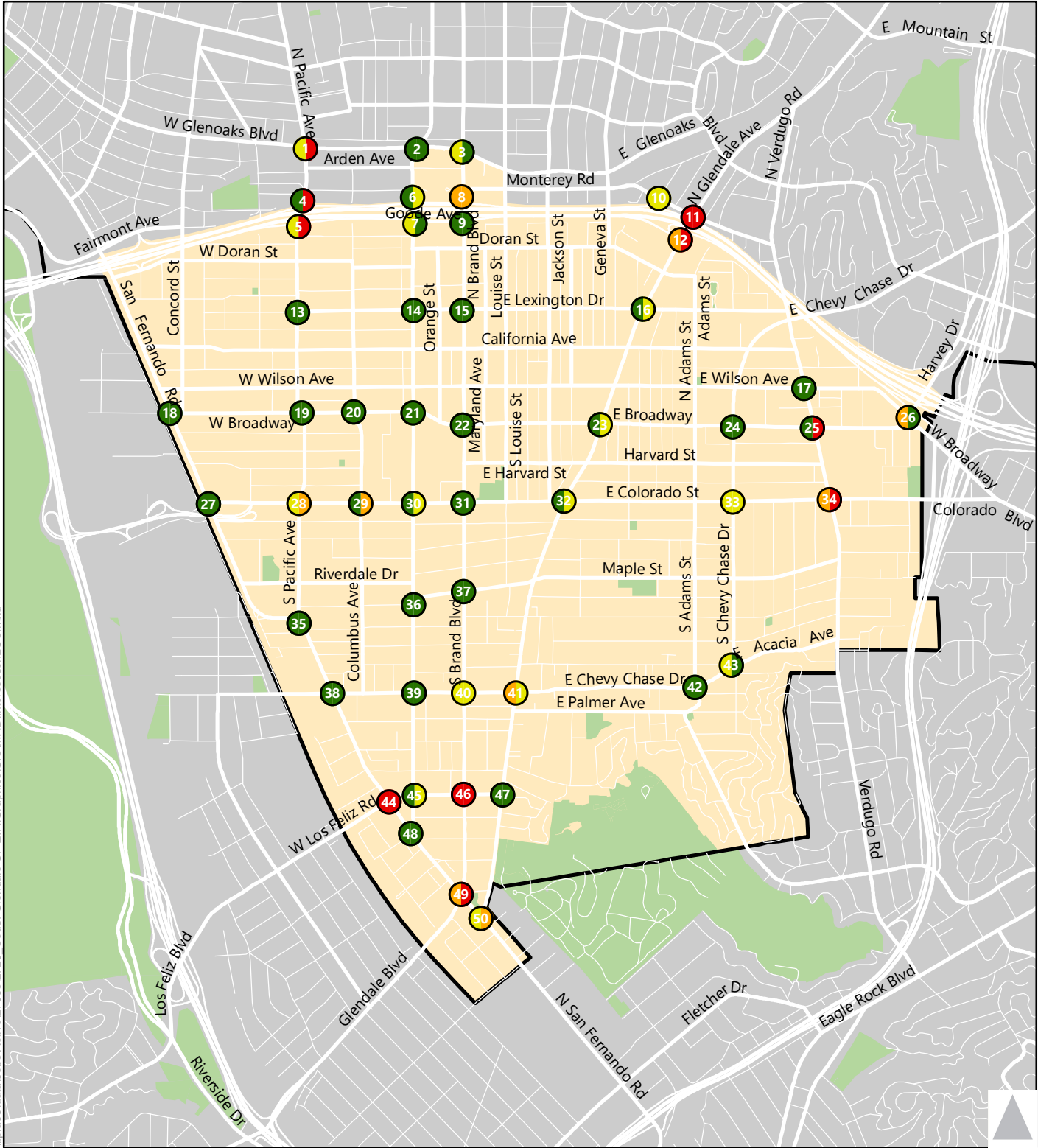
City Boundary

South Glendale Community Plan Area



Figure 12

**2040 Alternative 2 Intersection LOS Results**



\\plao3\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionLOS.mxd

**Legend**



- A - C
- E
- D
- F

# Intersection Number

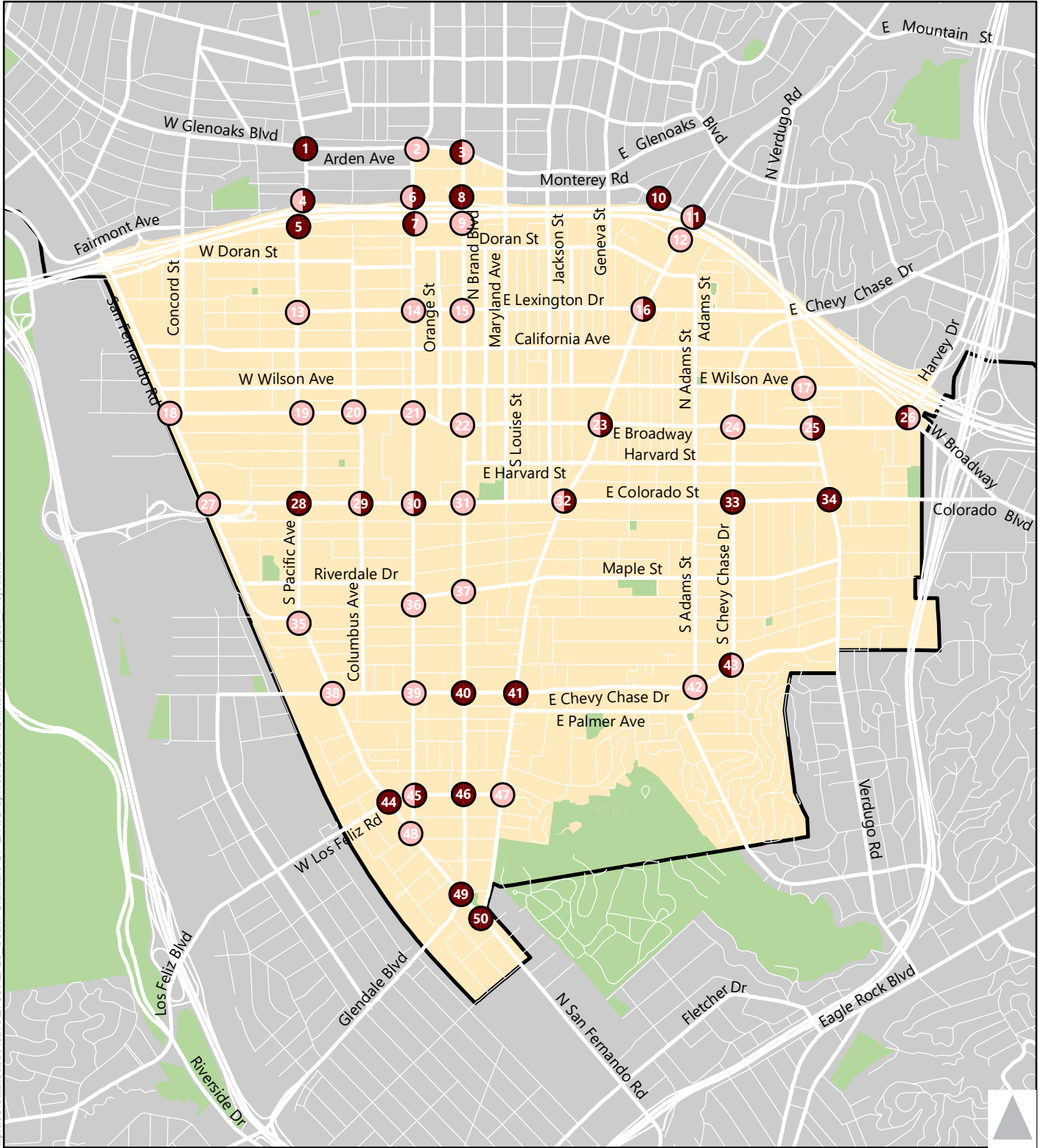
City Boundary

South Glendale Community Plan Area

Figure 13

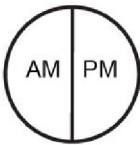
**2040 Preferred Project Intersection LOS Results**





\\plia03\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionImpact\_Project.mxd

**Legend**



● No Impact

● Impact

# Intersection Number

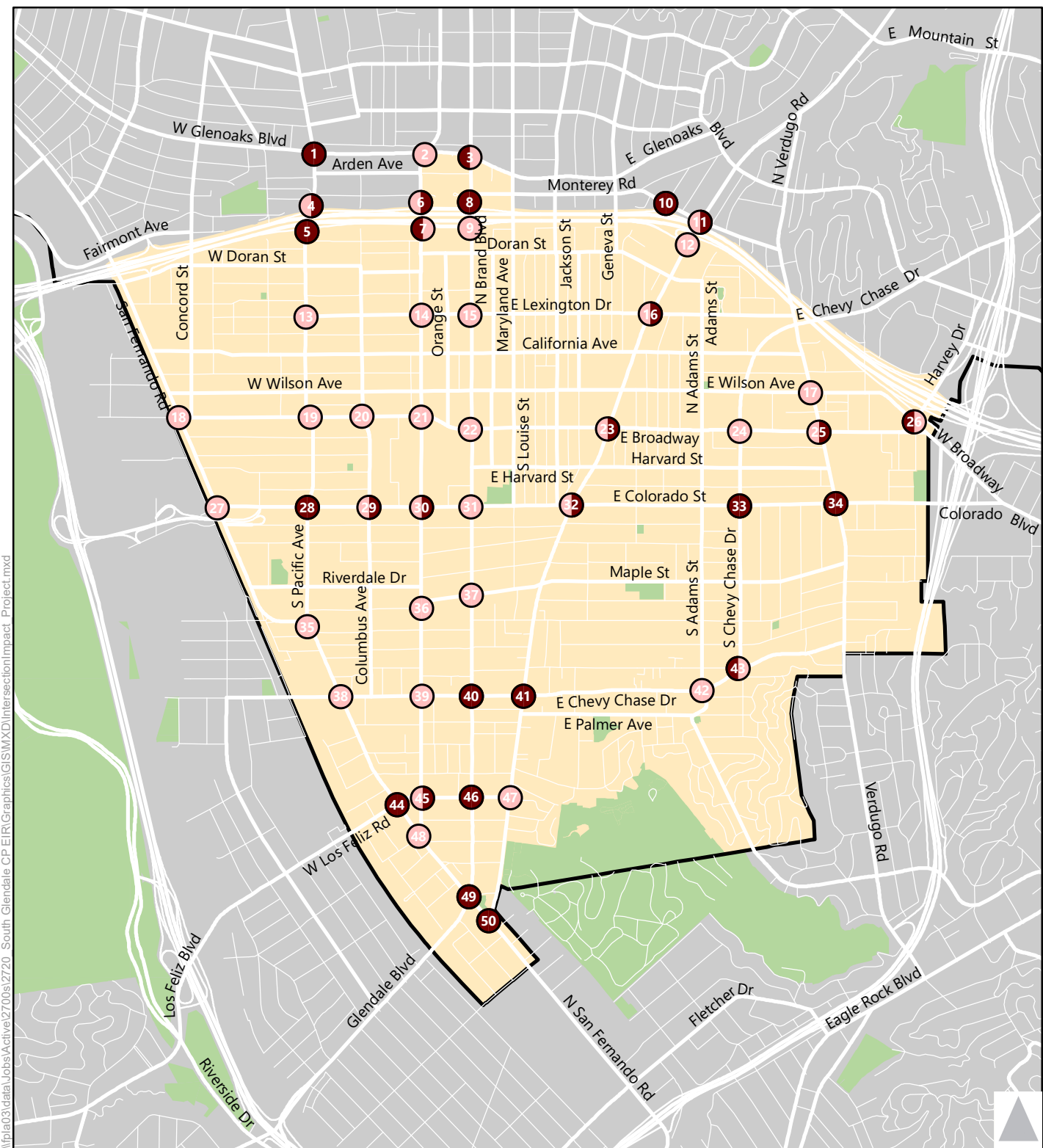
▭ City Boundary

■ South Glendale Community Plan Area



Figure 14

**2040 Alternative 1 Significant Intersection Impacts**



\\p1a03\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionImpact\_Project.mxd

**Legend**



● No Impact

● Impact

# Intersection Number

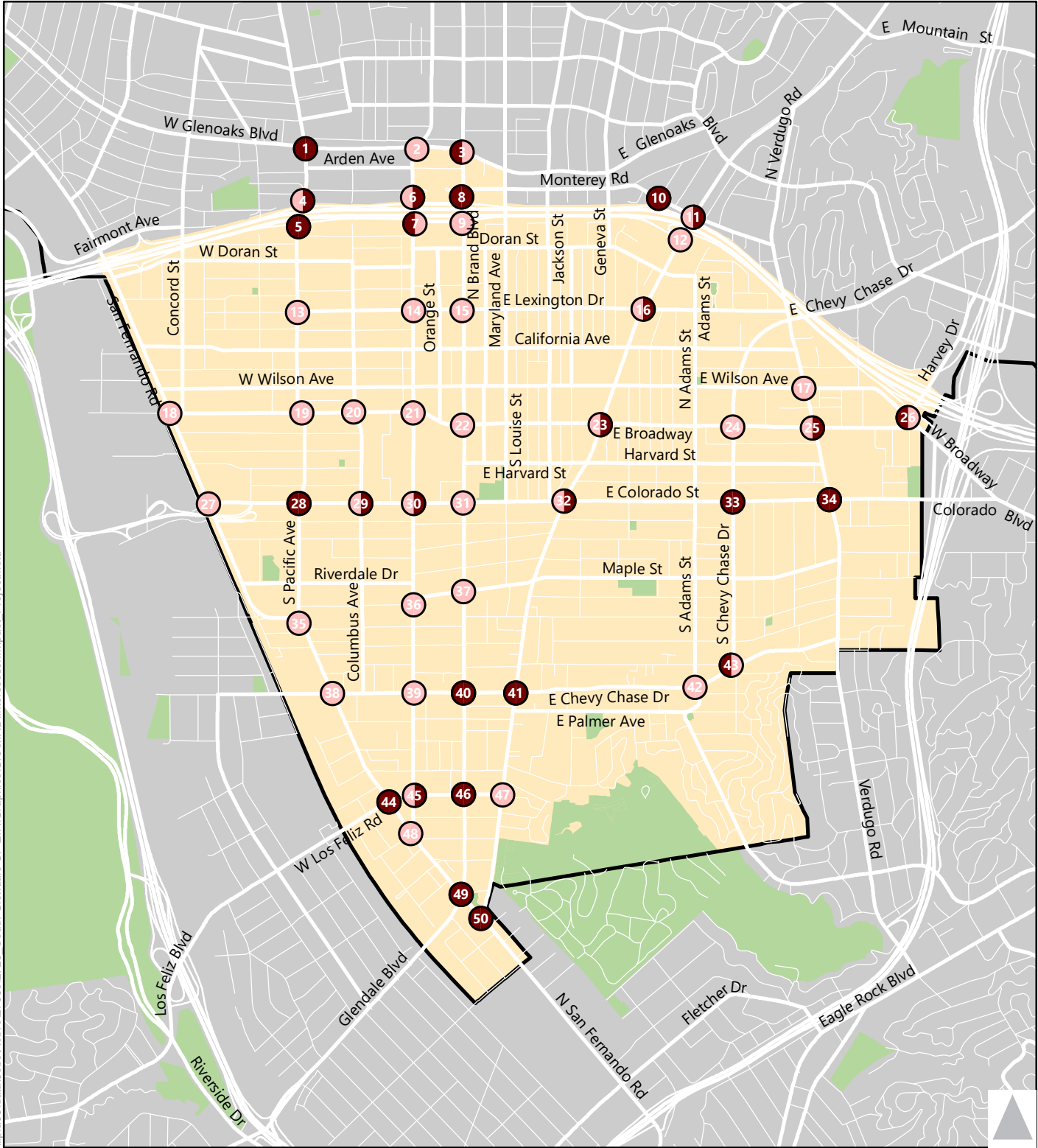
▭ City Boundary

■ South Glendale Community Plan Area



Figure 15

**2040 Alternative 2 Significant Intersection Impacts**



\\p1a03\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionImpact\_Project.mxd

**Legend**



● No Impact

● Impact

# Intersection Number

▭ City Boundary

▭ South Glendale Community Plan Area

Figure 16

**2040 Preferred Project Significant Intersection Impacts**



**TABLE 18 2040 NO PROJECT FREEWAY LEVEL OF SERVICE RESULTS**

CMP Station	Dir.	Lanes	Capacity	Peak Hour	2016 Existing		2040 No Project		
					D/C	LOS	Demand	D/C	LOS
1001. SR 2 at Round Top Road	NB	5	10,000	AM	0.47	B	4,900	0.49	B
				PM	0.84	D	8,800	0.88	D
	SB	5	10,000	AM	1.06	F(0)	<b>10,900</b>	<b>1.09</b>	<b>F(0)</b>
				PM	0.59	C	6,100	0.61	C
1004. I-5 at Stadium Way	NB	5	10,000	AM	0.95	E	9,500	0.95	E
				PM	1.29	F(1)	12,900	1.29	F(1)
	SB	5	10,000	AM	1.42	F(2)	14,300	1.43	F(2)
				PM	1.07	F(0)	<b>11,000</b>	<b>1.10</b>	<b>F(0)</b>
1005. I-5 s/o Colorado Blvd Exit	NB	5	10,000	AM	1.03	F(0)	<b>10,700</b>	<b>1.07</b>	<b>F(0)</b>
				PM	1.32	F(1)	<b>13,500</b>	<b>1.35</b>	<b>F(1)</b>
	SB	5	10,000	AM	1.41	F(2)	<b>14,600</b>	<b>1.46</b>	<b>F(3)</b>
				PM	1.17	F(0)	<b>12,300</b>	<b>1.23</b>	<b>F(0)</b>
1055. SR-134 e/o Central Avenue	EB	5	10,000	AM	0.66	C	7,000	0.70	C
				PM	0.86	D	9,300	0.93	D
	WB	5	10,000	AM	0.91	D	9,600	0.96	E
				PM	0.62	C	6,700	0.67	C

Source: Fehr & Peers.

**TABLE 19 2040 ALTERNATIVE 1 FREEWAY LEVEL OF SERVICE RESULTS**

CMP Station	Dir.	Lanes	Capacity	Peak Hour	2016 Existing		2040 Alternative 1				
					D/C	LOS	Demand	D/C	LOS	Change	Impact
1001. SR 2 at Round Top Road	NB	5	10,000	AM	0.47	B	4,900	0.49	B	0.02	NO
				PM	0.84	D	8,800	0.88	D	0.04	NO
	SB	5	10,000	AM	1.06	F(0)	<b>10,900</b>	<b>1.09</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
				PM	0.59	C	6,100	0.61	C	0.02	NO
1004. I-5 at Stadium Way	NB	5	10,000	AM	0.95	E	9,500	0.95	E	0.00	NO
				PM	1.29	F(1)	12,900	1.29	F(1)	0.00	NO
	SB	5	10,000	AM	1.42	F(2)	14,300	1.43	F(2)	0.01	NO
				PM	1.07	F(0)	<b>11,000</b>	<b>1.10</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
1005. I-5 s/o Colorado Blvd Exit	NB	5	10,000	AM	1.03	F(0)	<b>10,700</b>	<b>1.07</b>	<b>F(0)</b>	<b>0.04</b>	<b>YES</b>
				PM	1.32	F(1)	<b>13,500</b>	<b>1.35</b>	<b>F(1)</b>	<b>0.03</b>	<b>YES</b>
	SB	5	10,000	AM	1.41	F(2)	<b>14,600</b>	<b>1.46</b>	<b>F(3)</b>	<b>0.05</b>	<b>YES</b>
				PM	1.17	F(0)	<b>12,300</b>	<b>1.23</b>	<b>F(0)</b>	<b>0.06</b>	<b>YES</b>
1055. SR-134 e/o Central Avenue	EB	5	10,000	AM	0.66	C	7,000	0.70	C	0.04	NO
				PM	0.86	D	9,300	0.93	D	0.07	NO
	WB	5	10,000	AM	0.91	D	9,600	0.96	E	0.05	NO
				PM	0.62	C	6,700	0.67	C	0.05	NO

Source: Fehr & Peers.



**TABLE 20 2040 ALTERNATIVE 2 FREEWAY LEVEL OF SERVICE RESULTS**

CMP Station	Dir.	Lanes	Capacity	Peak Hour	2016 Existing		2040 Alternative 2				
					D/C	LOS	Demand	D/C	LOS	Change	Impact
1001. SR 2 at Round Top Road	NB	5	10,000	AM	0.47	B	4,900	0.49	B	0.02	NO
				PM	0.84	D	8,800	0.88	D	0.04	NO
	SB	5	10,000	AM	1.06	F(0)	<b>10,900</b>	<b>1.09</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
				PM	0.59	C	6,100	0.61	C	0.02	NO
1004. I-5 at Stadium Way	NB	5	10,000	AM	0.95	E	9,500	0.95	E	0.00	NO
				PM	1.29	F(1)	12,900	1.29	F(1)	0.00	NO
	SB	5	10,000	AM	1.42	F(2)	14,300	1.43	F(2)	0.01	NO
				PM	1.07	F(0)	<b>11,000</b>	<b>1.10</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
1005. I-5 s/o Colorado Blvd Exit	NB	5	10,000	AM	1.03	F(0)	<b>10,700</b>	<b>1.07</b>	<b>F(0)</b>	<b>0.04</b>	<b>YES</b>
				PM	1.32	F(1)	<b>13,500</b>	<b>1.35</b>	<b>F(1)</b>	<b>0.03</b>	<b>YES</b>
	SB	5	10,000	AM	1.41	F(2)	<b>14,600</b>	<b>1.46</b>	<b>F(3)</b>	<b>0.05</b>	<b>YES</b>
				PM	1.17	F(0)	<b>12,300</b>	<b>1.23</b>	<b>F(0)</b>	<b>0.06</b>	<b>YES</b>
1055. SR-134 e/o Central Avenue	EB	5	10,000	AM	0.66	C	7,000	0.70	C	0.04	NO
				PM	0.86	D	9,300	0.93	D	0.07	NO
	WB	5	10,000	AM	0.91	D	9,600	0.96	E	0.05	NO
				PM	0.62	C	6,700	0.67	C	0.05	NO

Source: Fehr & Peers.

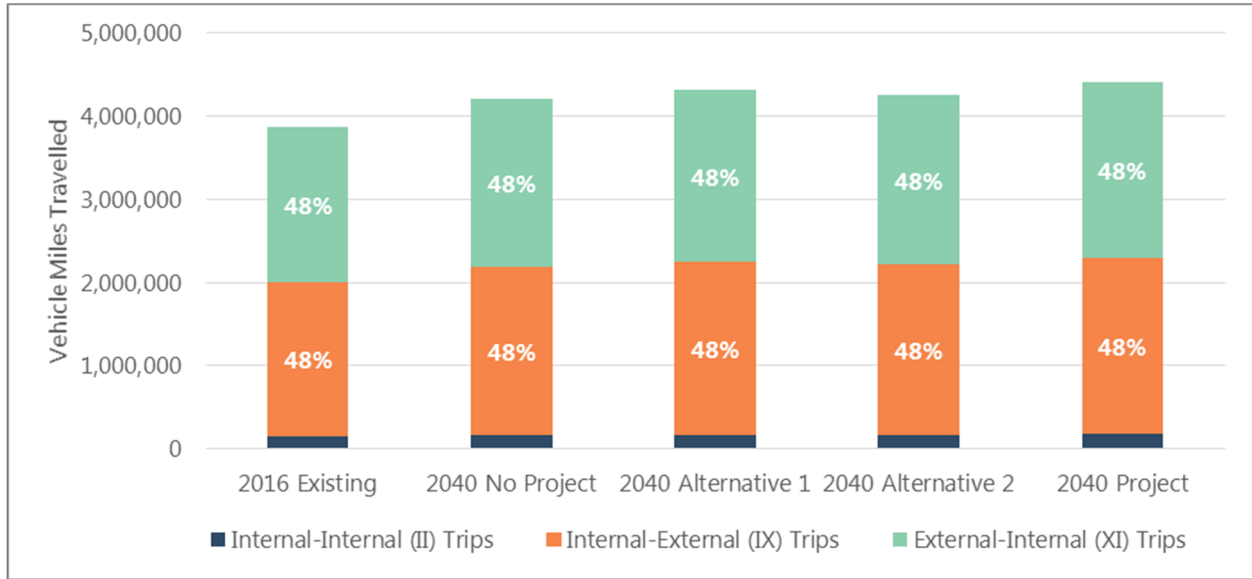
**TABLE 21 2040 PROPOSED PROJECT FREEWAY LEVEL OF SERVICE RESULTS**

CMP Station	Dir.	Lanes	Capacity	Peak Hour	2016 Existing		2040 Proposed Project				
					D/C	LOS	Demand	D/C	LOS	Change	Impact
1001. SR 2 at Round Top Road	NB	5	10,000	AM	0.47	B	4,900	0.49	B	0.02	NO
				PM	0.84	D	8,800	0.88	D	0.04	NO
	SB	5	10,000	AM	1.06	F(0)	<b>10,900</b>	<b>1.09</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
				PM	0.59	C	6,100	0.61	C	0.02	NO
1004. I-5 at Stadium Way	NB	5	10,000	AM	0.95	E	9,500	0.95	E	0.00	NO
				PM	1.29	F(1)	12,900	1.29	F(1)	0.00	NO
	SB	5	10,000	AM	1.42	F(2)	14,300	1.43	F(2)	0.01	NO
				PM	1.07	F(0)	<b>11,000</b>	<b>1.10</b>	<b>F(0)</b>	<b>0.03</b>	<b>YES</b>
1005. I-5 s/o Colorado Blvd Exit	NB	5	10,000	AM	1.03	F(0)	<b>10,700</b>	<b>1.07</b>	<b>F(0)</b>	<b>0.04</b>	<b>YES</b>
				PM	1.32	F(1)	<b>13,500</b>	<b>1.35</b>	<b>F(1)</b>	<b>0.03</b>	<b>YES</b>
	SB	5	10,000	AM	1.41	F(2)	<b>14,600</b>	<b>1.46</b>	<b>F(3)</b>	<b>0.05</b>	<b>YES</b>
				PM	1.17	F(0)	<b>12,300</b>	<b>1.23</b>	<b>F(0)</b>	<b>0.06</b>	<b>YES</b>
1055. SR-134 e/o Central Avenue	EB	5	10,000	AM	0.66	C	7,000	0.70	C	0.04	NO
				PM	0.86	D	9,300	0.93	D	0.07	NO
	WB	5	10,000	AM	0.91	D	9,600	0.96	E	0.05	NO
				PM	0.62	C	6,700	0.67	C	0.05	NO

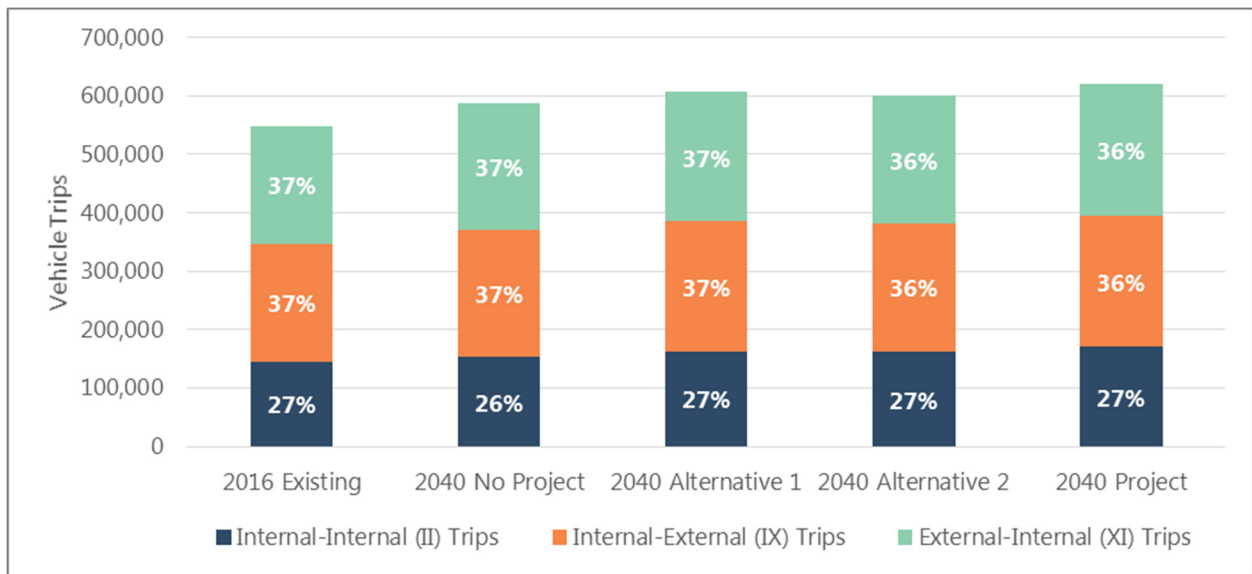
Source: Fehr & Peers.

## VEHICLE MILES TRAVELLED

The City of Glendale travel model was used to estimate the average daily weekday vehicle trips and vehicle miles travelled generated by land uses within the South Glendale Community Plan study area. These estimates were calculated for three trips consistent with the methodology discussed in Chapter 2. Figures 17 and 18 summarize the VMT and VT data for each analysis scenario.



**Figure 17 Average Daily Weekday Vehicle Miles Travelled Summary**



**Figure 18 Average Daily Weekday Vehicle Trips Summary**

Table 22 shows a detailed summary of the average daily weekday vehicle miles travelled, vehicle trips, and average trip length for each of the analysis scenarios by trip type.

**TABLE 22 AVERAGE DAILY WEEKDAY VEHICLE MILES TRAVELED SUMMARY**

<b>Internal-Internal (II) Trips</b>	<b>Vehicle Miles Traveled</b>	<b>Vehicle Trips</b>	<b>Average Trip Length</b>
2016 Existing	152,000	145,500	1.0 miles
2040 No Project	162,000	153,800	1.1 miles
2040 Alternative 1	172,000	163,300	1.1 miles
2040 Alternative 2	171,000	162,600	1.1 miles
2040 Preferred Project	178,000	170,300	1.0 miles
<b>Internal-External (IX) Trips</b>	<b>Vehicle Miles Traveled</b>	<b>Vehicle Trips</b>	<b>Average Trip Length</b>
2016 Existing	1,863,000	201,300	9.3 miles
2040 No Project	2,029,000	217,000	9.4 miles
2040 Alternative 1	2,079,000	221,400	9.4 miles
2040 Alternative 2	2,049,000	218,900	9.4 miles
2040 Preferred Project	2,119,000	224,600	9.4 miles
<b>External-Internal (XI) Trips</b>	<b>Vehicle Miles Traveled</b>	<b>Vehicle Trips</b>	<b>Average Trip Length</b>
2016 Existing	1,855,000	201,300	9.2 miles
2040 No Project	2,023,000	217,000	9.3 miles
2040 Alternative 1	2,072,000	221,400	9.4 miles
2040 Alternative 2	2,043,000	218,900	9.3 miles
2040 Preferred Project	2,113,000	224,600	9.4 miles
<b>All Trip Types (II, IX, and XI)</b>	<b>Vehicle Miles Traveled</b>	<b>Vehicle Trips</b>	<b>Average Trip Length</b>
2016 Existing	3,870,000	548,100	7.1 miles
2040 No Project	4,214,000	587,800	7.2 miles
2040 Alternative 1	4,323,000	606,100	7.1 miles
2040 Alternative 2	4,263,000	600,400	7.1 miles
2040 Preferred Project	4,410,000	619,500	7.1 miles

Source: Fehr & Peers.

The 2040 Preferred Project scenario generates approximately 14% more VMT than the 2016 Existing scenario. This scenario also generates the most VMT and VT of any of the alternatives. However, the 14% net increase in the VMT is substantially less than the combined 27% increase in dwelling units and 19% increase in non-residential land use within the South Glendale Community Plan. The benefits of the various vehicle trip reduction strategies contribute to the percent increase in VMT being substantially less than the overall land use growth.

## NON-AUTOMOTIVE MODES ANALYSIS

This section presents an analysis of the South Glendale Community Plan in the context of the CEQA checklist for transportation and traffic (CEQA Guidelines Appendix G). Impacts related to pedestrian, bicycle and transit modes are described below, as well as any potential impacts from changes in roadway design, air traffic patterns, or emergency access that result from implementation of the Plan. This section provides a summary of transportation considerations in addition to the performance measures for people driving (delay and level of service) discussed previously.

### ADHERENCE TO APPLICABLE PLANS, ORDINANCES AND POLICIES

The City of Glendale has adopted a citywide principle to “foster a well-planned, comprehensive and safe transportation system that enhances mobility through infrastructure, technology, design, and multi-modal options.”<sup>1</sup> The South Glendale Community Plan adheres to this policy by creating and enhancing facilities for non-automobile travel, concentrating development around transit and along important transportation corridors, identifying Pedestrian Priority Areas throughout the Plan Area, and implementing TDM and parking management programs. These are described in more detail in Chapter 3 of this report.

The South Glendale Community Plan was developed to align with the applicable plans, ordinances, and policies related to transportation at the local jurisdiction level including the City of Glendale Bicycle Transportation Plan (2012), the Glendale Safe & Healthy Streets Plan (2011), and the Downtown Mobility Study (2007). At the regional and state level, implementation of the Plan will align with the Southern California Association of Governments’ (SCAG) Compass Blueprint and Regional Transportation Plan/Sustainable Communities Strategy, and California’s Active Transportation Program and climate change policies. These plans and policies aim to support growth around transit, develop opportunities for non-automotive travel, and reduce greenhouse gas emissions. The planned geographic concentration of growth and TDM strategies proposed in the South Glendale Community Plan advance these goals, as shown in the results of the VMT and vehicle trip analysis discussed previously.

### ADHERENCE TO CONGESTION MANAGEMENT PROGRAM

The CMP is a state-mandated program administered by Metro that provides a mechanism for coordinating land use and development decisions. Discussion of the CMP and impacts resulting from the South Glendale Community Plan were discussed previously in this report.

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<sup>1</sup> South Glendale Community Plan Section 3.6.1.

## AIR TRAFFIC

The South Glendale Community Plan does not contain any airports within its boundaries. The closest airport is the Hollywood Burbank Airport, which is located approximately seven miles northwest of the Plan Area. The Plan Area is not contained within the Airport Influence Area, as defined by the Burbank Airport Land Use Commission.<sup>2</sup> South Glendale Community Plan policies and programs related to land use, mobility, and structural heights would not influence air traffic patterns or airport operations at this airport.

## HAZARDS DUE TO ROADWAY DESIGN OR INCOMPATIBLE USES

The South Glendale Community Plan does not include any proposed design changes to the transportation network that would introduce sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. The Plan cites pedestrian safety as a top priority, and proposes several strategies to decrease vehicle speeding and minimize conflicts between pedestrians and vehicles or bicyclists and vehicles, aiming to improve multi-modal safety within the Plan Area.

Many of the proposed strategies, such as curb bulb-outs at intersections and mid-block locations, raised medians, and implementing road diets, fall under the category of “traffic calming” and aim to reduce instances of vehicles speeding. Research compiled by the U.S. Department of Transportation National Highway Traffic Safety Administration shows that the likelihood of fatality is 5% for a pedestrian struck by a vehicle traveling at 20 mph, but increases to 40% at 30 mph, and to 100% at 50 mph.<sup>3</sup> Federal Highway Administration research shows that implementing a road diet can reduce collisions by 29% and installing a raised median, which shorten crossing distances across roadways, can reduce pedestrian collisions by between 25% and 56%.<sup>4</sup> Additional safety-related proposals within the Plan include mid-block crossings, enhanced crosswalks, speed cushions, separated bicycle lanes, narrowed travel lanes, reduced curb radii, ADA sidewalk upgrades, and pedestrian-scale lighting.

## EMERGENCY ACCESS

While the Plan would impact intersection-level LOS, there is not a direct relationship between predicted travel delay and response times as California state law does require drivers to yield the right-of-way to emergency vehicles and permits emergency vehicles to use opposing lane of travel or center turn lanes.<sup>5</sup>

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<sup>2</sup> Los Angeles County Airport Land Use Commission Bob Hope Airport Influence Area, May 2003.

<sup>3</sup>Literature Review on Vehicle Travel Speeds and Pedestrian Injuries. U. S. Department of Transportation National Highway Traffic Safety Administration. 1999.

<sup>4</sup>Toolbox of Countermeasures and Their Potential Effectiveness for Pedestrian Crashes. U.S. Department of Transportation Federal Highway Administration, 2013.

<sup>5</sup> California Vehicle Code Sections 21806 and 21055.

Additionally, the City of Glendale Safety Element calls for traffic signal preemption devices to be installed for fire response at critical intersections, which have been installed in some locations throughout the City.<sup>6</sup> Specific projects that we will be developed under the South Glendale Community Plan will be implemented in accordance with the City of Glendale General Plan Safety Element, and in consultation with the Glendale Fire Department and Glendale Police Department. County Evacuation Routes are designated along San Fernando Road, Colorado Street, and Verdugo Road through the City of Glendale.<sup>7</sup> Projects implemented along these routes, as well as City Disaster Response Routes, would be built according to evacuation route standards.

## TRANSIT, BICYCLE AND PEDESTRIAN TRAVEL

Much of the South Glendale Community Plan is envisioned as building upon the existing and planned multi-modal transportation facilities present within the Plan Area, while many other aspects of the plan focus on enhancing the transportation network to encourage more walking, bicycling and transit use among residents, workers and visitors. For example, the Plan states that the anticipated growth of 7,000 to 9,000 new residential units in South Glendale depend in large part on the construction of new transit lines and stations that provide new regional connections for the City of Glendale, including Bus Rapid Transit, localized Metrolink service, and a streetcar line. The Plan calls for the development of transit-oriented districts and Pedestrian Priority Areas, as well as the expansion of Glendale's bicycle and open space networks. The vision of the Plan, as well as the policies and strategies that will guide implementation of the Plan aim to facilitate more and safer travel via walking, biking and transit modes while accommodating the increased demand that will be seen throughout Glendale's transportation network as population and employment increases within the Plan Area.

In addition to the safety-focused strategies described previously, the Plan also seeks to encourage walking, biking and transit use through the provision of amenities that improve the ease and comfort of travel. Transit-focused strategies include improving transit frequency and providing transit station and stop amenities like benches and shelters. To improve the pedestrian experience and encourage walking, the Plan proposes mixed-use corridors with services and amenities that can be easily accessed on foot from homes or offices, ground-floor retail and active street walls, a network of pedestrian paseos in the Downtown center, small block structure and mid-block pedestrian passages between buildings in some locations, and wide sidewalks, street trees and wayfinding signage throughout the Plan Area. Proposed bicycle amenities include new bike lanes and bike routes, short-term bicycle parking, and the implementation of a bike share system.

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<sup>6</sup> City of Glendale Safety Element, July 2003, pg. 3-11.

<sup>7</sup> City of Glendale Safety Element, July 2003, Plate P-3.

## 5. MITIGATION MEASURES

This chapter presents the mitigation measures necessary to improve the intersection LOS resulting from the implementation of the 2040 South Glendale Community Plan. The objective of these measures is to mitigate impacted intersections to acceptable levels of mobility as determined by City policy. Therefore, an intersection would be fully mitigated by reaching LOS C or, where LOS D, E or F occurs, lessening the increase in the volume-to-capacity ratio between Existing Conditions and Plan Conditions to less than 0.02. This chapter summarizes the feasible improvements that fully mitigate the intersection impacts. Where full mitigation is not feasible, proposed intersection changes that improve intersection operations without fully mitigating impacts are described. At the remaining locations, neither full nor partial mitigations are feasible given existing right-of-way constraints. The proposed mitigations also take into consideration the transportation-related goals and policies of the South Glendale Community Plan.

The following section includes an evaluation of the impacts resulting from the South Glendale Community Plan, and a description of the proposed mitigation measures. Impacts related to the Congestion Management Program (CMP) administered by Metro are also discussed in this chapter.

### SIGNIFICANT IMPACTS SUMMARY

An intersection is deemed impacted when the following criteria are met under 2040 South Glendale Community Plan conditions, when compared to Existing Conditions:

An intersection's volume-to-capacity ratio increases by 0.02 or more and LOS D, E, or F occurs

27 of the 50 study intersection meet these conditions and are considered impacted during the AM Peak Hour, PM Peak Hour, or both. In the AM Peak Hour, 17 intersection impacts occur. In the PM Peak Hour, 23 intersection impacts occur. Impacts are clustered near freeway ramps and along several corridors, including Colorado Street, Glendale Avenue, Chevy Chase Drive and Los Feliz Road. Impacts can be attributed to the forecasted growth in population and employees between 2015 and 2040, as well as planned multi-modal safety corridor projects and other intersection-specific projects that aim to improve the walking and biking environment within the Plan Area. Among the intersections impacted in the AM Peak Hour, LOS D occurs at 10 locations, LOS E occurs at 5 locations, and LOS F occurs at 2 locations. Among the intersections impacted in the PM Peak Hour, LOS D occurs at 10 locations, LOS E occurs at 4 locations, and LOS F occurs at 9 locations.

In accordance with Metro's CMP guidelines and the analysis methodology described in Chapter 2, mainline freeway operating conditions during the AM and PM peak hours were evaluated for each of the four future Alternatives. Forecasted volumes from the City's travel demand model were used for this analysis. The criteria for determining a significant impact is:

A facility's volume-to-capacity ratio increases by 0.02 or more causing or worsening LOS F

Impacts are calculated for each future scenario compared to Existing Conditions. Four of the eight CMP freeway study locations are significantly impacted under 2040 South Glendale Community Plan conditions:

- State Route 2 at Round Top Road – Southbound (AM only)
- Interstate 5 at Stadium Way – Southbound (PM only)
- Interstate 5 south of Colorado Street Exit – Northbound and Southbound (AM and PM)

The mitigations required to remove impacts at these four locations are discussed in the *No Feasible Mitigation* section of this chapter.

## MITIGATION MEASURES

The South Glendale Community Plan evaluation process consisted of applying mitigation measures to each of the 27 impacted intersections in order to bring them into compliance. The mitigation evaluation process included testing physical and striping changes to the intersection to better accommodate traffic volume on "critical movements" as defined by the Intersection Capacity Utilization (ICU) methodology required by the City of Glendale. After the testing process, it was determined whether or not the mitigation was feasible or infeasible, and thus if the impact was *Significant and Unavoidable*.

Mitigation measures for each of the impacted intersections fall into one of the following four categories:

- Full Feasible Mitigation: These proposed intersection configurations allow for a full mitigation of the intersection impact, bringing it into compliance with the City of Glendale's TIA guidelines. Given the built-out environment present throughout the Plan Area, the feasible mitigation measures developed for this study rely on intersection improvements that can be made within the existing right-of-way. Full feasible mitigations are proposed for 5 locations.
- Intersections with Dual Jurisdiction: These proposed intersections configurations allow for a full mitigation of the intersection impact, but the City of Glendale does not have full control over the intersections at these 3 locations.
- Partial Feasible Mitigation: These proposed intersection configurations allow for a partial mitigation of the intersection impact, reducing the volume-to-capacity ratio, but do not fully bring the



intersection operations into compliance with City of Glendale guidelines. Partial feasible mitigations include intersection changes that can be made entirely within the existing right-of-way. Partial feasible mitigations are proposed for 2 locations.

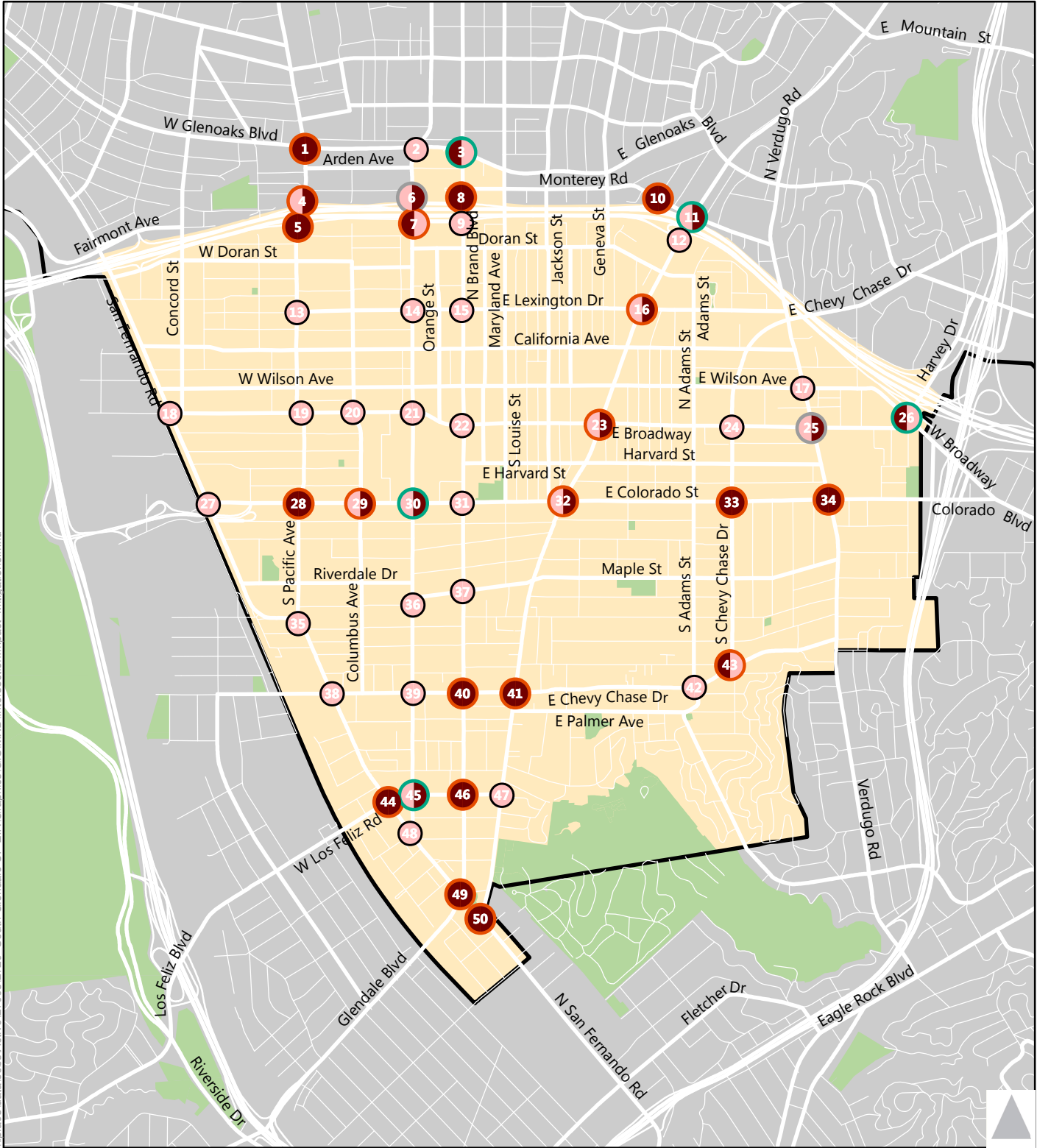
- No Feasible Mitigation: This category includes 17 locations where a partial or full mitigation of the intersection impact is deemed to be infeasible. These locations were identified because there is no additional public right-of-way available to add new lanes, and there are no lane configuration changes that can be made within the existing right-of-way that would improve intersection operations. For each of these 17 locations, a description of the mitigation that would be necessary to fully bring intersection operations into compliance with City of Glendale guidelines is included, but these mitigations are not recommended.

The intersection locations that fall into each of these four categories are illustrated in Figure 19.

For the 22 intersections that fall into one of the three latter categories, full mitigation of the intersection impact is determined to be *Significant and Unavoidable*. This determination is made because fully mitigating the intersection would require acquisition of private land in fully built-out environments in order to increase intersection capacity. Additionally, full impact mitigations at these 22 locations would require intersection modifications that are not aligned with the goals and policies included within the South Glendale Community Plan and other applicable City of Glendale plans. These goals and policies include:

- Providing alternatives to automotive transportation by designing healthy, attractive, and safe streets for all users
- Supporting flexibility in local street improvements (i.e. sidewalks, lighting, and access) to meet neighborhood needs
- Improving linkages to important destinations
- Increasing pedestrian safety

Table 23 provides a summary of the level of mitigation feasibility at each impacted intersection. For each impact location, the table shows if a full mitigation is feasible, if the intersection is under dual control, if a partial mitigation is feasible, or if no mitigation is feasible. If only a partial mitigation is feasible, if the intersection is under dual control, or if there are no mitigations that can be reasonably implemented, the impact at that location is shown in the table as *Significant and Unavoidable*.



I:\p1a03\data\Jobs\Active\2700s\2720\_South\_Glendale\_CP\_EIR\Graphics\GIS\MXD\IntersectionImpact\_Mitigations.mxd

**Legend**



No Impact

Impact

Intersection Number

Full Feasible Mitigation

Partial Feasible Mitigation

No Feasible Mitigation

City Boundary

South Glendale Community Plan Area

Figure 19

**Intersection Mitigations**



**TABLE 23 IMPACTED INTERSECTIONS AND MITIGATIONS FEASIBILITY**

ID	Intersection	Mitigation Feasibility	Significant and Unavoidable?
1	Pacific Ave & Glenoaks Blvd	No Feasible Mitigation	Yes
3	Brand Blvd & Glenoaks Blvd	Full Mitigation Feasible	No
4	Pacific Ave & SR-134 WB Ramps	Dual Jurisdiction Control	Yes
5	Pacific Ave & SR-134 EB Ramps	Dual Jurisdiction Control	Yes
6	Central Ave & Good Ave	Partial Mitigation Feasible	Yes
7	Central Ave & Sanchez Dr	No Feasible Mitigation	Yes
8	Brand Blvd & Goode Ave	No Feasible Mitigation	Yes
10	SR-134 WB Ramps & Monterey Rd	Dual Jurisdiction Control	Yes
11	Glendale Ave & Monterey Rd	Full Mitigation Feasible	No
16	Glendale Ave & Lexington Dr	No Feasible Mitigation	Yes
23	Glendale Ave & Broadway	No Feasible Mitigation	Yes
25	Verdugo Rd & Broadway	Partial Mitigation Feasible	Yes
26	Harvey Dr & Wilson Ave	Full Mitigation Feasible	No
28	Pacific Ave & Colorado St	No Feasible Mitigation	Yes
29	Columbus Ave & Colorado St	No Feasible Mitigation	Yes
30	Central Ave & Colorado St	Full Mitigation Feasible	No
32	Glendale Ave & Colorado St	No Feasible Mitigation	Yes
33	Chevy Chase Dr & Colorado St	No Feasible Mitigation	Yes
34	Verdugo Rd & Colorado St	No Feasible Mitigation	Yes
40	Brand Blvd & Chevy Chase Dr	No Feasible Mitigation	Yes
41	Glendale Ave & Chevy Chase Dr	No Feasible Mitigation	Yes
43	Chevy Chase Dr & Acacia Ave	No Feasible Mitigation	Yes
44	San Fernando Rd & Los Feliz Rd	No Feasible Mitigation	Yes
45	Central Ave & Los Feliz Rd	Full Mitigation Feasible	No
46	Brand Blvd & Los Feliz Rd	No Feasible Mitigation	Yes
49	Brand Blvd & San Fernando Rd	No Feasible Mitigation	Yes
50	Glendale Ave & San Fernando Rd	No Feasible Mitigation	Yes

Source: Fehr & Peers.

Table 24 shows the LOS that results from implementation of all feasible mitigations, including full and partial mitigations. The table also shows which locations remain impacted after mitigations are implemented. The updated intersection geometries are included in Attachment A and updated ICU worksheets are included in Attachment B for the intersections shown in the table below.

**TABLE 24 2040 SGCP LEVEL OF SERVICE RESULTS WITH FULL AND PARTIAL MITIGATIONS**

ID	Intersection	Peak Hour	2016 Existing		2040 Proposed Project with Mitigations			
			V/C	LOS	V/C	LOS	Change	Impact
3	Brand Blvd/ Glenoaks Blvd	AM	0.685	B	0.776	C	0.091	NO
		PM	0.691	B	0.726	C	0.035	NO
6	Central Ave/ Goode Ave	AM	0.592	A	0.639	B	0.047	NO
		PM	0.808	D	<b>0.834</b>	<b>D</b>	<b>0.026</b>	<b>YES</b>
11	Glendale Ave/ Monterey Rd	AM	1.134	F	1.143	F	0.009	NO
		PM	1.074	F	1.039	F	-0.035	NO
25	Verdugo Rd/ Broadway	AM	0.493	A	0.663	B	0.170	NO
		PM	0.857	D	<b>0.947</b>	<b>E</b>	<b>0.090</b>	<b>YES</b>
26	Harvey Dr/ Wilson Ave	AM	0.889	D	0.761	C	-0.128	NO
		PM	0.627	B	0.700	B	0.073	NO
30	Central Ave/ Colorado St	AM	0.534	A	0.606	B	0.072	NO
		PM	0.712	C	0.794	C	0.082	NO
45	Central Ave/ Los Feliz Rd	AM	0.518	A	0.713	C	0.195	NO
		PM	0.641	B	0.774	C	0.133	NO

Source: Fehr & Peers.

As part of the CMP analysis that was performed, four freeway locations near the Plan Area were found to be impacted under 2040 South Glendale Community Plan conditions:

- State Route 2 at Round Top Road – Southbound (AM only)
- Interstate 5 at Stadium Way – Southbound (PM only)
- Interstate 5 south of Colorado Street Exit – Northbound and Southbound (AM and PM)

In order to mitigate the impacts at these four locations, additional capacity would be required along State Route 2 and Interstate 5. Mitigations that would require widening these freeway facilities in the existing fully built-out environment are considered infeasible and thus *Significant and Unavoidable*.

## FULL FEASIBLE MITIGATION

Full mitigation of impacts at the following locations are deemed feasible because they can be implemented within existing right-of-way. These mitigations are also considered to be feasible because they do not conflict with the mobility policies and goals of the South Glendale Community Plan, which prioritize promoting multi-modal transportation options, enhancing pedestrian safety, and developing transportation solutions that are sensitive to the neighborhood context.

### *3. Brand Boulevard & Glenoaks Boulevard*

The addition of a second northbound left-turn lane is proposed in order to fully mitigate the impact at this intersection. The proposed turn lane would replace an existing concrete, landscaped median that measures roughly 11 feet wide and 160 feet long. The northbound approach is located on a bridge that crosses the Verdugo Wash, thus any mitigation that requires widening the approach is deemed infeasible.

### *11. Glendale Avenue & Monterey Road*

The eastbound approach of this intersection along Monterey Road consists of a left-turn lane, through lane, and right-turn lane. The proposed mitigation would restripe the through lane as a through/right-turn lane to accommodate high right-turn volumes at this location. This mitigation can be implemented within the existing right-of-way.

### *26. Harvey Drive & Wilson Avenue*

A full mitigation of this impact would require widening the westbound approach along Wilson Avenue to add a second right-turn lane to accommodate high right-turn volumes at this location, specifically in the AM peak hour. This mitigation can be implemented within the existing right-of-way.

### *30. Central Avenue & Colorado Street*

The northbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the northbound approach within the existing right-of-way to two left-turn lanes, one through lane, and one through/right-turn lane. The existing receiving lanes on the west leg of this intersection can accommodate this modification.

### *45. Central Avenue & Los Feliz Road*

The southbound approach of this intersection consists of one left-turn lane, two through lanes, and a right-turn lane. Fully mitigating this intersection would require restriping the southbound approach within the

existing right-of-way to two left-turn lanes, one through lane, and one right-turn lane. There are currently two receiving lanes on the east leg of the intersection to accommodate this modification.

## DUAL JURISDICTION CONTROL

The following intersections are controlled by both the City of Glendale and Caltrans. Full mitigation of these intersections is feasible within the existing right-of-way. However, since the City of Glendale does not have full control at these intersections, the impacts at these locations are considered significant and unavoidable.

### *4. Pacific Avenue & SR-134 WB Ramps*

The westbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a through/left-turn lane and a right-turn lane) at the intersection. There is currently a raised concrete pad on the north side of the westbound approach that is assumed to be within Caltrans right-of-way. The proposed mitigation at this location would widen the westbound approach in the Caltrans right-of-way to add a second westbound right-turn lane. Since the improvement is within the Caltrans right-of-way this mitigation is deemed infeasible.

### *5. Pacific Avenue & SR-134 EB Ramps*

There are two modifications that would need to be made at this intersection within the existing right-of-way to fully mitigate this impact. On the northbound approach, an existing through lane would be restriped as a through/right-turn lane. The eastbound approach (the SR-134 off-ramp) would be widened within the existing Caltrans right-of-way to add a right-turn lane. Since the improvement is within the Caltrans right-of-way this mitigation is deemed infeasible.

### *10. SR-134 WB Ramps & Monterey Road*

The northbound approach of this intersection consists of a one-lane off-ramp from the WB SR-134 freeway, which widens to two lanes (a left-turn lane and a right-turn lane) at the intersection. The mitigation proposed at this location would widen the off-ramp at the intersection in incorporate a second left-turn lane. This configuration would require space for two receiving lanes on the west leg of the intersection, which could be accommodated by removing existing median paint and restricting on-street parking along Monterey Road for approximately 225 feet. Since the improvement is within the Caltrans right-of-way this mitigation is deemed infeasible.

## PARTIAL FEASIBLE MITIGATION

Partial mitigations are proposed at the following locations, where full mitigation of impacts is not considered feasible. Partial mitigations can be implemented within the existing right-of-way and do not

conflict with the goals and policies of the South Glendale Community Plan. Partial mitigations decrease volume-to-capacity ratios, but do not fully remove impacts.

#### *6. Central Avenue & Goode Avenue*

The westbound approach of this intersection includes a through/right-turn lane that is approximately 20 feet wide. In order to partially mitigate this intersection, this through/right-turn lane would be restriped as a 10' through lane and a 10' right-turn lane. In order to fully mitigate the impact, the southbound approach would also need to be widened to add a new through lane. The full mitigation is considered infeasible.

#### *25. Verdugo Road & Broadway*

The impact at this intersection would be partially mitigated if the existing northbound through/right-turn lane was restriped as a right-turn only lane. In order to fully mitigate the impact at this location, the southbound approach and the westbound approach would also both need to be widened to add a new left-turn lane on both legs. The full mitigation is not feasible.

### NO FEASIBLE MITIGATION

Mitigations are deemed infeasible if they require additional right-of-way in built-out environments, or if they conflict with the goals and policies of the South Glendale Community Plan related to implementing context-sensitive transportation projects and improving ease and safety of biking, walking and transit modes. In these locations, there are no feasible partial mitigations available.

#### *1. Pacific Avenue & Glenoaks Boulevard*

A full mitigation of this impact would require widening the southbound and northbound approaches to add a new southbound through lane and a new northbound through lane and left-turn lane. This mitigation and any partial mitigation is deemed infeasible.

#### *7. Central Avenue & Sanchez Drive*

A full mitigation of this impact would require widening the southbound approach to add a new through lane. This mitigation is deemed infeasible and no partial mitigation is available.

#### *8. Brand Boulevard & Goode Avenue*

A full mitigation of this impact would require widening the southbound approach to add a new through lane. This mitigation is deemed infeasible and no partial mitigation is available.

*16. Glendale Avenue & Lexington Drive*

A full mitigation of this impact would require widening the northbound approach to add a new through lane. This mitigation is deemed infeasible and no partial mitigation is available.

*23. Glendale Avenue & Broadway*

A full mitigation of this impact would require widening the northbound and eastbound approaches to add a new through lane on each leg and widening the westbound approach to add a left-turn lane. This mitigation is deemed infeasible and no partial mitigation is available.

*28. Pacific Avenue & Colorado Street*

A full mitigation of this impact would require widening the southbound approach to add a new through lane. This mitigation is deemed infeasible and no partial mitigation is available.

*29. Columbus Avenue & Colorado Street*

A full mitigation of this impact would require widening the northbound approach to add a left-turn lane and a through lane. This mitigation and any partial mitigation is deemed infeasible.

*32. Glendale Avenue & Colorado Street*

A full mitigation of this impact would require widening the southbound approach to add a new through lane and widening the eastbound approach to add a new left-turn lane. This mitigation and any partial mitigation is deemed infeasible.

*33. Chevy Chase Drive & Colorado Street*

As part of the Glendale Bicycle Master Plan, a road diet is planned for Chevy Chase Drive to accommodate bicycle facilities between Acacia Avenue and Glenoaks Boulevard. At the intersection of Chevy Chase Drive and Colorado Street, the proposed road diet would result in the loss of one northbound through lane and one southbound through lane. If this road diet was not implemented, a full mitigation of the intersection would be feasible. However, this removal would conflict with the stated goals of the South Glendale Community Plan to provide safe alternatives to automobile travel for all users. Therefore this mitigation is deemed infeasible.

*34. Verdugo Road & Colorado Street*

A full mitigation of this impact would require widening both the northbound approach and the westbound approach to add a new through lane on both legs. Fully mitigating the impact would also require widening



both the southbound approach and the northbound approach to add a new left-turn lane on both legs. This mitigation and any partial mitigation is deemed infeasible.

*40. Brand Boulevard & Chevy Chase Drive*

A full mitigation of this impact would require widening the southbound approach to add a new through lane. This mitigation is deemed infeasible and no partial mitigation is available.

*41. Glendale Avenue & Chevy Chase Drive*

A full mitigation of this impact would require widening the westbound approach to add a new through lane and a new left-turn lane. This mitigation is deemed infeasible and no partial mitigation is available.

*43. Chevy Chase Drive & Acacia Avenue*

A full mitigation of this impact would require widening the westbound approach to add a new left-turn lane. This mitigation is deemed infeasible and no partial mitigation is available.

*44. San Fernando Road & Los Feliz Road*

As part of the Glendale Citywide Pedestrian Plan, a road diet is planned along Los Feliz Road between San Fernando Road and Glendale Avenue. At this location, the project calls for removal of one through lane on the westbound approach. Forgoing implementation of this project would result in partial mitigation of the impact at this intersection. To fully mitigate the impact, the northbound and eastbound approaches would also each need to be widened to add a new left-turn lane on both approaches, and the southbound approach would need to be widened to add a new through lane. However, these mitigations would conflict with the stated goals of the South Glendale Community Plan to provide safe alternatives to automobile travel for all users and to improve pedestrian safety. Therefore this mitigation is deemed infeasible.

*46. Brand Boulevard & Los Feliz Road*

At this location, the proposed road diet on Los Feliz would require removing one westbound through lane and one eastbound through lane. If this project was not implemented, the impact at this intersection would be partially mitigated. In order to fully mitigate the intersection, a new through lane would need to be added to the southbound approach, a new through lane would need to be added to the northbound approach, and a left-turn lane would need to be added to the westbound approach. It is assumed that these changes could be made within the existing right-of-way if angled and parallel parking was removed on each of the three legs discussed previously. However, given that this parking serves automotive uses along the Brand Boulevard of Cars, and that either the full or partial mitigation would drastically alter the environment for pedestrians, these are deemed infeasible.

*49. Brand Boulevard & San Fernando Road*

Replacing the existing concrete and painted median along the northbound approach of the intersection with a northbound left-turn lane would partially mitigate the impact at this intersection. However, in order to fully mitigate the impact, the westbound approach would need to be widened to add a new left-turn lane and the eastbound approach would need to be widened to add a new right-turn lane. The full and partial mitigation are considered infeasible due to conflicts with the goals of South Glendale Community Plan and the requirement for additional right-of-way.

*50. Glendale Avenue & San Fernando Road*

A full mitigation of this impact would require widening the westbound approach to add a new right-turn lane and widening the eastbound approach to add a new left-turn lane. This mitigation is deemed infeasible and no partial mitigation is available.

*CMP Locations*

In order to mitigate the impacts at the four CMP freeway locations, additional capacity would be required along State Route 2 and Interstate 5. Mitigations that require widening these freeway facilities in the existing fully built-out environment are considered infeasible and *Significant and Unavoidable*.

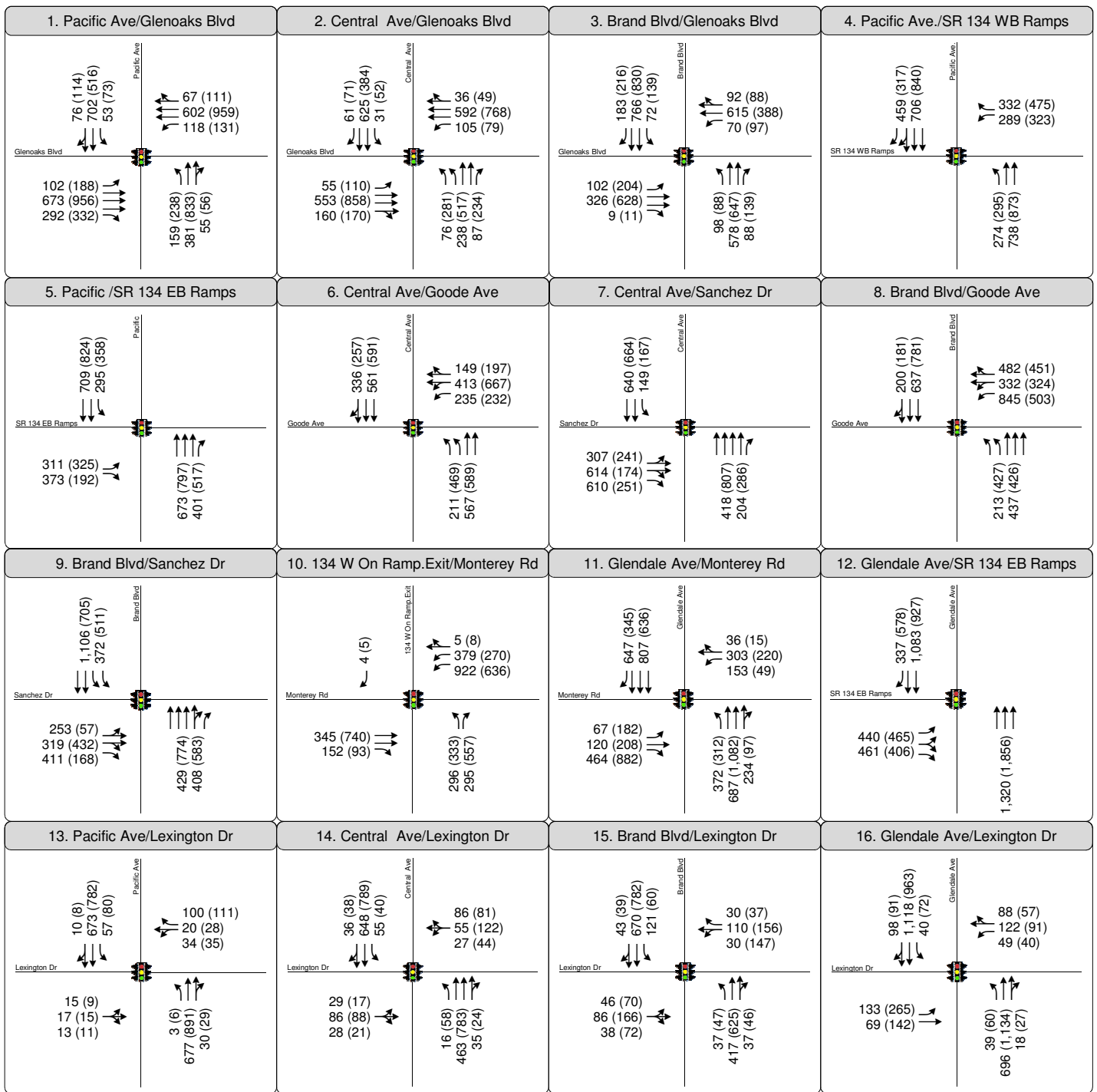
## 6. CONCLUSION

This Transportation Analysis Report documents the future vehicular traffic conditions that would result from the implementation of the South Glendale Community Plan. The Preferred Project, along with 3 land use alternatives, was analyzed using the City's travel demand model, and the transportation intersection deficiencies that would be generated by these alternatives were identified. The report documents the traffic analysis conducted for the 50 analyzed intersections under the Preferred Project, and it presents the feasible and unfeasible mitigations needed to bring impacted intersections into compliance with City's guidelines.

The Preferred Project traffic analysis shows that 27 intersections operate below the City's LOS standards before mitigation strategies are applied. Full mitigations were identified for 5 intersections, partial mitigations were identified for 2 intersections, and no feasible mitigations were identified for the remaining 22 intersections. The full and partial mitigations were determined by identifying improvements that could largely be implemented within the existing right-of-way and aligned with the goals and policies of the South Glendale Community Plan.

The traffic analysis for the Preferred Project identifies 22 *Significant and Unavoidable* impacts to arterial intersections and 4 *Significant and Unavoidable* impacts to the regional freeway system.

**ATTACHMENT A:  
INTERSECTION VOLUMES AND LANE CONFIGURATIONS**

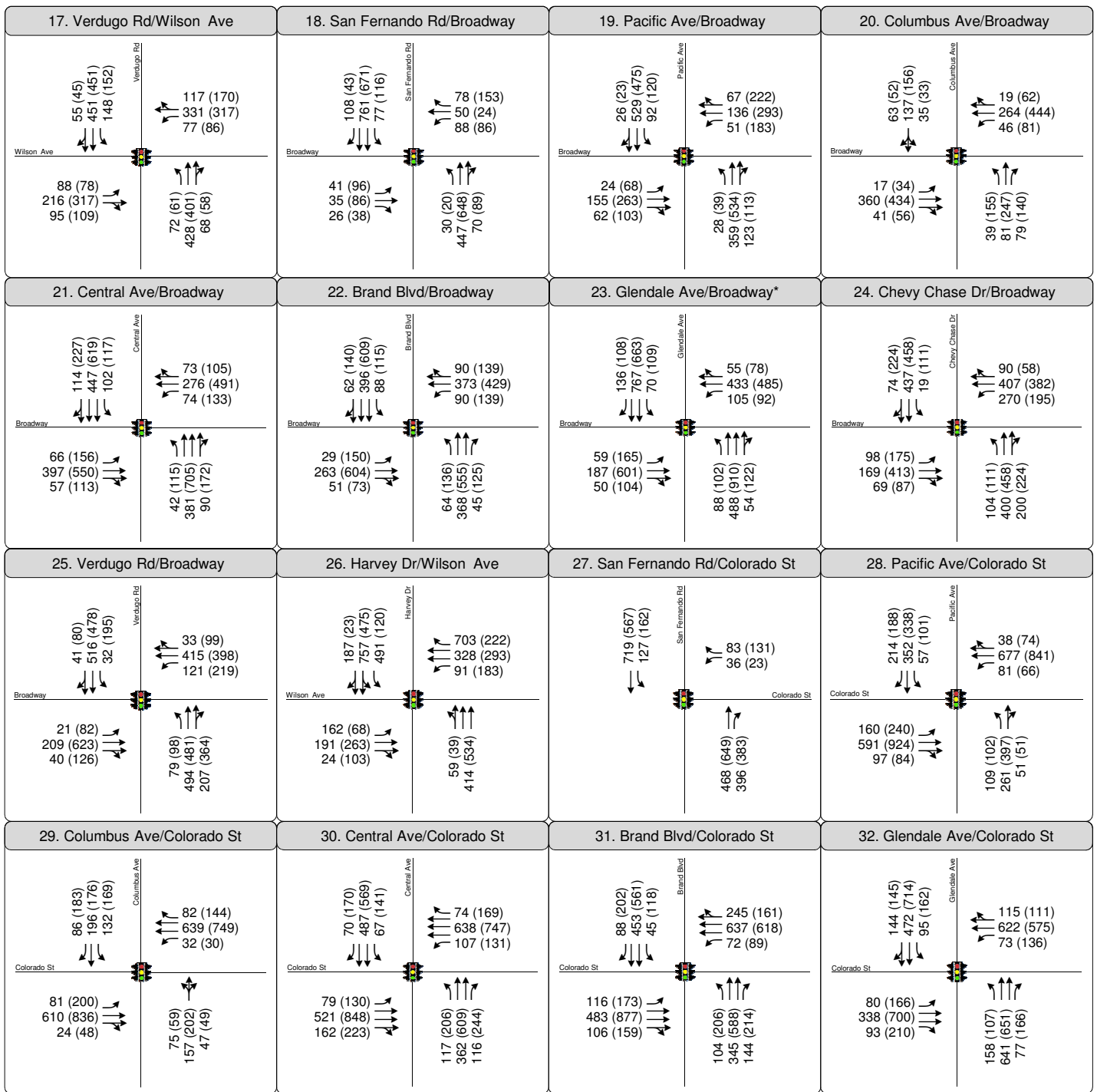


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





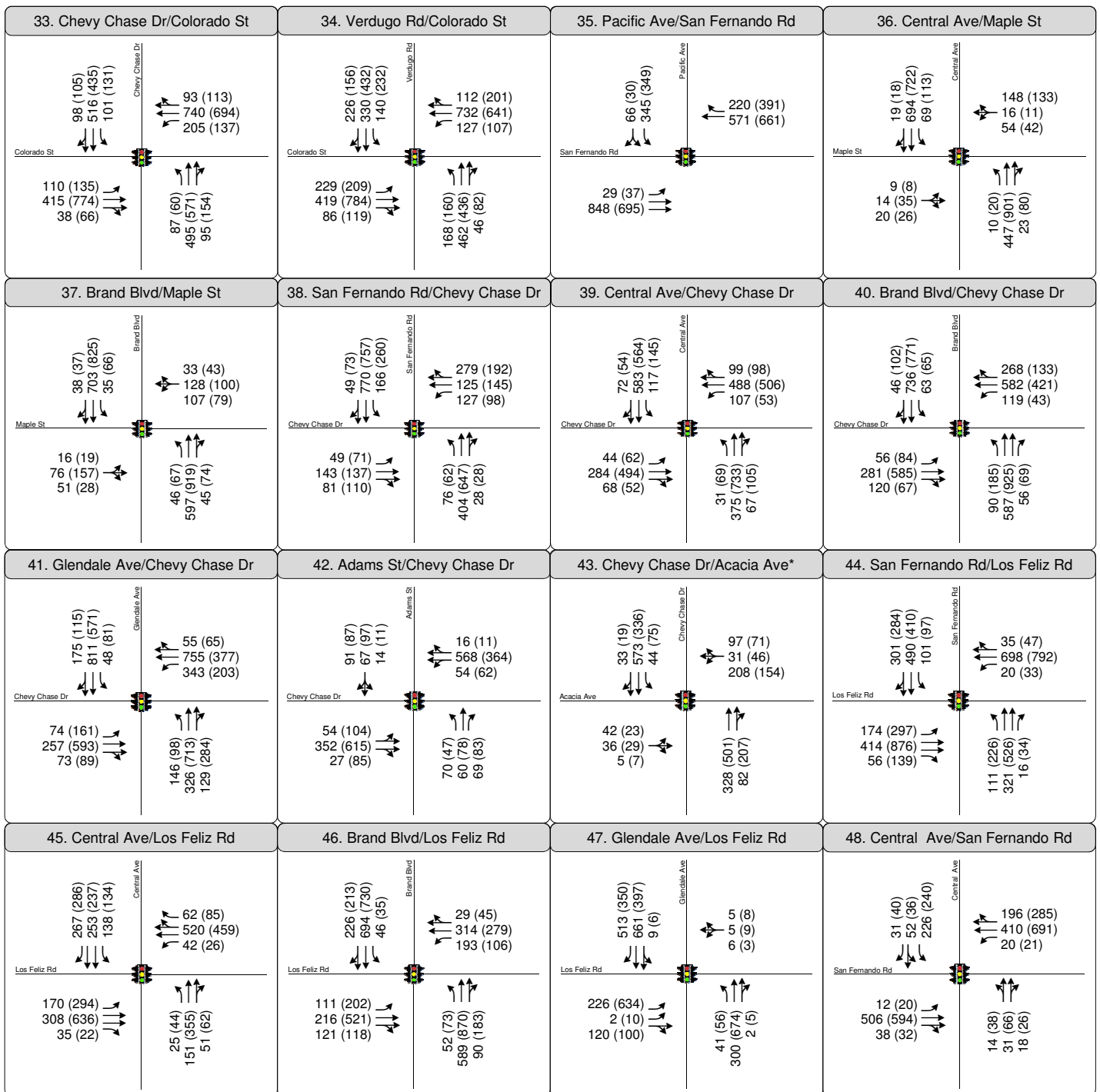
\*The northbound approach on Glendale Ave in the morning only has one dedicated through lane due to street parking

x (y) AM (PM) Traffic Volumes

↵ Turn Lane

🚦 Traffic Signal





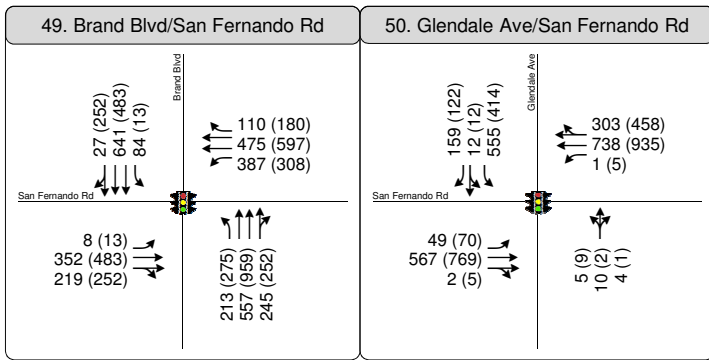
\*Vehicle movements to and from Tyler Street have been moved to westbound Acacia Street to allow for ICU analysis

x (y) AM (PM) Traffic Volumes

↵ Turn Lane

🚦 Traffic Signal





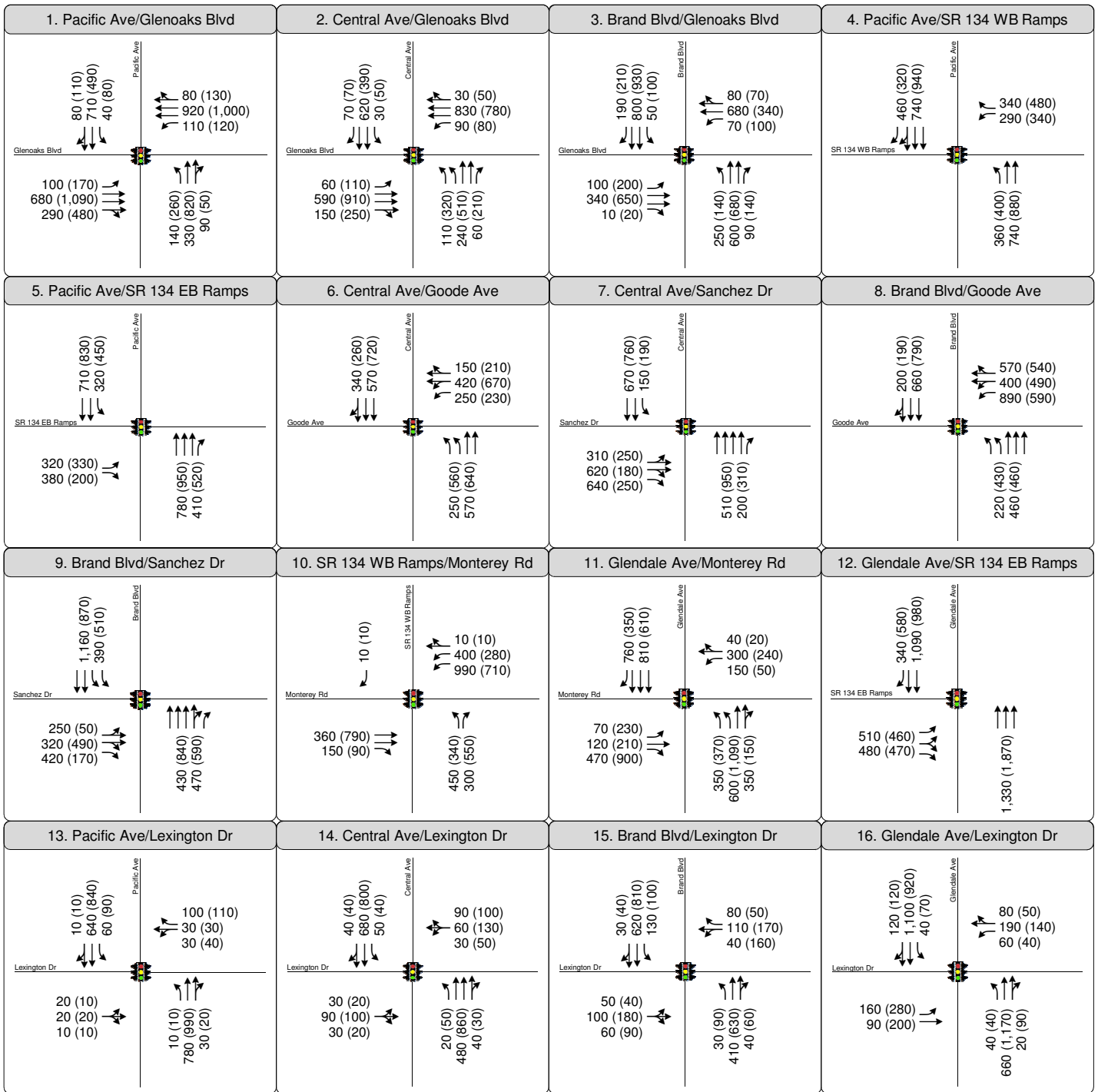
x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





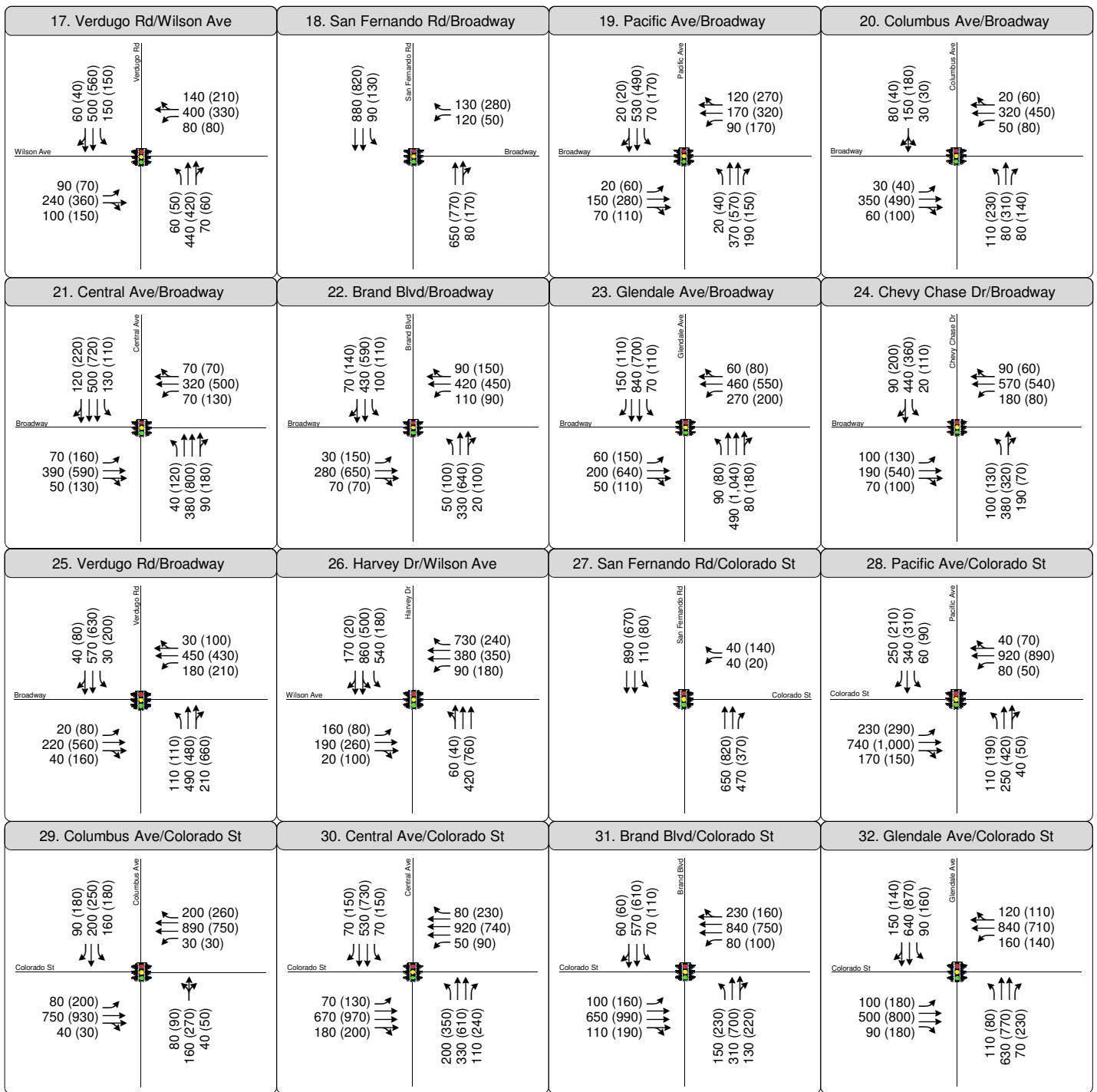


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



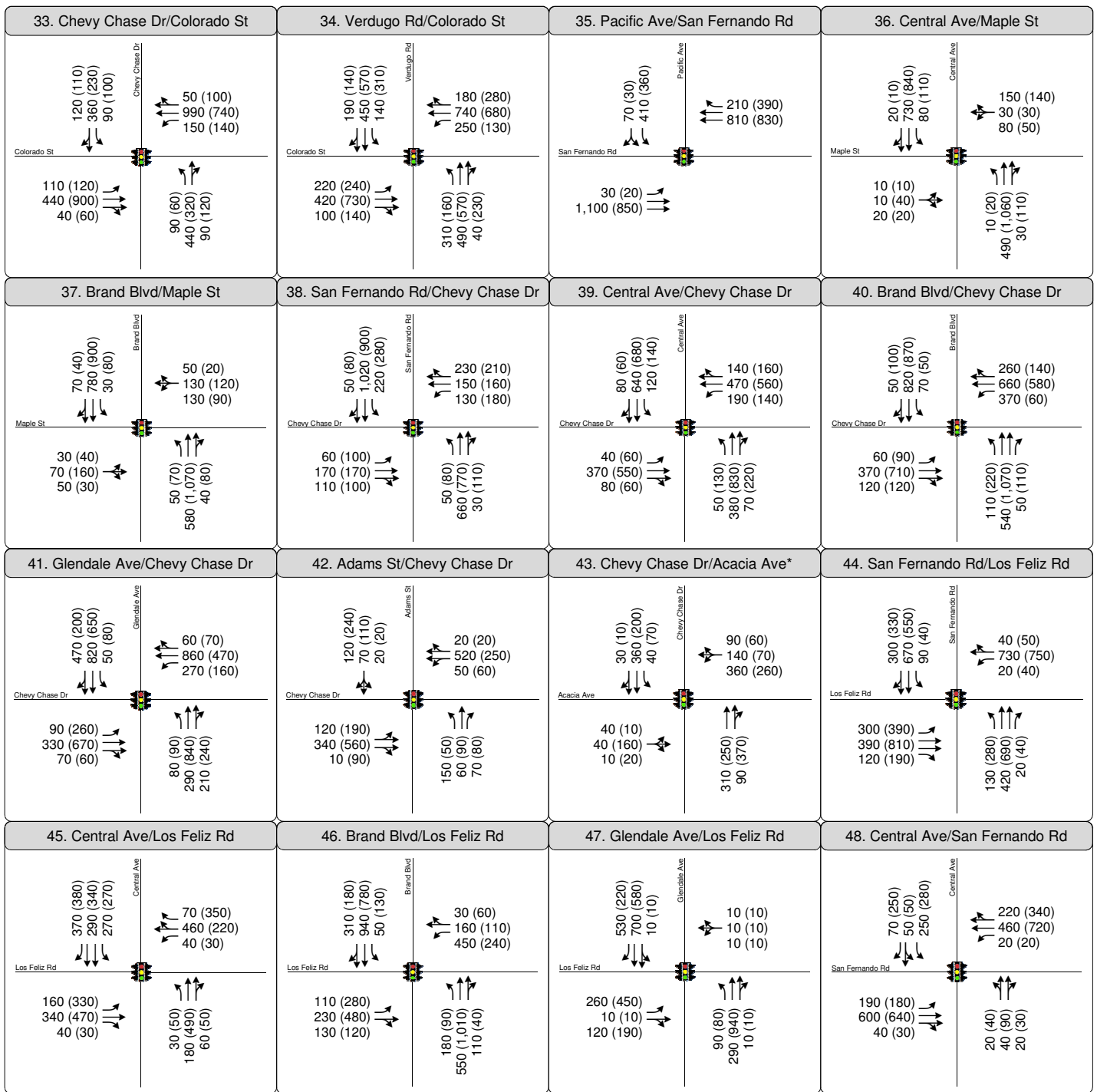


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





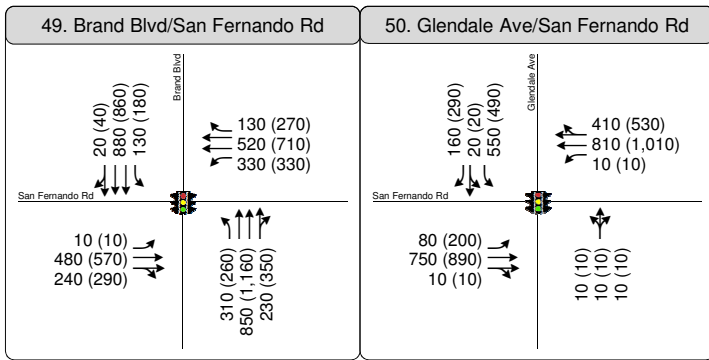
\*Vehicle movements to and from Tyler Street have been moved to westbound Acacia Street to allow for ICU analysis

x (y) AM (PM) Traffic Volumes

↔ Turn Lane

🚦 Traffic Signal



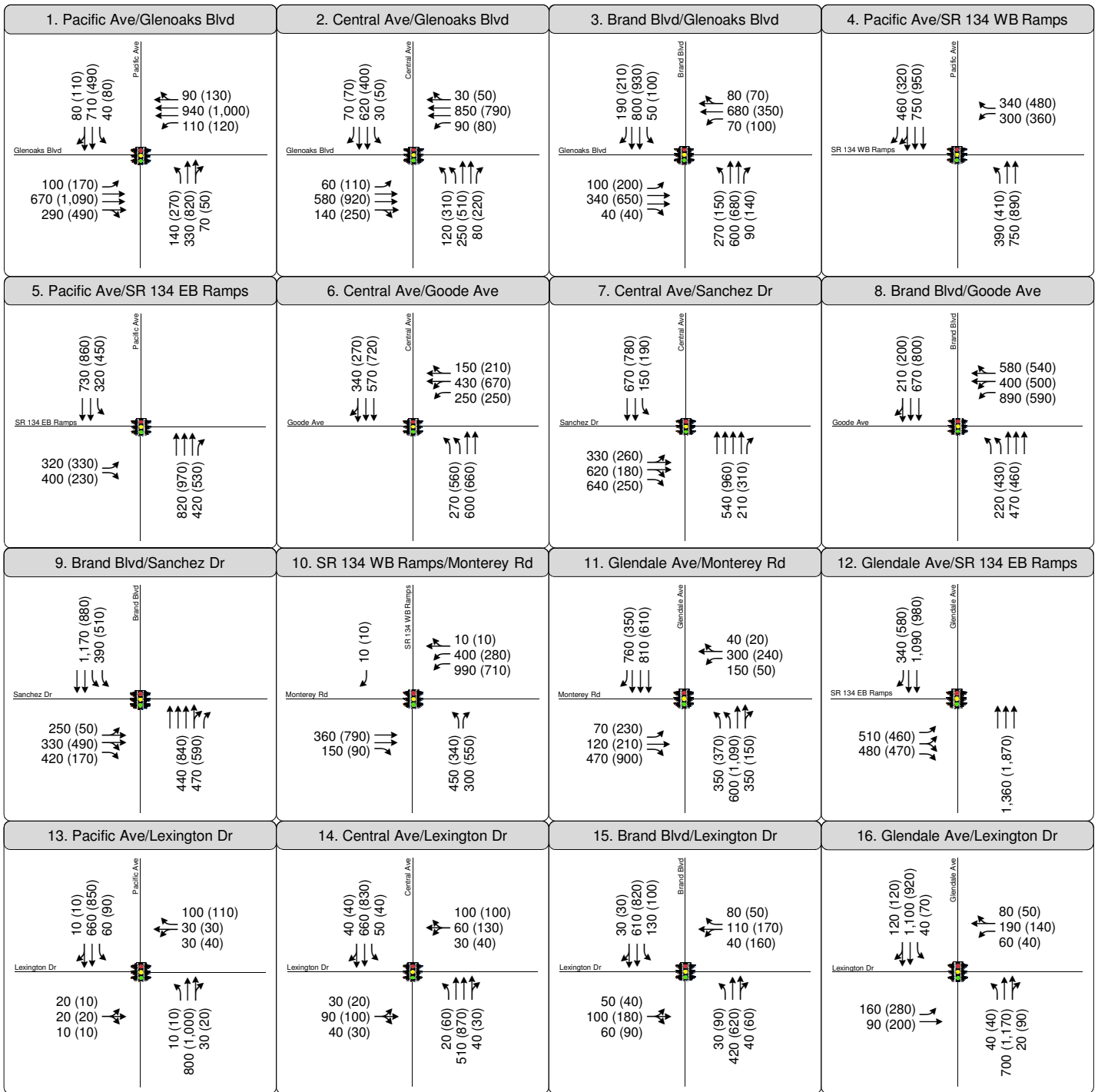


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



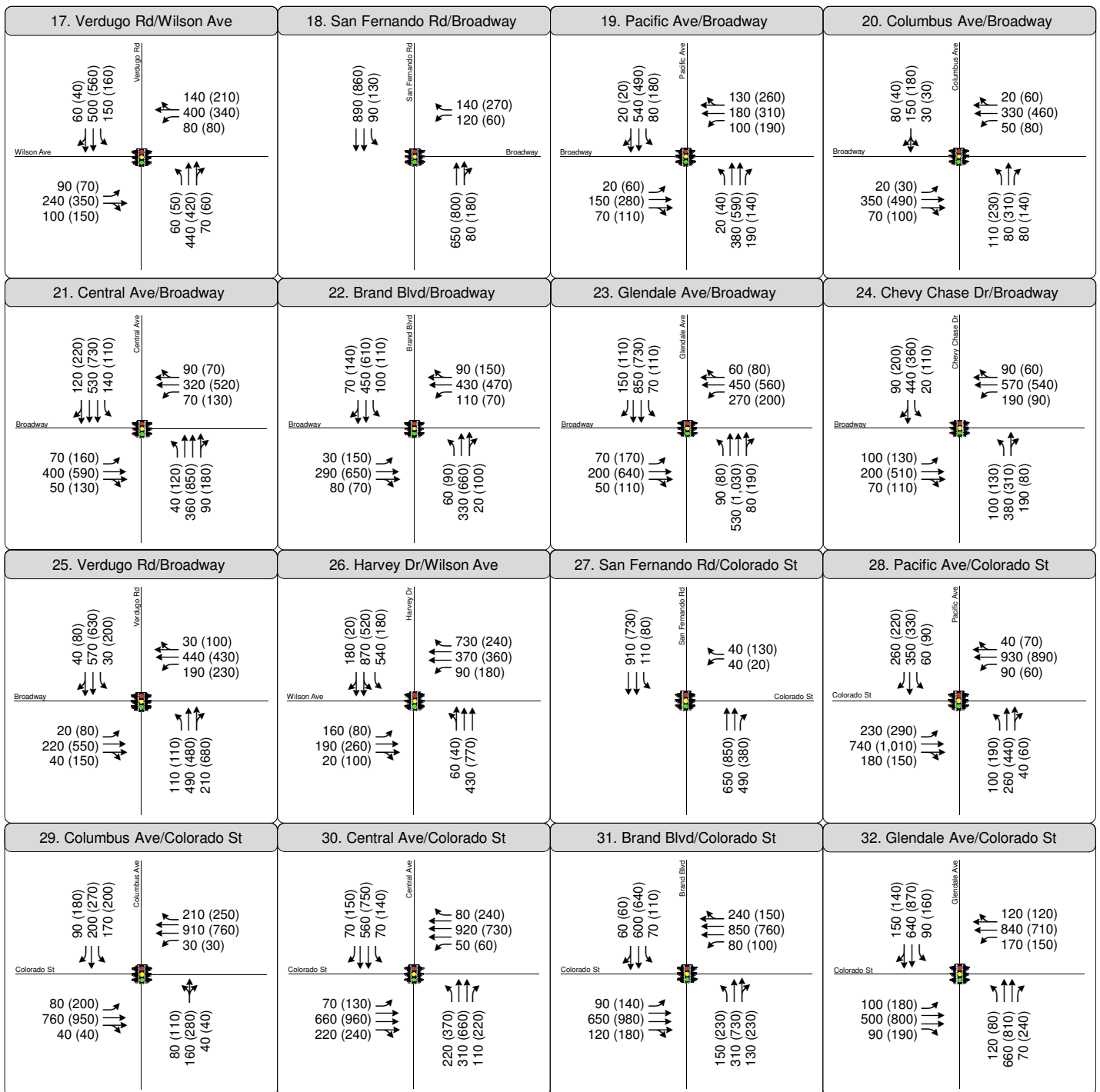


x (y) AM (PM) Traffic Volumes

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🚦 Traffic Signal



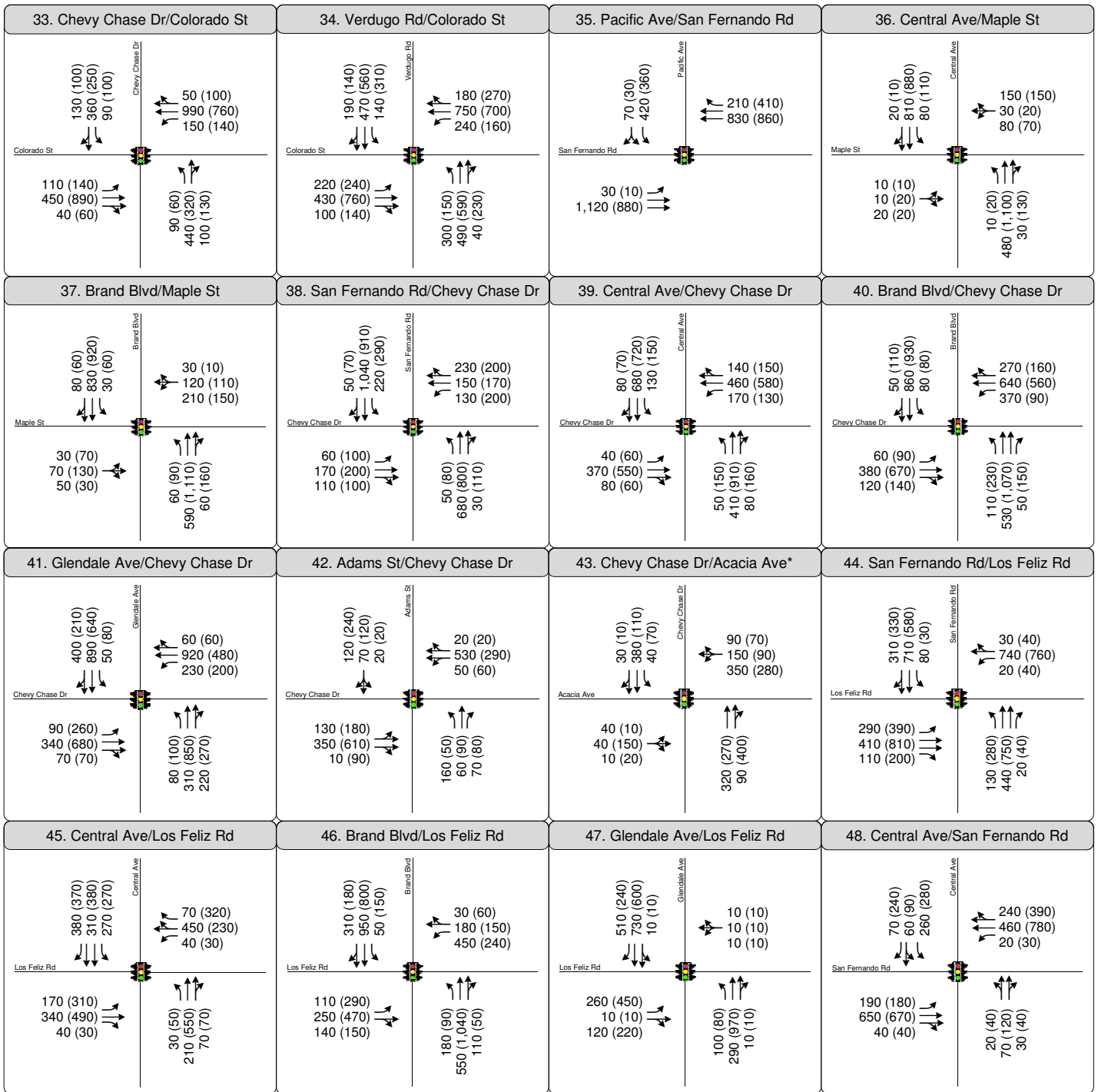


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





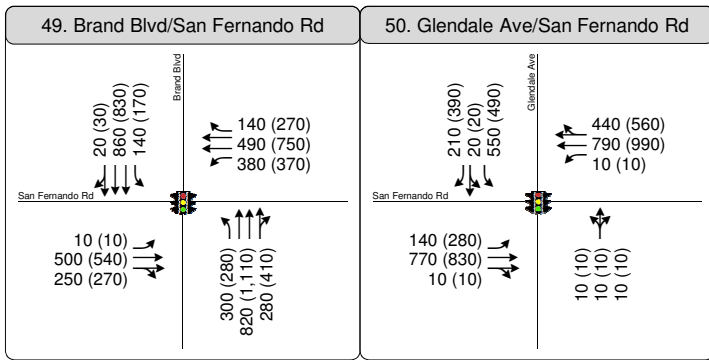
\*Vehicle movements to and from Tyler Street have been moved to westbound Acacia Street to allow for ICU analysis

x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





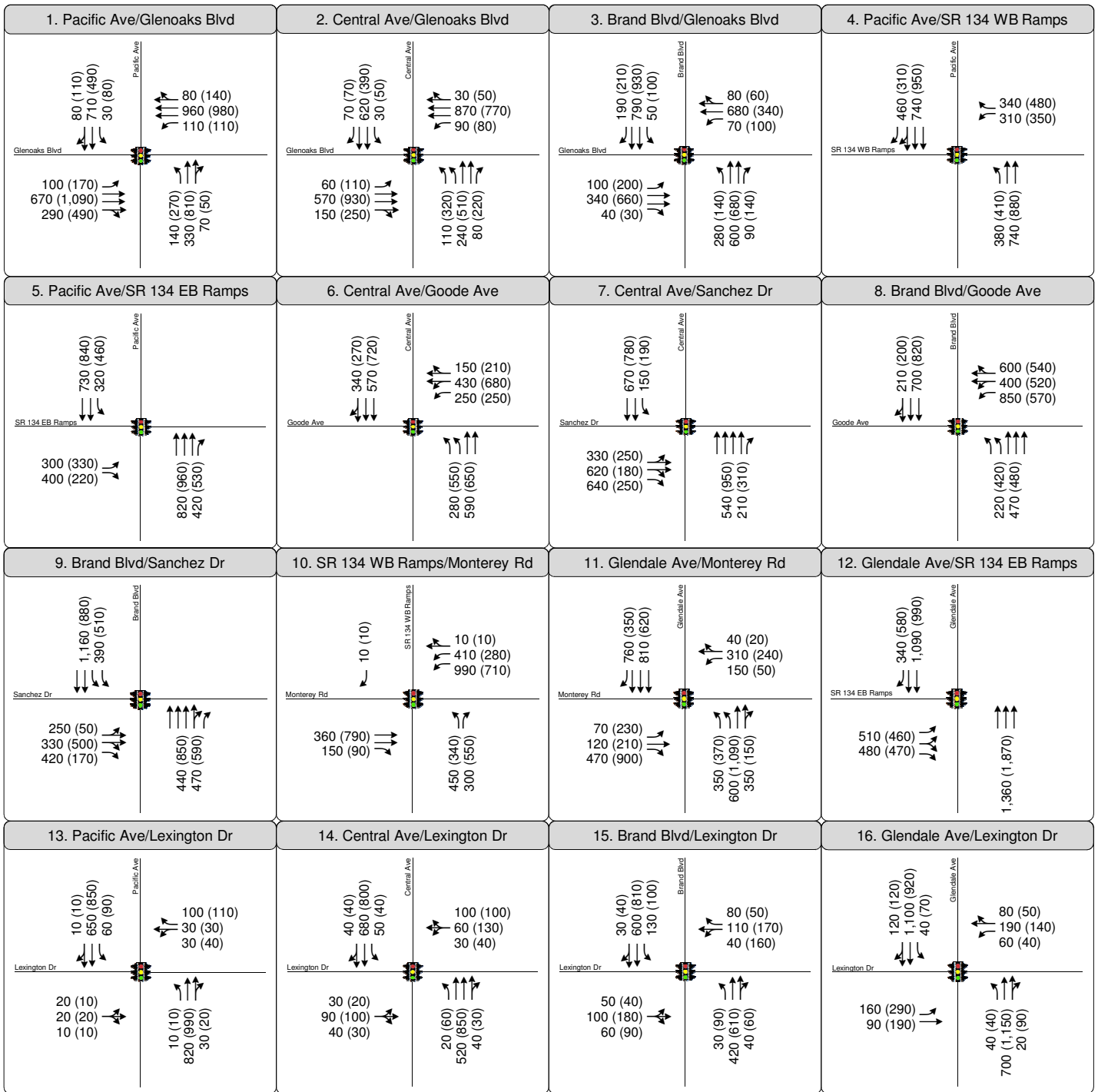
x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





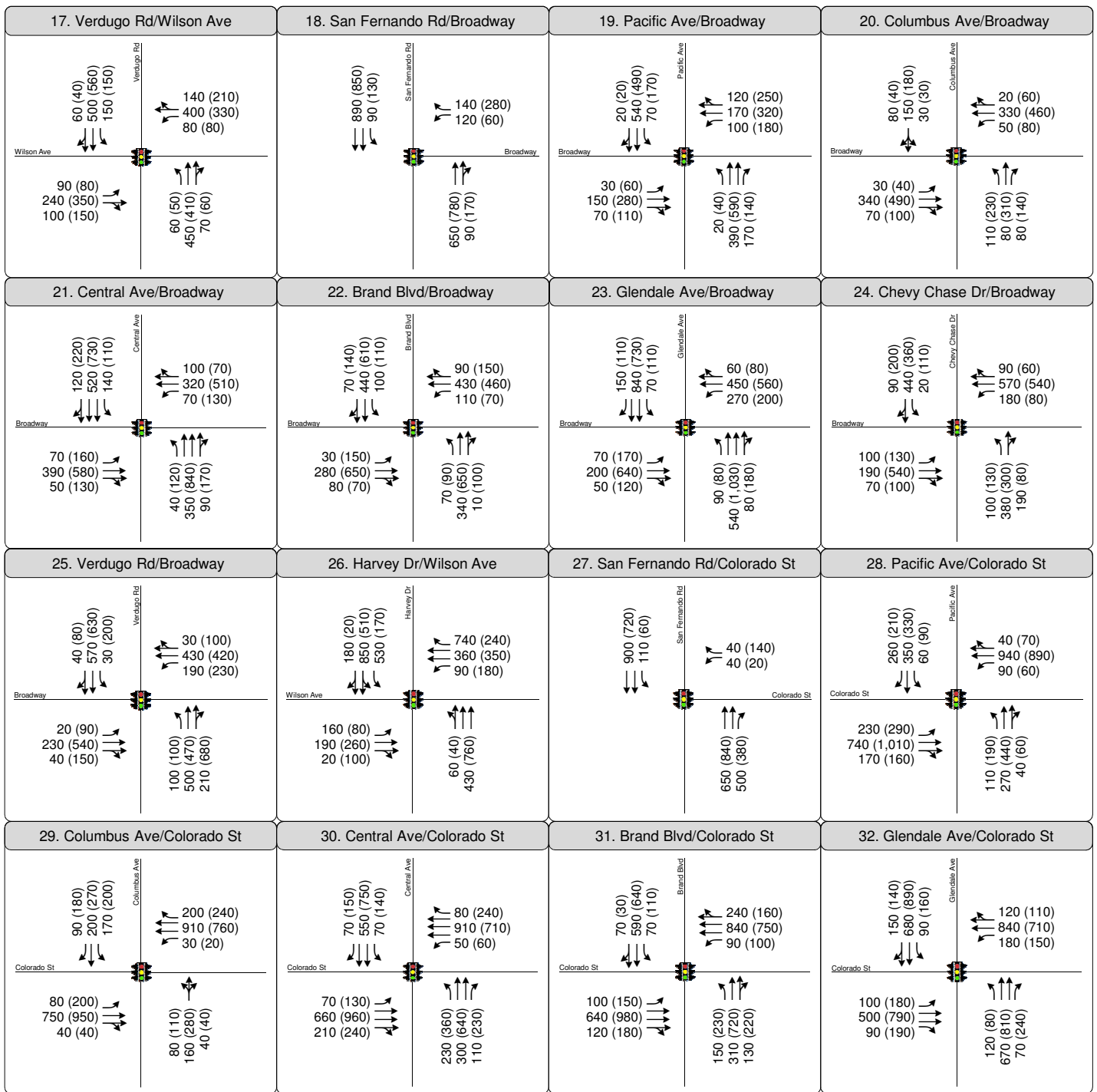


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



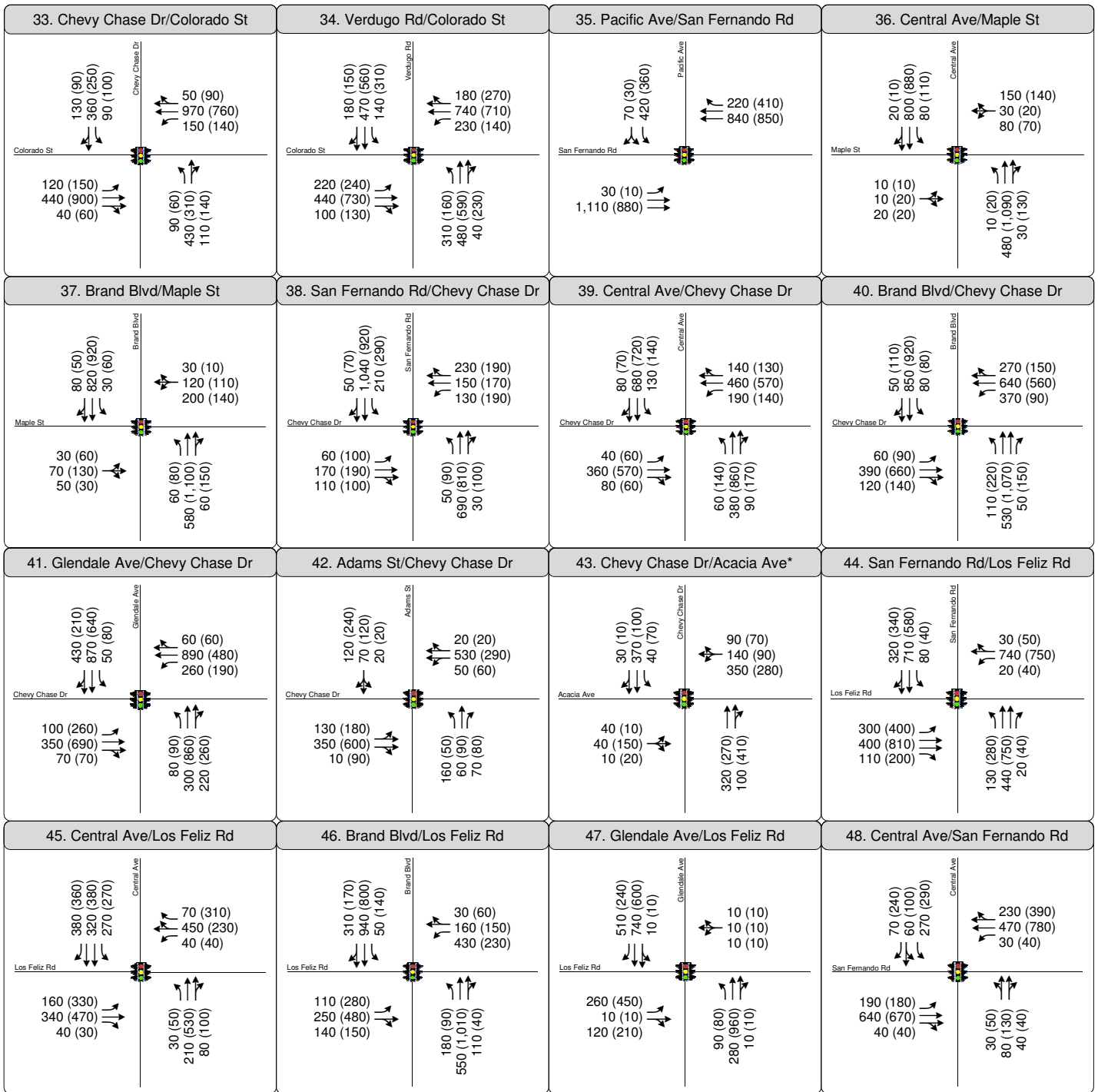


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





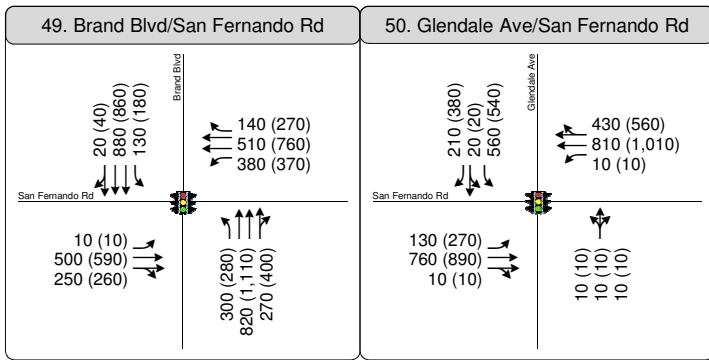
\*Vehicle movements to and from Tyler Street have been moved to westbound Acacia Street to allow for ICU analysis

x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



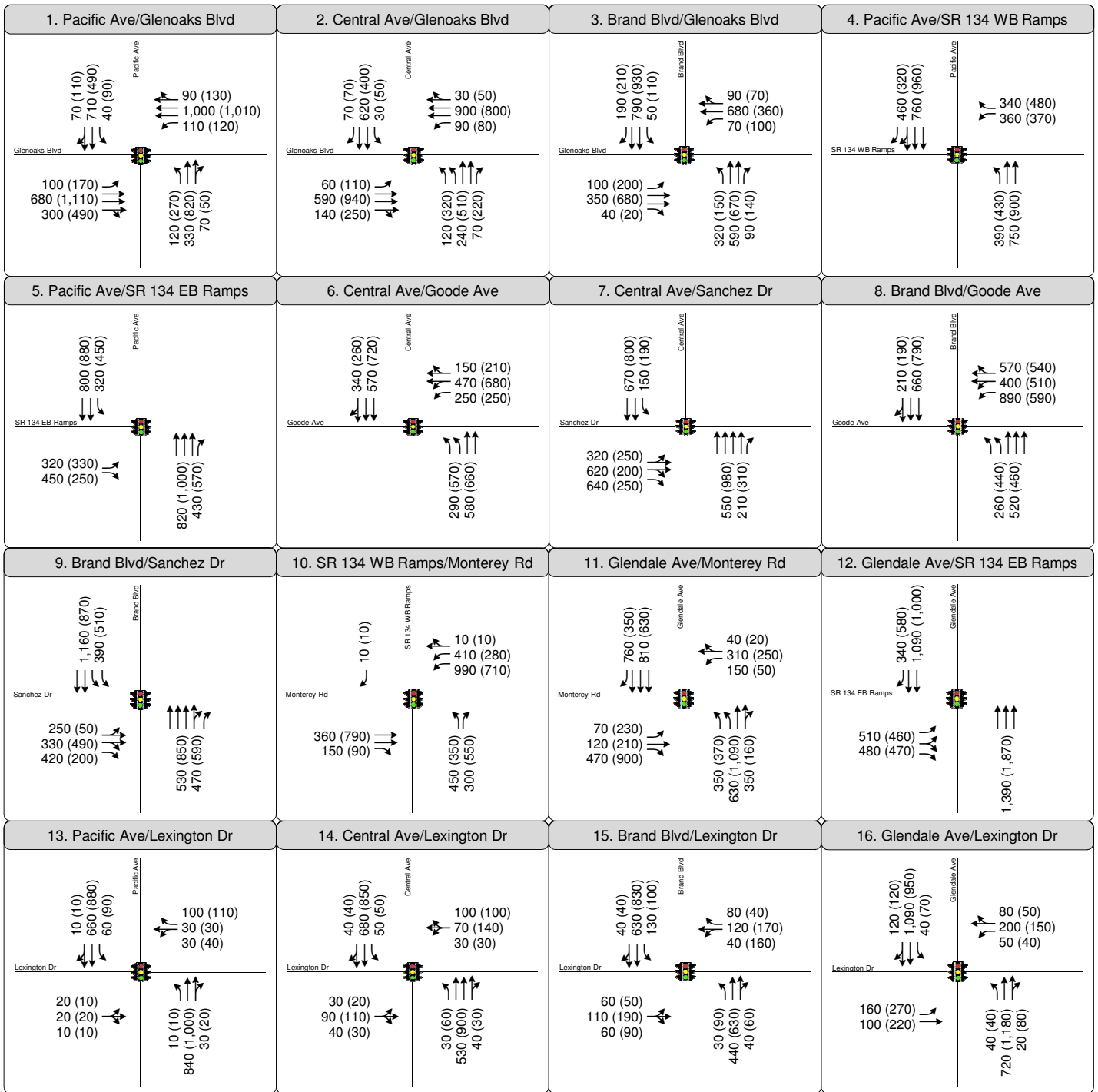


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



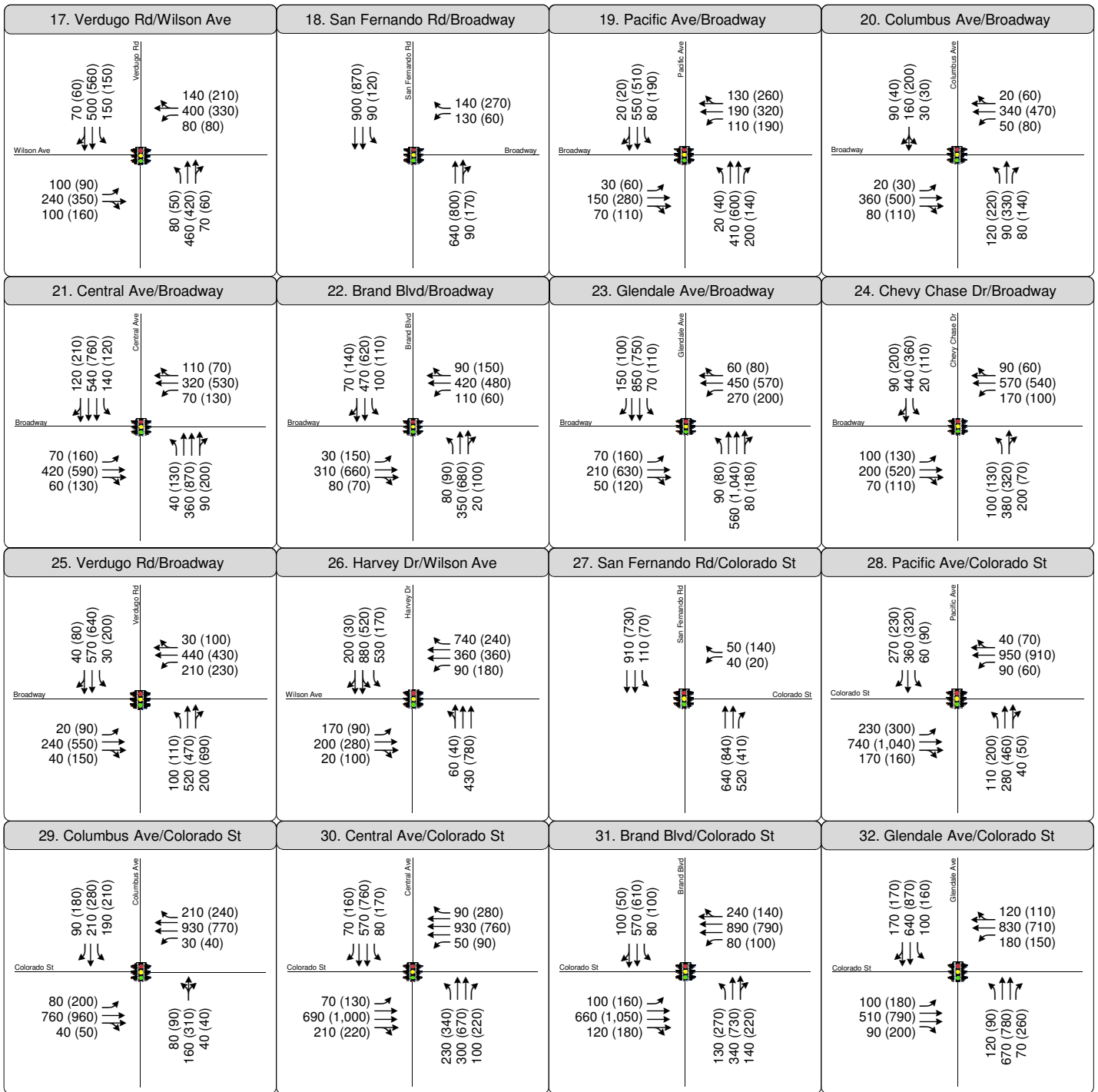


x (y) AM (PM) Traffic Volumes

↵ Turn Lane

🚦 Traffic Signal



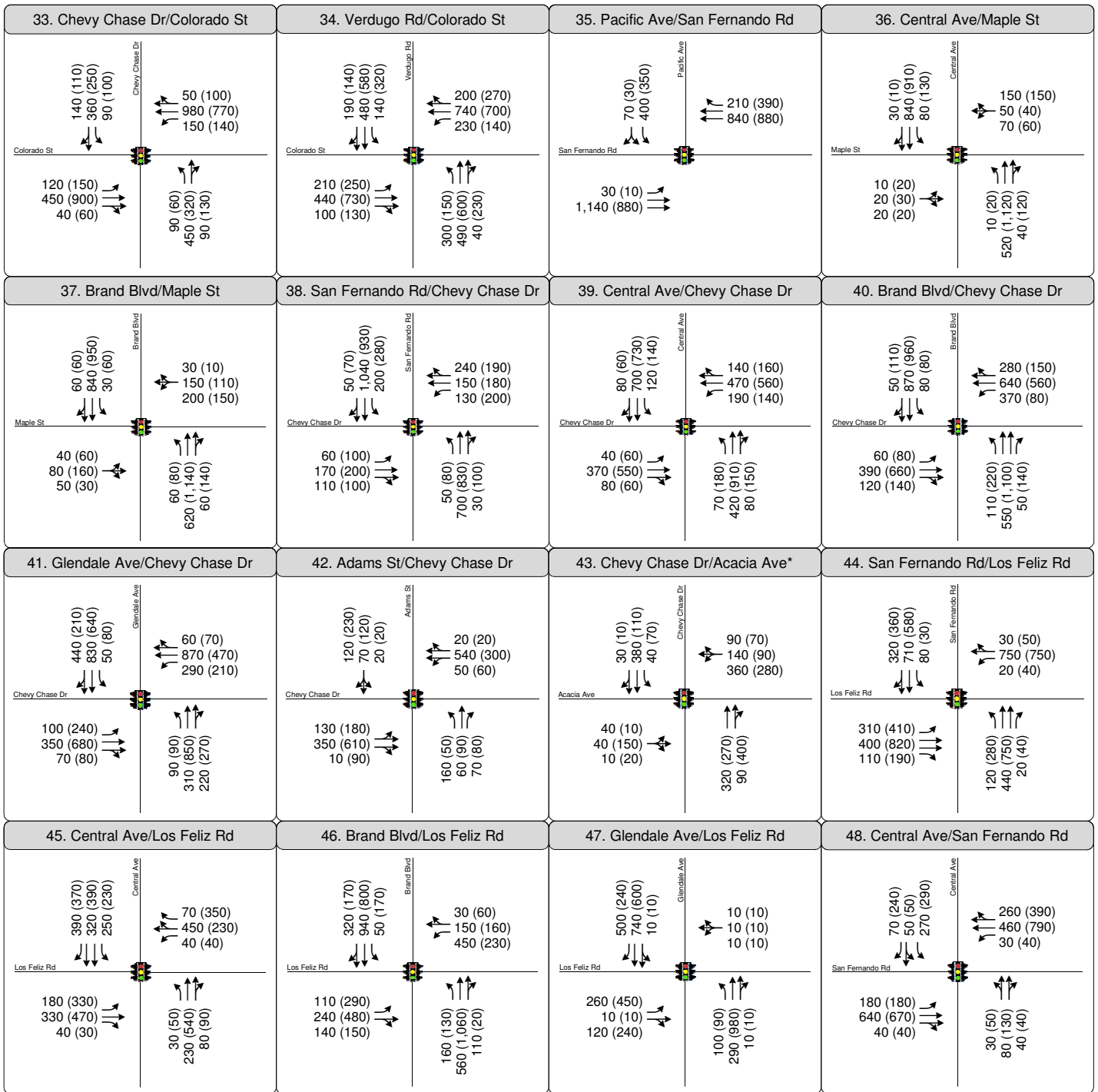


x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal





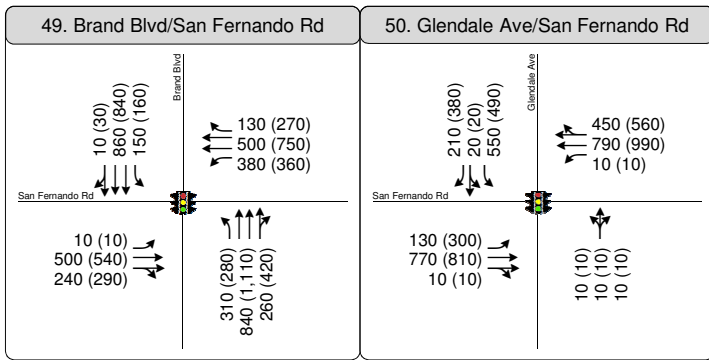
\*Vehicle movements to and from Tyler Street have been moved to westbound Acacia Street to allow for ICU analysis

x (y) AM (PM) Traffic Volumes

↔ Turn Lane

🚦 Traffic Signal





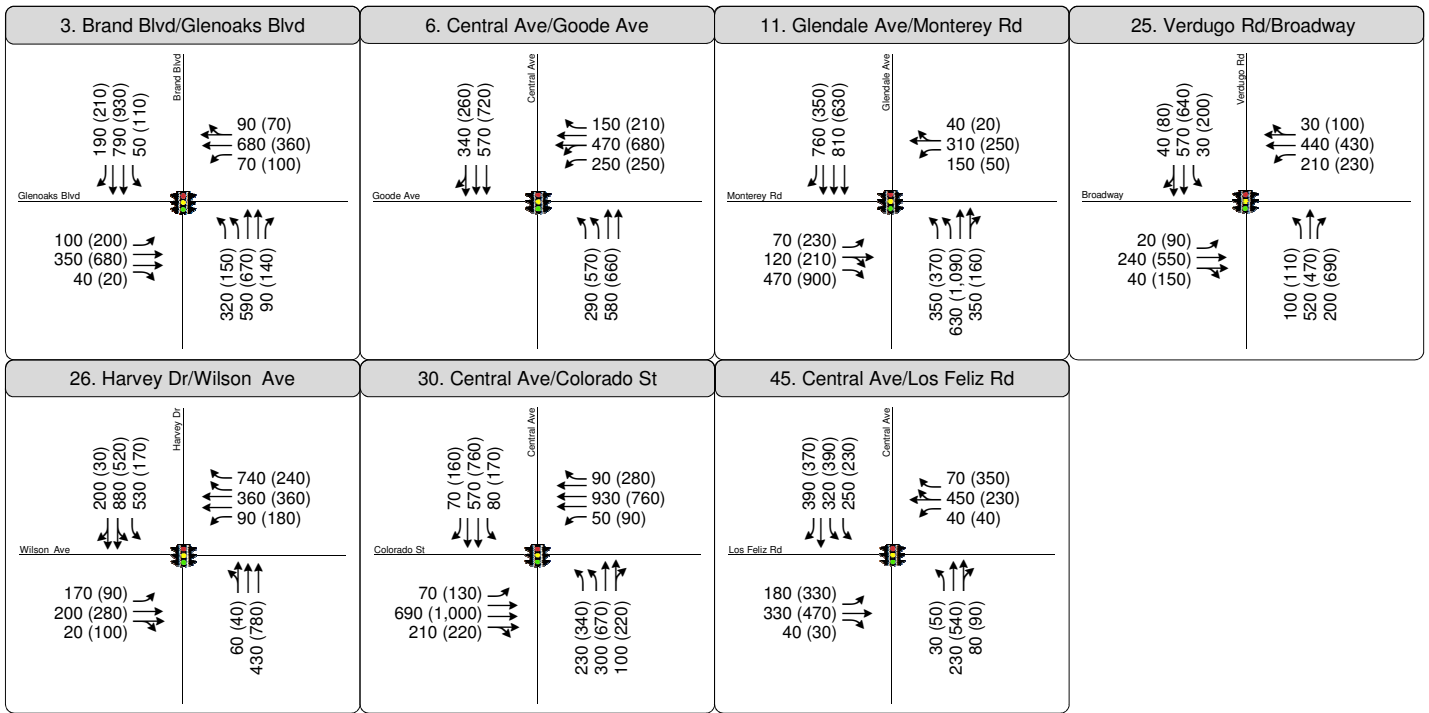
x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal







x (y) AM (PM) Traffic Volumes

Turn Lane

Traffic Signal



**ATTACHMENT B:**  
**INTERSECTION LEVEL OF SERVICE WORKSHEETS**

**Project Title:** South Glendale Community Plan  
**Intersection:** 1 - Pacific Ave & Glenoaks Blvd  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	76	0	0.000	N-S(1): 0.209
	TH	2.00	702	2,600	0.299 *	N-S(2): 0.421 *
	LT	1.00	53	1,300	0.041	E-W(1): 0.264 *
Westbound	RT	0.00	67	0	0.000	E-W(2): 0.250
	TH	3.00	602	3,900	0.172	V/C: 0.685
	LT	1.00	118	1,300	0.091 *	Lost Time: 0.100
Northbound	RT	0.00	55	0	0.000	ITS: 0.000
	TH	2.00	381	2,600	0.168	ICU: 0.785
	LT	1.00	159	1,300	0.122 *	LOS: C
Eastbound	RT	1.00	292	1,300	0.163	
	TH	3.00	673	3,900	0.173 *	
	LT	1.00	102	1,300	0.078	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	114	0	0.000	N-S(1): 0.398
	TH	2.00	516	2,600	0.242 *	N-S(2): 0.425 *
	LT	1.00	73	1,300	0.056	E-W(1): 0.346
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.419 *
	TH	3.00	959	3,900	0.274 *	V/C: 0.844
	LT	1.00	131	1,300	0.101	Lost Time: 0.100
Northbound	RT	0.00	56	0	0.000	ITS: 0.000
	TH	2.00	833	2,600	0.342	ICU: 0.944
	LT	1.00	238	1,300	0.183 *	LOS: E
Eastbound	RT	1.00	332	1,300	0.164	
	TH	3.00	956	3,900	0.245	
	LT	1.00	188	1,300	0.145 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 2 - Central Ave & Glenoaks Blvd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	61	1,600	0.021	N-S(1): 0.093
	TH	2.00	625	3,200	0.195 *	N-S(2): 0.225 *
	LT	1.00	31	1,600	0.019	E-W(1): 0.215 *
Westbound	RT	0.00	36	0	0.000	E-W(2): 0.165
	TH	3.00	592	4,800	0.131	V/C: 0.440
	LT	1.00	105	1,600	0.066 *	Lost Time: 0.100
Northbound	RT	1.00	87	1,600	0.022	ITS: 0.000
	TH	2.00	238	3,200	0.074	
	LT	2.00	76	2,560	0.030 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.540
	TH	3.00	553	4,800	0.149 *	
	LT	1.00	55	1,600	0.034	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	71	1,600	0.002	N-S(1): 0.202
	TH	2.00	384	3,200	0.120 *	N-S(2): 0.255 *
	LT	1.00	52	1,300	0.040	E-W(1): 0.275 *
Westbound	RT	0.00	49	0	0.000	E-W(2): 0.255
	TH	3.00	768	4,800	0.170	V/C: 0.530
	LT	1.00	79	1,300	0.061 *	Lost Time: 0.100
Northbound	RT	1.00	234	1,600	0.116	ITS: 0.000
	TH	2.00	517	3,200	0.162	
	LT	2.00	281	2,080	0.135 *	
Eastbound	RT	0.00	170	0	0.000	ICU: 0.630
	TH	3.00	858	4,800	0.214 *	
	LT	1.00	110	1,300	0.085	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 3 - Brand Blvd & Glenoaks Blvd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	183	1,600	0.083	N-S(1): 0.226
	TH	2.00	766	3,200	0.239 *	N-S(2): 0.300 *
	LT	1.00	72	1,600	0.045	E-W(1): 0.146
Westbound	RT	0.00	92	0	0.000	E-W(2): 0.285 *
	TH	2.00	615	3,200	0.221 *	V/C: 0.585
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	1.00	88	1,600	0.033	ITS: 0.000
	TH	2.00	578	3,200	0.181	
	LT	1.00	98	1,600	0.061 *	
Eastbound	RT	1.00	9	1,600	0.000	ICU: 0.685
	TH	2.00	326	3,200	0.102	
	LT	1.00	102	1,600	0.064 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	216	1,600	0.071	N-S(1): 0.289
	TH	2.00	830	3,200	0.259 *	N-S(2): 0.314 *
	LT	1.00	139	1,600	0.087	E-W(1): 0.257
Westbound	RT	0.00	88	0	0.000	E-W(2): 0.277 *
	TH	2.00	388	3,200	0.149 *	V/C: 0.591
	LT	1.00	97	1,600	0.061	Lost Time: 0.100
Northbound	RT	1.00	139	1,600	0.057	ITS: 0.000
	TH	2.00	647	3,200	0.202	
	LT	1.00	88	1,600	0.055 *	
Eastbound	RT	1.00	11	1,600	0.000	ICU: 0.691
	TH	2.00	628	3,200	0.196	
	LT	1.00	204	1,600	0.128 *	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 4 - Pacific Ave. & SR 134 WB Ramps  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.58	459	2,532	0.181	N-S(1): 0.415 * N-S(2): 0.352 E-W(1): 0.181 E-W(2): 0.208 *
	TH	1.42	411	2,268	0.181	
	TH/ LT	1.00	295	1,600	0.184 *	
Westbound	RT	1.00	332	1,600	0.208 *	V/C: 0.623 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,600	0.181	
	LT	0.00	289	1,600	0.181	
Northbound	RT	0.00	0	0	0.000	ICU: 0.723
	TH	2.00	738	3,200	0.231 *	
	LT	1.00	274	1,600	0.171	
Eastbound	RT	0.00	0	0	0.000	LOS: C
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.19	317	1,547	0.205	N-S(1): 0.611 * N-S(2): 0.432 E-W(1): 0.248 E-W(2): 0.365 *
	TH	1.81	482	2,353	0.205	
	TH/ LT	1.00	358	1,300	0.275 *	
Westbound	RT	1.00	475	1,300	0.365 *	V/C: 0.976 Lost Time: 0.100 ITS: 0.000
	TH	1.00	0	1,300	0.248	
	LT	0.00	323	1,300	0.248	
Northbound	RT	0.00	0	0	0.000	ICU: 1.076
	TH	2.00	873	2,600	0.336 *	
	LT	1.00	295	1,300	0.227	
Eastbound	RT	0.00	0	0	0.000	LOS: F
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 5 - Pacific & SR 134 EB Ramps  
**Description:** Existing (2016)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	20 %	20 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.435 * N-S(2): 0.393 E-W(1): 0.233 * E-W(2): 0.194
	TH	2.00	709	3,200	0.222	
	LT	1.00	295	1,600	0.184 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.668 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	401	1,600	0.251 *	ICU: 0.768
	TH	2.00	399	3,200	0.125	
	TH/ LT	1.00	274	1,600	0.171	
Eastbound	RT	1.00	373	1,600	0.233 *	LOS: C
	TH	1.00	0	1,600	0.194	
	LT	0.00	311	1,600	0.194	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.673 * N-S(2): 0.544 E-W(1): 0.250 * E-W(2): 0.250 *
	TH	2.00	824	2,600	0.317	
	LT	1.00	358	1,300	0.275 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.923 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	517	1,300	0.398 *	ICU: 1.023
	TH	2.00	502	2,600	0.193	
	TH/ LT	1.00	295	1,300	0.227	
Eastbound	RT	1.00	192	1,300	0.034	LOS: F
	TH	1.00	0	1,300	0.250 *	
	LT	0.00	325	1,300	0.250 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	336	0	0.000	N-S(1): 0.270 N-S(2): 0.316 * E-W(1): 0.147 E-W(2): 0.176 *
	TH	2.00	412	3,200	0.234 *	
	TH/ LT	1.00	149	1,600	0.093	
Westbound	RT	0.00	149	0	0.000	V/C: 0.492 Lost Time: 0.100 ITS: 0.000
	TH	2.00	413	3,200	0.176 *	
	LT	1.00	235	1,600	0.147	
Northbound	RT	0.00	0	0	0.000	ICU: 0.592
	TH	2.00	567	3,200	0.177	
	LT	2.00	211	2,560	0.082 *	
Eastbound	RT	0.00	0	0	0.000	LOS: A
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	257	0	0.000	N-S(1): 0.312 N-S(2): 0.438 * E-W(1): 0.178 E-W(2): 0.270 *
	TH	2.00	424	3,200	0.213 *	
	TH/ LT	1.00	167	1,300	0.128	
Westbound	RT	0.00	197	0	0.000	V/C: 0.708 Lost Time: 0.100 ITS: 0.000
	TH	2.00	667	3,200	0.270 *	
	LT	1.00	232	1,300	0.178	
Northbound	RT	0.00	0	0	0.000	ICU: 0.808
	TH	2.00	589	3,200	0.184	
	LT	2.00	469	2,080	0.225 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 7 - Central Ave & Sanchez Dr  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.250
	TH	2.00	640	2,600	0.246 *	N-S(2): 0.312 *
	LT	1.00	149	1,600	0.093	E-W(1): 0.393 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.192
	TH	0.00	0	0	0.000	V/C: 0.705
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	204	1,300	0.157	ITS: 0.000
	TH	2.00	207	2,600	0.080	ICU: 0.805
	TH/ LT	2.00	211	3,200	0.066 *	LOS: D
Eastbound	RT	1.20	610	1,554	0.393	
	TH	1.80	614	2,346	0.393 *	
	LT	0.00	307	1,600	0.192	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.324
	TH	2.00	664	2,600	0.255 *	N-S(2): 0.402 *
	LT	1.00	167	1,600	0.104	E-W(1): 0.176 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.151
	TH	0.00	0	0	0.000	V/C: 0.578
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	1.00	286	1,300	0.220	ITS: 0.000
	TH	2.00	338	2,600	0.130	ICU: 0.678
	TH/ LT	2.00	469	3,200	0.147 *	LOS: B
Eastbound	RT	1.18	251	1,536	0.090	
	TH	1.82	174	2,364	0.176 *	
	LT	0.00	241	1,600	0.151	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 8 - Brand Blvd & Goode Ave  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,600 vph	1,600 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.234 N-S(2): 0.373 * E-W(1): 0.425 * E-W(2): 0.346
	TH	1.00	265	1,600	0.291 *	
	TH/ LT	2.00	372	2,600	0.143	
Westbound	RT	0.00	482	0	0.000	V/C: 0.798 Lost Time: 0.100 ITS: 0.000
	TH	1.47	332	2,355	0.346	
	LT	1.53	845	1,986	0.425 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.898
	TH	3.00	437	4,800	0.091	
	LT	2.00	213	2,600	0.082 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	181	0	0.000	N-S(1): 0.286 N-S(2): 0.446 * E-W(1): 0.318 * E-W(2): 0.282
	TH	1.00	270	1,600	0.282 *	
	TH/ LT	2.00	511	2,600	0.197	
Westbound	RT	0.00	451	1,600	0.282	V/C: 0.764 Lost Time: 0.100 ITS: 0.000
	TH	1.78	324	1,254	0.258	
	LT	1.22	503	1,581	0.318 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.864
	TH	3.00	426	4,800	0.089	
	LT	2.00	427	2,600	0.164 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 9 - Brand Blvd & Sanchez Dr  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,600 vph	1,300 vph
Left Lane:	1,600 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.246
	TH	2.00	1,106	3,200	0.346 *	N-S(2): 0.413 *
	LT	2.00	372	3,200	0.116	E-W(1): 0.205 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.158
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.618
Northbound	RT	1.96	408	3,138	0.130	Lost Time: 0.100
	TH	1.04	216	1,662	0.130	ITS: 0.000
	TH/ LT	2.00	213	3,200	0.067 *	
Eastbound	RT	1.25	411	2,007	0.205	ICU: 0.718
	TH	1.75	319	2,793	0.205 *	
	LT	0.00	253	1,600	0.158	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.435 *
	TH	2.00	705	2,600	0.271 *	N-S(2): 0.435 *
	LT	2.00	511	2,600	0.197	E-W(1): 0.126 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.044
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.561
Northbound	RT	1.88	583	2,445	0.238	Lost Time: 0.100
	TH	1.12	347	1,455	0.238	ITS: 0.000
	TH/ LT	2.00	427	2,600	0.164 *	
Eastbound	RT	1.00	168	1,300	0.047	ICU: 0.661
	TH	2.00	432	2,600	0.126 *	
	LT	0.00	57	1,300	0.044	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 10 - 134 W On Ramp.Exit & Monterey Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	4	1,600	0.003 *	N-S(1): 0.000
	TH	0.00	0	0	0.000	N-S(2): 0.188 *
	LT	0.00	0	0	0.000	E-W(1): 0.468 *
Westbound	RT	0.00	5	0	0.000	E-W(2): 0.240
	TH	1.00	379	1,600	0.240	V/C: 0.656
	LT	2.00	922	2,560	0.360 *	Lost Time: 0.100
Northbound	RT	1.00	295	1,600	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	296	1,600	0.185 *	
Eastbound	RT	1.00	152	1,600	0.095	ICU: 0.756
	TH	2.00	345	3,200	0.108 *	
	LT	0.00	0	0	0.000	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	5	1,600	0.003 *	N-S(1): 0.100
	TH	0.00	0	0	0.000	N-S(2): 0.211 *
	LT	0.00	0	0	0.000	E-W(1): 0.479 *
Westbound	RT	0.00	8	0	0.000	E-W(2): 0.174
	TH	1.00	270	1,600	0.174	V/C: 0.690
	LT	2.00	636	2,560	0.248 *	Lost Time: 0.100
Northbound	RT	1.00	557	1,600	0.100	ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	333	1,600	0.208 *	
Eastbound	RT	1.00	93	1,600	0.058	ICU: 0.790
	TH	2.00	740	3,200	0.231 *	
	LT	0.00	0	0	0.000	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :	EBR,	
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	647	1,300	0.498 *	N-S(1): 0.236 N-S(2): 0.731 * E-W(1): 0.220 E-W(2): 0.303 *
	TH	2.00	807	2,600	0.310	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	36	0	0.000	V/C: 1.034 Lost Time: 0.100 ITS: 0.000
	TH	1.00	303	1,300	0.261 *	
	LT	1.00	153	1,600	0.096	
Northbound	RT	0.00	234	0	0.000	ICU: 1.134
	TH	3.00	687	3,900	0.236	
	LT	1.00	372	1,600	0.233 *	
Eastbound	RT	1.00	464	1,300	0.124	LOS: F
	TH	1.00	120	1,300	0.092	
	LT	1.00	67	1,600	0.042 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	345	1,300	0.265 *	N-S(1): 0.302 N-S(2): 0.460 * E-W(1): 0.514 * E-W(2): 0.295
	TH	3.00	636	3,900	0.252	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	15	0	0.000	V/C: 0.974 Lost Time: 0.100 ITS: 0.000
	TH	1.00	220	1,300	0.181	
	LT	1.00	49	1,600	0.031 *	
Northbound	RT	0.00	97	0	0.000	ICU: 1.074
	TH	3.00	1,082	3,900	0.302	
	LT	1.00	312	1,600	0.195 *	
Eastbound	RT	1.00	882	1,300	0.483 *	LOS: F
	TH	1.00	208	1,300	0.160	
	LT	1.00	182	1,600	0.114	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 12 - Glendale Ave & SR 134 EB Ramps  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	337	1,600	0.211	N-S(1): 0.310
	TH	2.00	1,083	3,200	0.338 *	N-S(2): 0.571 *
	LT	0.00	0	0	0.000	E-W(1): 0.071
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.235 *
	TH	0.00	0	0	0.000 *	V/C: 0.806
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	496	1,600	0.310	ITS: 0.000
	TH	1.00	452	1,600	0.283	
	TH/ LT	1.00	372	1,600	0.233 *	
Eastbound	RT	1.53	461	2,456	0.071	ICU: 0.906
	TH	0.00	0	0	0.000	
	LT	1.47	440	1,875	0.235 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	578	1,300	0.445	N-S(1): 0.665 *
	TH	2.00	927	2,600	0.357	N-S(2): 0.445
	LT	0.00	0	0	0.000 *	E-W(1): 0.223
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.227 *
	TH	0.00	0	0	0.000 *	V/C: 0.892
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	865	1,300	0.665 *	ITS: 0.000
	TH	2.00	991	2,600	0.381	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.40	406	1,818	0.223	ICU: 0.992
	TH	0.00	0	0	0.000	
	LT	1.60	465	2,050	0.227 *	LOS: E

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 13 - Pacific Ave & Lexington Dr**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.257 *
	TH	2.00	673	3,200	0.213	N-S(2): 0.215
	LT	1.00	57	1,600	0.036 *	E-W(1): 0.049
Westbound	RT	1.00	100	1,600	0.045 *	E-W(2): 0.054 *
	TH	1.00	20	1,600	0.034	V/C: 0.311
	LT	0.00	34	1,600	0.021	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	677	3,200	0.221 *	
	LT	1.00	3	1,600	0.002	
Eastbound	RT	0.00	13	0	0.000	ICU: 0.411
	TH	1.00	17	1,600	0.028	
	LT	0.00	15	1,600	0.009 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.338 *
	TH	2.00	782	3,200	0.247	N-S(2): 0.251
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.044
Westbound	RT	1.00	111	1,600	0.044 *	E-W(2): 0.050 *
	TH	1.00	28	1,600	0.039	V/C: 0.388
	LT	0.00	35	1,600	0.022	Lost Time: 0.100
Northbound	RT	0.00	29	0	0.000	ITS: 0.000
	TH	2.00	891	3,200	0.288 *	
	LT	1.00	6	1,600	0.004	
Eastbound	RT	0.00	11	0	0.000	ICU: 0.488
	TH	1.00	15	1,600	0.022	
	LT	0.00	9	1,600	0.006 *	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 14 - Central Ave & Lexington Dr**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	36	0	0.000	N-S(1): 0.138
	TH	2.00	648	3,200	0.214 *	N-S(2): 0.224 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.106
Westbound	RT	0.00	86	0	0.000	E-W(2): 0.123 *
	TH	1.00	55	1,600	0.105 *	V/C: 0.347
	LT	0.00	27	1,600	0.017	Lost Time: 0.100
Northbound	RT	0.00	35	0	0.000	ITS: 0.000
	TH	3.00	463	4,800	0.104	ICU: 0.447
	LT	1.00	16	1,600	0.010 *	LOS: A
Eastbound	RT	0.00	28	0	0.000	
	TH	1.00	86	1,600	0.089	
	LT	0.00	29	1,600	0.018 *	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.193
	TH	2.00	789	3,200	0.258 *	N-S(2): 0.294 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.107
Westbound	RT	0.00	81	0	0.000	E-W(2): 0.165 *
	TH	1.00	122	1,600	0.154 *	V/C: 0.459
	LT	0.00	44	1,600	0.028	Lost Time: 0.100
Northbound	RT	0.00	24	0	0.000	ITS: 0.000
	TH	3.00	783	4,800	0.168	ICU: 0.559
	LT	1.00	58	1,600	0.036 *	LOS: A
Eastbound	RT	0.00	21	0	0.000	
	TH	1.00	88	1,600	0.079	
	LT	0.00	17	1,600	0.011 *	

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 15 - Brand Blvd & Lexington Dr**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	43	0	0.000	N-S(1): 0.218
	TH	2.00	670	3,200	0.223 *	N-S(2): 0.246 *
	LT	1.00	121	1,600	0.076	E-W(1): 0.125 *
Westbound	RT	1.00	30	1,600	0.000	E-W(2): 0.117
	TH	1.00	110	1,600	0.088	V/C: 0.371
	LT	0.00	30	1,600	0.019 *	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	ITS: 0.000
	TH	2.00	417	3,200	0.142	ICU: 0.471
	LT	1.00	37	1,600	0.023 *	LOS: A
Eastbound	RT	0.00	38	0	0.000	
	TH	1.00	86	1,600	0.106 *	
	LT	0.00	46	1,600	0.029	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.248
	TH	2.00	782	3,200	0.257 *	N-S(2): 0.286 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.285 *
Westbound	RT	1.00	37	1,600	0.004	E-W(2): 0.233
	TH	1.00	156	1,600	0.189	V/C: 0.571
	LT	0.00	147	1,600	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	46	0	0.000	ITS: 0.000
	TH	2.00	625	3,200	0.210	ICU: 0.671
	LT	1.00	47	1,600	0.029 *	LOS: B
Eastbound	RT	0.00	72	0	0.000	
	TH	1.00	166	1,600	0.193 *	
	LT	0.00	70	1,600	0.044	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 16 - Glendale Ave & Lexington Dr  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:	EBR,			

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.248
	TH	2.00	1,118	3,200	0.380 *	N-S(2): 0.404 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.122
Westbound	RT	0.00	88	0	0.000	E-W(2): 0.214 *
	TH	1.00	122	1,600	0.131 *	V/C: 0.618
	LT	1.00	49	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	18	0	0.000	ITS: 0.000
	TH	2.00	696	3,200	0.223	ICU: 0.718
	LT	1.00	39	1,600	0.024 *	LOS: C
Eastbound	RT	0.00	77	0	0.000	
	TH	1.00	69	1,600	0.091	
	LT	1.00	133	1,600	0.083 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.408 *
	TH	2.00	963	3,200	0.329	N-S(2): 0.367
	LT	1.00	72	1,600	0.045 *	E-W(1): 0.154
Westbound	RT	0.00	57	0	0.000	E-W(2): 0.259 *
	TH	1.00	91	1,600	0.093 *	V/C: 0.667
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	27	0	0.000	ITS: 0.000
	TH	2.00	1,134	3,200	0.363 *	ICU: 0.767
	LT	1.00	60	1,600	0.038	LOS: C
Eastbound	RT	0.00	65	0	0.000	
	TH	1.00	142	1,600	0.129	
	LT	1.00	265	1,600	0.166 *	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 17 - Verdugo Rd & Wilson Ave**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	55	0	0.000	N-S(1): 0.248 *
	TH	2.00	451	3,200	0.158	N-S(2): 0.203
	LT	1.00	148	1,600	0.093 *	E-W(1): 0.242
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.335 *
	TH	1.00	331	1,600	0.280 *	V/C: 0.583
	LT	1.00	77	1,600	0.048	Lost Time: 0.100
Northbound	RT	0.00	68	0	0.000	ITS: 0.000
	TH	2.00	428	3,200	0.155 *	ICU: 0.683
	LT	1.00	72	1,600	0.045	LOS: B
Eastbound	RT	0.00	95	0	0.000	
	TH	1.00	216	1,600	0.194	
	LT	1.00	88	1,600	0.055 *	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.238 *
	TH	2.00	451	3,200	0.155	N-S(2): 0.193
	LT	1.00	152	1,600	0.095 *	E-W(1): 0.320
Westbound	RT	0.00	170	0	0.000	E-W(2): 0.353 *
	TH	1.00	317	1,600	0.304 *	V/C: 0.591
	LT	1.00	86	1,600	0.054	Lost Time: 0.100
Northbound	RT	0.00	58	0	0.000	ITS: 0.000
	TH	2.00	401	3,200	0.143 *	ICU: 0.691
	LT	1.00	61	1,600	0.038	LOS: B
Eastbound	RT	0.00	109	0	0.000	
	TH	1.00	317	1,600	0.266	
	LT	1.00	78	1,600	0.049 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 18 - San Fernando Rd & Broadway  
**Description:** Existing (2016)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : Y  
E-W Split Phase : Y  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	108	1,300	0.083	N-S(1): 0.492 *
	TH	2.00	761	2,600	0.293 *	N-S(2): 0.000
	LT	1.00	77	1,300	0.059	E-W(1): 0.100 *
Westbound	RT	1.00	78	1,300	0.030	E-W(2): 0.000
	TH	1.00	50	1,300	0.038	V/C: 0.592
	LT	1.00	88	1,300	0.068 *	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	447	2,600	0.199 *	ICU: 0.692
	LT	1.00	30	1,300	0.023	LOS: B
Eastbound	RT	1.00	26	1,300	0.008	
	TH	1.00	35	1,300	0.027	
	LT	1.00	41	1,300	0.032 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	43	1,300	0.033	N-S(1): 0.541 *
	TH	2.00	671	2,600	0.258 *	N-S(2): 0.000
	LT	1.00	116	1,300	0.089	E-W(1): 0.147 *
Westbound	RT	1.00	153	1,300	0.073 *	E-W(2): 0.000
	TH	1.00	24	1,300	0.018	V/C: 0.688
	LT	1.00	86	1,300	0.066	Lost Time: 0.100
Northbound	RT	0.00	89	0	0.000	ITS: 0.000
	TH	2.00	648	2,600	0.283 *	ICU: 0.788
	LT	1.00	20	1,300	0.015	LOS: C
Eastbound	RT	1.00	38	1,300	0.029	
	TH	1.00	86	1,300	0.066	
	LT	1.00	96	1,300	0.074 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 19 - Pacific Ave & Broadway  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	26	0	0.000	N-S(1): 0.209 *
	TH	2.00	529	3,200	0.173	N-S(2): 0.191
	LT	1.00	92	1,600	0.058 *	E-W(1): 0.100 *
Westbound	RT	0.00	67	0	0.000	E-W(2): 0.078
	TH	2.00	136	3,200	0.063	V/C: 0.309
	LT	1.00	51	1,600	0.032 *	Lost Time: 0.100
Northbound	RT	0.00	123	0	0.000	ITS: 0.000
	TH	2.00	359	3,200	0.151 *	ICU: 0.409
	LT	1.00	28	1,600	0.018	LOS: A
Eastbound	RT	0.00	62	0	0.000	
	TH	2.00	155	3,200	0.068 *	
	LT	1.00	24	1,600	0.015	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	23	0	0.000	N-S(1): 0.324 *
	TH	2.00	475	2,600	0.192	N-S(2): 0.216
	LT	1.00	120	1,600	0.075 *	E-W(1): 0.255 *
Westbound	RT	0.00	222	0	0.000	E-W(2): 0.241
	TH	2.00	293	2,600	0.198	V/C: 0.579
	LT	1.00	183	1,600	0.114 *	Lost Time: 0.100
Northbound	RT	0.00	113	0	0.000	ITS: 0.000
	TH	2.00	534	2,600	0.249 *	ICU: 0.679
	LT	1.00	39	1,600	0.024	LOS: B
Eastbound	RT	0.00	103	0	0.000	
	TH	2.00	263	2,600	0.141 *	
	LT	1.00	68	1,600	0.043	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 20 - Columbus Ave & Broadway  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	63	0	0.000	N-S(1): 0.073
	TH	1.00	137	1,600	0.147 *	N-S(2): 0.171 *
	LT	0.00	35	1,600	0.022	E-W(1): 0.154 *
Westbound	RT	0.00	19	0	0.000	E-W(2): 0.099
	TH	2.00	264	3,200	0.088	V/C: 0.325
	LT	1.00	46	1,600	0.029 *	Lost Time: 0.100
Northbound	RT	1.00	79	1,600	0.035	ITS: 0.000
	TH	1.00	81	1,600	0.051	
	LT	1.00	39	1,600	0.024 *	
Eastbound	RT	0.00	41	0	0.000	ICU: 0.425
	TH	2.00	360	3,200	0.125 *	
	LT	1.00	17	1,600	0.011	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	52	0	0.000	N-S(1): 0.175
	TH	1.00	156	1,600	0.151 *	N-S(2): 0.248 *
	LT	0.00	33	1,600	0.021	E-W(1): 0.204 *
Westbound	RT	0.00	62	0	0.000	E-W(2): 0.179
	TH	2.00	444	3,200	0.158	V/C: 0.452
	LT	1.00	81	1,600	0.051 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.062	ITS: 0.000
	TH	1.00	247	1,600	0.154	
	LT	1.00	155	1,600	0.097 *	
Eastbound	RT	0.00	56	0	0.000	ICU: 0.552
	TH	2.00	434	3,200	0.153 *	
	LT	1.00	34	1,600	0.021	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 21 - Central Ave & Broadway**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	114	0	0.000	N-S(1): 0.162 *
	TH	3.00	447	4,800	0.117	N-S(2): 0.143
	LT	1.00	102	1,600	0.064 *	E-W(1): 0.188 *
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.150
	TH	2.00	276	3,200	0.109	V/C: 0.350
	LT	1.00	74	1,600	0.046 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	3.00	381	4,800	0.098 *	
	LT	1.00	42	1,600	0.026	
Eastbound	RT	0.00	57	0	0.000	ICU: 0.450
	TH	2.00	397	3,200	0.142 *	
	LT	1.00	66	1,600	0.041	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	227	0	0.000	N-S(1): 0.256 *
	TH	3.00	619	4,800	0.176	N-S(2): 0.248
	LT	1.00	117	1,600	0.073 *	E-W(1): 0.290 *
Westbound	RT	0.00	105	0	0.000	E-W(2): 0.284
	TH	2.00	491	3,200	0.186	V/C: 0.546
	LT	1.00	133	1,600	0.083 *	Lost Time: 0.100
Northbound	RT	0.00	172	0	0.000	ITS: 0.000
	TH	3.00	705	4,800	0.183 *	
	LT	1.00	115	1,600	0.072	
Eastbound	RT	0.00	113	0	0.000	ICU: 0.646
	TH	2.00	550	3,200	0.207 *	
	LT	1.00	156	1,600	0.098	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 22 - Brand Blvd & Broadway**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	62	0	0.000	N-S(1): 0.170 *
	TH	3.00	396	4,800	0.095	N-S(2): 0.135
	LT	1.00	88	1,600	0.055 *	E-W(1): 0.154
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.163 *
	TH	2.00	373	3,200	0.145 *	V/C: 0.333
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	1.00	45	1,600	0.000	ITS: 0.000
	TH	2.00	368	3,200	0.115 *	
	LT	1.00	64	1,600	0.040	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.433
	TH	2.00	263	3,200	0.098	
	LT	1.00	29	1,600	0.018 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.245 *
	TH	3.00	609	4,800	0.156	N-S(2): 0.241
	LT	1.00	115	1,600	0.072 *	E-W(1): 0.299 *
Westbound	RT	0.00	139	0	0.000	E-W(2): 0.272
	TH	2.00	429	3,200	0.178	V/C: 0.544
	LT	1.00	139	1,600	0.087 *	Lost Time: 0.100
Northbound	RT	1.00	125	1,600	0.035	ITS: 0.000
	TH	2.00	555	3,200	0.173 *	
	LT	1.00	136	1,600	0.085	
Eastbound	RT	0.00	73	0	0.000	ICU: 0.644
	TH	2.00	604	3,200	0.212 *	
	LT	1.00	150	1,600	0.094	LOS: B

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 23 - Glendale Ave & Broadway  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	136	1,600	0.067	N-S(1): 0.213
	TH	2.00	767	3,200	0.240 *	N-S(2): 0.295 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.140
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.190 *
	TH	2.00	433	3,200	0.153 *	V/C: 0.485
	LT	1.00	105	1,600	0.066	Lost Time: 0.100
Northbound	RT	0.00	54	0	0.000	ITS: 0.000
	TH	2.00	488	3,200	0.169	
	LT	1.00	88	1,600	0.055 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.585
	TH	2.00	187	3,200	0.074	
	LT	1.00	59	1,600	0.037 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	108	1,300	0.032	N-S(1): 0.333 *
	TH	2.00	663	2,600	0.255	N-S(2): 0.319
	LT	1.00	109	1,600	0.068 *	E-W(1): 0.329 *
Westbound	RT	0.00	78	0	0.000	E-W(2): 0.320
	TH	2.00	485	2,600	0.217	V/C: 0.662
	LT	1.00	92	1,600	0.058 *	Lost Time: 0.100
Northbound	RT	0.00	122	0	0.000	ITS: 0.000
	TH	3.00	910	3,900	0.265 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	104	0	0.000	ICU: 0.762
	TH	2.00	601	2,600	0.271 *	
	LT	1.00	165	1,600	0.103	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 24 - Chevy Chase Dr & Broadway  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	74	0	0.000	N-S(1):	0.200
	TH	2.00	437	3,200	0.160 *	N-S(2):	0.225 *
	LT	1.00	19	1,600	0.012	E-W(1):	0.243 *
Westbound	RT	0.00	90	0	0.000	E-W(2):	0.216
	TH	2.00	407	3,200	0.155	V/C:	0.468
	LT	1.00	270	1,600	0.169 *	Lost Time:	0.100
Northbound	RT	0.00	200	0	0.000	ITS:	0.000
	TH	2.00	400	3,200	0.188	ICU:	0.568
	LT	1.00	104	1,600	0.065 *	LOS:	A
Eastbound	RT	0.00	69	0	0.000		
	TH	2.00	169	3,200	0.074 *		
	LT	1.00	98	1,600	0.061		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	224	0	0.000	N-S(1):	0.282 *
	TH	2.00	458	3,200	0.213 *	N-S(2):	0.282 *
	LT	1.00	111	1,600	0.069 *	E-W(1):	0.278 *
Westbound	RT	0.00	58	0	0.000	E-W(2):	0.247
	TH	2.00	382	3,200	0.138	V/C:	0.560
	LT	1.00	195	1,600	0.122 *	Lost Time:	0.100
Northbound	RT	0.00	224	0	0.000	ITS:	0.000
	TH	2.00	458	3,200	0.213 *	ICU:	0.660
	LT	1.00	111	1,600	0.069 *	LOS:	B
Eastbound	RT	0.00	87	0	0.000		
	TH	2.00	413	3,200	0.156 *		
	LT	1.00	175	1,600	0.109		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 25 - Verdugo Rd & Broadway  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.239 *
	TH	2.00	516	3,200	0.174	N-S(2): 0.223
	LT	1.00	32	1,600	0.020 *	E-W(1): 0.154 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.153
	TH	2.00	415	3,200	0.140	V/C: 0.393
	LT	1.00	121	1,600	0.076 *	Lost Time: 0.100
Northbound	RT	0.00	207	0	0.000	ITS: 0.000
	TH	2.00	494	3,200	0.219 *	ICU: 0.493
	LT	1.00	79	1,600	0.049	LOS: A
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	209	3,200	0.078 *	
	LT	1.00	21	1,600	0.013	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.386 *
	TH	2.00	478	3,200	0.174	N-S(2): 0.235
	LT	1.00	195	1,600	0.122 *	E-W(1): 0.371 *
Westbound	RT	0.00	99	0	0.000	E-W(2): 0.206
	TH	2.00	398	3,200	0.155	V/C: 0.757
	LT	1.00	219	1,600	0.137 *	Lost Time: 0.100
Northbound	RT	0.00	364	0	0.000	ITS: 0.000
	TH	2.00	481	3,200	0.264 *	ICU: 0.857
	LT	1.00	98	1,600	0.061	LOS: D
Eastbound	RT	0.00	126	0	0.000	
	TH	2.00	623	3,200	0.234 *	
	LT	1.00	82	1,600	0.051	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 26 - Harvey Dr & Wilson Ave  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	187	0	0.000	N-S(1): 0.398 *
	TH	1.97	757	3,158	0.299	N-S(2): 0.000
	LT	1.03	491	1,642	0.299 *	E-W(1): 0.124
Westbound	RT	1.00	703	1,600	0.290 *	E-W(2): 0.391 *
	TH	2.00	328	3,200	0.103	
	LT	1.00	91	1,600	0.057	V/C: 0.789
Northbound	RT	0.00	1	0	0.000	Lost Time: 0.100
	TH	3.00	414	4,800	0.099 *	ITS: 0.000
	LT	0.00	59	1,600	0.037	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.889
	TH	2.00	191	3,200	0.067	
	LT	1.00	162	1,600	0.101 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	23	0	0.000	N-S(1): 0.299 *
	TH	2.00	475	3,200	0.156 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.228 *
Westbound	RT	1.00	222	1,600	0.101	E-W(2): 0.144
	TH	2.00	293	3,200	0.092	
	LT	1.00	183	1,600	0.114 *	V/C: 0.527
Northbound	RT	0.00	113	0	0.000	Lost Time: 0.100
	TH	3.00	534	4,800	0.143 *	ITS: 0.000
	LT	0.00	39	1,600	0.024	
Eastbound	RT	0.00	103	0	0.000	ICU: 0.627
	TH	2.00	263	3,200	0.114 *	
	LT	1.00	68	1,600	0.043	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 27 - San Fernando Rd & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.372
	TH	1.00	719	1,600	0.449 *	N-S(2): 0.449 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.023 *
Westbound	RT	1.00	83	1,600	0.012	E-W(2): 0.012
	TH	0.00	0	0	0.000	
	LT	1.00	36	1,600	0.023 *	V/C: 0.472
Northbound	RT	1.00	396	1,600	0.248	Lost Time: 0.100
	TH	1.00	468	1,600	0.293	ITS: 0.000
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.572
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.507 *
	TH	1.00	567	1,600	0.354	N-S(2): 0.354
	LT	1.00	162	1,600	0.101 *	E-W(1): 0.014
Westbound	RT	1.00	131	1,600	0.031 *	E-W(2): 0.031 *
	TH	0.00	0	0	0.000	
	LT	1.00	23	1,600	0.014	V/C: 0.538
Northbound	RT	1.00	383	1,600	0.239	Lost Time: 0.100
	TH	1.00	649	1,600	0.406 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.638
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 28 - Pacific Ave & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	214	1,600	0.034	N-S(1): 0.231
	TH	1.00	352	1,600	0.220 *	N-S(2): 0.288 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.266
Westbound	RT	0.00	38	0	0.000	E-W(2): 0.323 *
	TH	2.00	677	3,200	0.223 *	V/C: 0.611
	LT	1.00	81	1,600	0.051	Lost Time: 0.100
Northbound	RT	0.00	51	0	0.000	ITS: 0.000
	TH	1.00	261	1,600	0.195	
	LT	1.00	109	1,600	0.068 *	
Eastbound	RT	0.00	97	0	0.000	ICU: 0.711
	TH	2.00	591	3,200	0.215	
	LT	1.00	160	1,600	0.100 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	188	1,600	0.000	N-S(1): 0.343 *
	TH	1.00	338	1,600	0.211	N-S(2): 0.275
	LT	1.00	101	1,600	0.063 *	E-W(1): 0.356
Westbound	RT	0.00	74	0	0.000	E-W(2): 0.436 *
	TH	2.00	841	3,200	0.286 *	V/C: 0.779
	LT	1.00	66	1,600	0.041	Lost Time: 0.100
Northbound	RT	0.00	51	0	0.000	ITS: 0.000
	TH	1.00	397	1,600	0.280 *	
	LT	1.00	102	1,600	0.064	
Eastbound	RT	0.00	84	0	0.000	ICU: 0.879
	TH	2.00	924	3,200	0.315	
	LT	1.00	240	1,600	0.150 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 29 - Columbus Ave & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	86	1,600	0.003	N-S(1): 0.297 *
	TH	1.00	196	1,600	0.123 *	N-S(2): 0.000
	LT	1.00	132	1,600	0.083	E-W(1): 0.218
Westbound	RT	1.00	82	1,600	0.010	E-W(2): 0.251 *
	TH	2.00	639	3,200	0.200 *	V/C: 0.548
	LT	1.00	32	1,600	0.020	Lost Time: 0.100
Northbound	RT	0.00	47	0	0.000	ITS: 0.000
	TH	1.00	157	1,600	0.174 *	
	LT	0.00	75	1,600	0.047	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.648
	TH	2.00	610	3,200	0.198	
	LT	1.00	81	1,600	0.051 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	183	1,600	0.000	N-S(1): 0.304 *
	TH	1.00	176	1,600	0.110 *	N-S(2): 0.000
	LT	1.00	169	1,600	0.106	E-W(1): 0.295
Westbound	RT	1.00	144	1,600	0.037	E-W(2): 0.359 *
	TH	2.00	749	3,200	0.234 *	V/C: 0.663
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	49	0	0.000	ITS: 0.000
	TH	1.00	202	1,600	0.194 *	
	LT	0.00	59	1,600	0.037	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.763
	TH	2.00	836	3,200	0.276	
	LT	1.00	200	1,600	0.125 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.155
	TH	2.00	487	3,200	0.152 *	N-S(2): 0.225 *
	LT	1.00	67	1,600	0.042	E-W(1): 0.209 *
Westbound	RT	1.00	74	1,600	0.004	E-W(2): 0.182
	TH	3.00	638	4,800	0.133	V/C: 0.434
	LT	1.00	107	1,600	0.067 *	Lost Time: 0.100
Northbound	RT	1.00	116	1,600	0.006	ITS: 0.000
	TH	2.00	362	3,200	0.113	
	LT	1.00	117	1,600	0.073 *	
Eastbound	RT	0.00	162	0	0.000	ICU: 0.534
	TH	3.00	521	4,800	0.142 *	
	LT	1.00	79	1,600	0.049	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	170	1,600	0.025	N-S(1): 0.278
	TH	2.00	569	3,200	0.178 *	N-S(2): 0.307 *
	LT	1.00	141	1,600	0.088	E-W(1): 0.305 *
Westbound	RT	1.00	169	1,600	0.018	E-W(2): 0.237
	TH	3.00	747	4,800	0.156	V/C: 0.612
	LT	1.00	131	1,600	0.082 *	Lost Time: 0.100
Northbound	RT	1.00	244	1,600	0.071	ITS: 0.000
	TH	2.00	609	3,200	0.190	
	LT	1.00	206	1,600	0.129 *	
Eastbound	RT	0.00	223	0	0.000	ICU: 0.712
	TH	3.00	848	4,800	0.223 *	
	LT	1.00	130	1,600	0.081	LOS: C

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 31 - Brand Blvd & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	88	1,600	0.000	N-S(1): 0.136
	TH	2.00	453	3,200	0.142 *	N-S(2): 0.207 *
	LT	1.00	45	1,600	0.028	E-W(1): 0.168
Westbound	RT	0.00	245	0	0.000	E-W(2): 0.257 *
	TH	3.00	637	4,800	0.184 *	V/C: 0.464
	LT	1.00	72	1,600	0.045	Lost Time: 0.100
Northbound	RT	1.00	144	1,600	0.045	ITS: 0.000
	TH	2.00	345	3,200	0.108	
	LT	1.00	104	1,600	0.065 *	
Eastbound	RT	0.00	106	0	0.000	ICU: 0.564
	TH	3.00	483	4,800	0.123	
	LT	1.00	116	1,600	0.073 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	202	1,600	0.018	N-S(1): 0.258
	TH	2.00	561	3,200	0.175 *	N-S(2): 0.304 *
	LT	1.00	118	1,600	0.074	E-W(1): 0.272 *
Westbound	RT	0.00	161	0	0.000	E-W(2): 0.270
	TH	3.00	618	4,800	0.162	V/C: 0.576
	LT	1.00	89	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	214	1,600	0.078	ITS: 0.000
	TH	2.00	588	3,200	0.184	
	LT	1.00	206	1,600	0.129 *	
Eastbound	RT	0.00	159	0	0.000	ICU: 0.676
	TH	3.00	877	4,800	0.216 *	
	LT	1.00	173	1,600	0.108	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 32 - Glendale Ave & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	144	0	0.000	N-S(1): 0.259
	TH	2.00	472	3,200	0.193 *	N-S(2): 0.292 *
	LT	1.00	95	1,600	0.059	E-W(1): 0.152
Westbound	RT	0.00	115	0	0.000	E-W(2): 0.280 *
	TH	2.00	622	3,200	0.230 *	V/C: 0.572
	LT	1.00	73	1,600	0.046	Lost Time: 0.100
Northbound	RT	1.00	77	1,600	0.025	ITS: 0.000
	TH	2.00	641	3,200	0.200	
	LT	1.00	158	1,600	0.099 *	
Eastbound	RT	1.00	93	1,600	0.009	ICU: 0.672
	TH	2.00	338	3,200	0.106	
	LT	1.00	80	1,600	0.050 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	145	0	0.000	N-S(1): 0.304
	TH	2.00	714	3,200	0.268 *	N-S(2): 0.335 *
	LT	1.00	162	1,600	0.101	E-W(1): 0.304
Westbound	RT	0.00	111	0	0.000	E-W(2): 0.318 *
	TH	2.00	575	3,200	0.214 *	V/C: 0.653
	LT	1.00	136	1,600	0.085	Lost Time: 0.100
Northbound	RT	1.00	166	1,600	0.061	ITS: 0.000
	TH	2.00	651	3,200	0.203	
	LT	1.00	107	1,600	0.067 *	
Eastbound	RT	1.00	210	1,600	0.098	ICU: 0.753
	TH	2.00	700	3,200	0.219	
	LT	1.00	166	1,600	0.104 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 33 - Chevy Chase Dr & Colorado St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	98	0	0.000	N-S(1): 0.247 *
	TH	2.00	516	3,200	0.192	N-S(2): 0.246
	LT	1.00	101	1,600	0.063 *	E-W(1): 0.270
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.329 *
	TH	2.00	740	3,200	0.260 *	V/C: 0.576
	LT	1.00	205	1,600	0.128	Lost Time: 0.100
Northbound	RT	0.00	95	0	0.000	ITS: 0.000
	TH	2.00	495	3,200	0.184 *	
	LT	1.00	87	1,600	0.054	
Eastbound	RT	0.00	38	0	0.000	ICU: 0.676
	TH	2.00	415	3,200	0.142	
	LT	1.00	110	1,600	0.069 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.309 *
	TH	2.00	435	3,200	0.169	N-S(2): 0.207
	LT	1.00	131	1,600	0.082 *	E-W(1): 0.349 *
Westbound	RT	0.00	113	0	0.000	E-W(2): 0.336
	TH	2.00	694	3,200	0.252	V/C: 0.658
	LT	1.00	137	1,600	0.086 *	Lost Time: 0.100
Northbound	RT	0.00	154	0	0.000	ITS: 0.000
	TH	2.00	571	3,200	0.227 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.758
	TH	2.00	774	3,200	0.263 *	
	LT	1.00	135	1,600	0.084	LOS: C

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 34 - Verdugo Rd & Colorado St**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	226	0	0.000	N-S(1): 0.247
	TH	2.00	330	3,200	0.174 *	N-S(2): 0.279 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.237
Westbound	RT	0.00	112	0	0.000	E-W(2): 0.407 *
	TH	2.00	732	3,200	0.264 *	V/C: 0.686
	LT	1.00	127	1,600	0.079	Lost Time: 0.100
Northbound	RT	0.00	46	0	0.000	ITS: 0.000
	TH	2.00	462	3,200	0.159	
	LT	1.00	168	1,600	0.105 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.786
	TH	2.00	419	3,200	0.158	
	LT	1.00	229	1,600	0.143 *	LOS: C

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	156	0	0.000	N-S(1): 0.307 *
	TH	2.00	432	3,200	0.184	N-S(2): 0.284
	LT	1.00	232	1,600	0.145 *	E-W(1): 0.349
Westbound	RT	0.00	201	0	0.000	E-W(2): 0.394 *
	TH	2.00	641	3,200	0.263 *	V/C: 0.701
	LT	1.00	107	1,600	0.067	Lost Time: 0.100
Northbound	RT	0.00	82	0	0.000	ITS: 0.000
	TH	2.00	436	3,200	0.162 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	119	0	0.000	ICU: 0.801
	TH	2.00	784	3,200	0.282	
	LT	1.00	209	1,600	0.131 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 35 - Pacific Ave & San Fernando Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.32	66	514	0.119	N-S(1): 0.161 * N-S(2): 0.119 E-W(1): 0.265 E-W(2): 0.375 *
	TH	0.00	0	0	0.000	
	LT	1.68	345	2,149	0.161 *	
Westbound	RT	1.00	220	1,600	0.138	V/C: 0.536 Lost Time: 0.100 ITS: 0.000
	TH	1.00	571	1,600	0.357 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.636
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	2.00	848	3,200	0.265	
	LT	1.00	29	1,600	0.018 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.16	30	253	0.107	N-S(1): 0.148 * N-S(2): 0.107 E-W(1): 0.217 E-W(2): 0.436 *
	TH	0.00	0	0	0.000	
	LT	1.84	349	2,357	0.148 *	
Westbound	RT	1.00	391	1,600	0.244	V/C: 0.584 Lost Time: 0.100 ITS: 0.000
	TH	1.00	661	1,600	0.413 *	
	LT	0.00	0	0	0.000	
Northbound	RT	0.00	0	0	0.000	ICU: 0.684
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	2.00	695	3,200	0.217	
	LT	1.00	37	1,600	0.023 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 36 - Central Ave & Maple St  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	19	0	0.000	N-S(1): 0.190
	TH	2.00	694	3,200	0.223 *	N-S(2): 0.229 *
	LT	1.00	69	1,600	0.043	E-W(1): 0.163 *
Westbound	RT	0.00	148	0	0.000	E-W(2): 0.000
	TH	1.00	16	1,600	0.136 *	V/C: 0.392
	LT	0.00	54	1,600	0.034	Lost Time: 0.100
Northbound	RT	0.00	23	0	0.000	ITS: 0.000
	TH	2.00	447	3,200	0.147	ICU: 0.492
	LT	1.00	10	1,600	0.006 *	LOS: A
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	14	1,600	0.027 *	
	LT	0.00	9	1,600	0.006	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	18	0	0.000	N-S(1): 0.378 *
	TH	2.00	722	3,200	0.231	N-S(2): 0.244
	LT	1.00	113	1,600	0.071 *	E-W(1): 0.159 *
Westbound	RT	0.00	133	0	0.000	E-W(2): 0.000
	TH	1.00	11	1,600	0.116 *	V/C: 0.537
	LT	0.00	42	1,600	0.026	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	901	3,200	0.307 *	ICU: 0.637
	LT	1.00	20	1,600	0.013	LOS: B
Eastbound	RT	0.00	26	0	0.000	
	TH	1.00	35	1,600	0.043 *	
	LT	0.00	8	1,600	0.005	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 37 - Brand Blvd & Maple St**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.223
	TH	2.00	703	3,200	0.232 *	N-S(2): 0.261 *
	LT	1.00	35	1,600	0.022	E-W(1): 0.156
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.178 *
	TH	1.00	128	1,600	0.168 *	V/C: 0.439
	LT	0.00	107	1,600	0.067	Lost Time: 0.100
Northbound	RT	0.00	45	0	0.000	ITS: 0.000
	TH	2.00	597	3,200	0.201	
	LT	1.00	46	1,600	0.029 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.539
	TH	1.00	76	1,600	0.089	
	LT	0.00	16	1,600	0.010 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.351 *
	TH	2.00	825	3,200	0.269	N-S(2): 0.311
	LT	1.00	66	1,600	0.041 *	E-W(1): 0.177 *
Westbound	RT	0.00	43	0	0.000	E-W(2): 0.151
	TH	1.00	100	1,600	0.139	V/C: 0.528
	LT	0.00	79	1,600	0.049 *	Lost Time: 0.100
Northbound	RT	0.00	74	0	0.000	ITS: 0.000
	TH	2.00	919	3,200	0.310 *	
	LT	1.00	67	1,600	0.042	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.628
	TH	1.00	157	1,600	0.128 *	
	LT	0.00	19	1,600	0.012	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 38 - San Fernando Rd & Chevy Chase Dr  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.239
	TH	2.00	770	3,200	0.256 *	N-S(2): 0.304 *
	LT	1.00	166	1,600	0.104	E-W(1): 0.149
Westbound	RT	0.00	279	1,600	0.174 *	E-W(2): 0.205 *
	TH	2.00	125	1,600	0.078	V/C: 0.509
	LT	1.00	127	1,600	0.079	Lost Time: 0.100
Northbound	RT	0.00	28	0	0.000	ITS: 0.000
	TH	2.00	404	3,200	0.135	ICU: 0.609
	LT	1.00	76	1,600	0.048 *	LOS: B
Eastbound	RT	0.00	81	0	0.000	
	TH	2.00	143	3,200	0.070	
	LT	1.00	49	1,600	0.031 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	73	0	0.000	N-S(1): 0.374 *
	TH	2.00	757	3,200	0.259	N-S(2): 0.298
	LT	1.00	260	1,600	0.163 *	E-W(1): 0.138
Westbound	RT	0.00	192	1,600	0.120 *	E-W(2): 0.164 *
	TH	2.00	145	1,600	0.091	V/C: 0.538
	LT	1.00	98	1,600	0.061	Lost Time: 0.100
Northbound	RT	0.00	28	0	0.000	ITS: 0.000
	TH	2.00	647	3,200	0.211 *	ICU: 0.638
	LT	1.00	62	1,600	0.039	LOS: B
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	137	3,200	0.077	
	LT	1.00	71	1,600	0.044 *	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 39 - Central Ave & Chevy Chase Dr  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	72	0	0.000	N-S(1): 0.211
	TH	2.00	583	3,200	0.205 *	N-S(2): 0.224 *
	LT	1.00	117	1,600	0.073	E-W(1): 0.177
Westbound	RT	0.00	99	0	0.000	E-W(2): 0.211 *
	TH	2.00	488	3,200	0.183 *	V/C: 0.435
	LT	1.00	107	1,600	0.067	Lost Time: 0.100
Northbound	RT	0.00	67	0	0.000	ITS: 0.000
	TH	2.00	375	3,200	0.138	
	LT	1.00	31	1,600	0.019 *	
Eastbound	RT	0.00	68	0	0.000	ICU: 0.535
	TH	2.00	284	3,200	0.110	
	LT	1.00	44	1,600	0.028 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	54	0	0.000	N-S(1): 0.353 *
	TH	2.00	564	3,200	0.193	N-S(2): 0.236
	LT	1.00	145	1,600	0.091 *	E-W(1): 0.204
Westbound	RT	0.00	98	0	0.000	E-W(2): 0.228 *
	TH	2.00	506	3,200	0.189 *	V/C: 0.581
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	105	0	0.000	ITS: 0.000
	TH	2.00	733	3,200	0.262 *	
	LT	1.00	69	1,600	0.043	
Eastbound	RT	0.00	52	0	0.000	ICU: 0.681
	TH	2.00	494	3,200	0.171	
	LT	1.00	62	1,600	0.039 *	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 40 - Brand Blvd & Chevy Chase Dr  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	46	0	0.000	N-S(1): 0.222
	TH	2.00	736	3,200	0.244 *	N-S(2): 0.300 *
	LT	1.00	63	1,600	0.039	E-W(1): 0.199
Westbound	RT	0.00	268	0	0.000	E-W(2): 0.301 *
	TH	2.00	582	3,200	0.266 *	V/C: 0.601
	LT	1.00	119	1,600	0.074	Lost Time: 0.100
Northbound	RT	1.00	56	1,600	0.000	ITS: 0.000
	TH	2.00	587	3,200	0.183	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.701
	TH	2.00	281	3,200	0.125	
	LT	1.00	56	1,600	0.035 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.330
	TH	2.00	771	3,200	0.273 *	N-S(2): 0.389 *
	LT	1.00	65	1,600	0.041	E-W(1): 0.231 *
Westbound	RT	0.00	133	0	0.000	E-W(2): 0.226
	TH	2.00	421	3,200	0.173	V/C: 0.620
	LT	1.00	43	1,600	0.027 *	Lost Time: 0.100
Northbound	RT	1.00	69	1,600	0.030	ITS: 0.000
	TH	2.00	925	3,200	0.289	
	LT	1.00	185	1,600	0.116 *	
Eastbound	RT	0.00	67	0	0.000	ICU: 0.720
	TH	2.00	585	3,200	0.204 *	
	LT	1.00	84	1,600	0.053	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 41 - Glendale Ave & Chevy Chase Dr  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	175	0	0.000	N-S(1): 0.172
	TH	2.00	811	3,200	0.308 *	N-S(2): 0.399 *
	LT	1.00	48	1,600	0.030	E-W(1): 0.317 *
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.299
	TH	2.00	755	3,200	0.253	V/C: 0.716
	LT	1.00	343	1,600	0.214 *	Lost Time: 0.100
Northbound	RT	0.00	129	0	0.000	ITS: 0.000
	TH	2.00	326	3,200	0.142	ICU: 0.816
	LT	1.00	146	1,600	0.091 *	LOS: D
Eastbound	RT	0.00	73	0	0.000	
	TH	2.00	257	3,200	0.103 *	
	LT	1.00	74	1,600	0.046	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	115	0	0.000	N-S(1): 0.363 *
	TH	2.00	571	3,200	0.214	N-S(2): 0.275
	LT	1.00	81	1,600	0.051 *	E-W(1): 0.340 *
Westbound	RT	0.00	65	0	0.000	E-W(2): 0.239
	TH	2.00	377	3,200	0.138	V/C: 0.703
	LT	1.00	203	1,600	0.127 *	Lost Time: 0.100
Northbound	RT	0.00	284	0	0.000	ITS: 0.000
	TH	2.00	713	3,200	0.312 *	ICU: 0.803
	LT	1.00	98	1,600	0.061	LOS: D
Eastbound	RT	0.00	89	0	0.000	
	TH	2.00	593	3,200	0.213 *	
	LT	1.00	161	1,600	0.101	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 42 - Adams St & Chevy Chase Dr**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	91	0	0.000	N-S(1): 0.047
	TH	1.00	67	1,600	0.108 *	N-S(2): 0.152 *
	LT	0.00	14	1,600	0.009	E-W(1): 0.334 *
Westbound	RT	0.00	16	0	0.000	E-W(2): 0.000
	TH	2.00	568	1,600	0.199 *	V/C: 0.486
	LT	0.00	54	1,600	0.034	Lost Time: 0.100
Northbound	RT	1.00	69	1,600	0.026	ITS: 0.000
	TH	1.00	60	1,600	0.038	
	LT	1.00	70	1,600	0.044 *	
Eastbound	RT	0.00	27	0	0.000	ICU: 0.586
	TH	2.00	352	1,600	0.135 *	
	LT	0.00	54	1,600	0.034	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	87	0	0.000	N-S(1): 0.056
	TH	1.00	97	1,600	0.122 *	N-S(2): 0.151 *
	LT	0.00	11	1,600	0.007	E-W(1): 0.388 *
Westbound	RT	0.00	11	0	0.000	E-W(2): 0.000
	TH	2.00	364	1,600	0.137 *	V/C: 0.539
	LT	0.00	62	1,600	0.039	Lost Time: 0.100
Northbound	RT	1.00	83	1,600	0.033	ITS: 0.000
	TH	1.00	78	1,600	0.049	
	LT	1.00	47	1,600	0.029 *	
Eastbound	RT	0.00	85	0	0.000	ICU: 0.639
	TH	2.00	615	1,600	0.251 *	
	LT	0.00	104	1,600	0.065	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 43 - Chevy Chase Dr & Acacia Ave  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,300 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,300 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	33	0	0.000	N-S(1): 0.192
	TH	2.00	573	2,600	0.233 *	N-S(2): 0.233 *
	LT	1.00	44	1,300	0.034	E-W(1): 0.322 *
Westbound	RT	0.00	97	0	0.000	E-W(2): 0.000
	TH	1.00	31	1,300	0.258 *	V/C: 0.555
	LT	0.00	208	1,300	0.160	Lost Time: 0.100
Northbound	RT	0.00	82	0	0.000	ITS: 0.000
	TH	2.00	328	2,600	0.158	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.655
	TH	1.00	36	1,300	0.064 *	
	LT	0.00	42	1,300	0.032	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	19	0	0.000	N-S(1): 0.268 *
	TH	2.00	336	3,200	0.111	N-S(2): 0.111
	LT	1.00	75	1,600	0.047 *	E-W(1): 0.206 *
Westbound	RT	0.00	71	0	0.000	E-W(2): 0.000
	TH	1.00	46	1,600	0.169 *	V/C: 0.474
	LT	0.00	154	1,600	0.096	Lost Time: 0.100
Northbound	RT	0.00	207	0	0.000	ITS: 0.000
	TH	2.00	501	3,200	0.221 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	7	0	0.000	ICU: 0.574
	TH	1.00	29	1,600	0.037 *	
	LT	0.00	23	1,600	0.014	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 44 - San Fernando Rd & Los Feliz Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	301	0	0.000	N-S(1): 0.163
	TH	2.00	490	3,200	0.247 *	N-S(2): 0.316 *
	LT	1.00	101	1,600	0.063	E-W(1): 0.142
Westbound	RT	0.00	35	0	0.000	E-W(2): 0.338 *
	TH	2.00	698	3,200	0.229 *	V/C: 0.654
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	1.00	16	1,600	0.004	ITS: 0.000
	TH	2.00	321	3,200	0.100	
	LT	1.00	111	1,600	0.069 *	
Eastbound	RT	1.00	56	1,600	0.000	ICU: 0.754
	TH	2.00	414	3,200	0.129	
	LT	1.00	174	1,600	0.109 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	284	0	0.000	N-S(1): 0.225
	TH	2.00	410	3,200	0.217 *	N-S(2): 0.358 *
	LT	1.00	97	1,600	0.061	E-W(1): 0.295
Westbound	RT	0.00	47	0	0.000	E-W(2): 0.448 *
	TH	2.00	792	3,200	0.262 *	V/C: 0.806
	LT	1.00	33	1,600	0.021	Lost Time: 0.100
Northbound	RT	1.00	34	1,600	0.011	ITS: 0.000
	TH	2.00	526	3,200	0.164	
	LT	1.00	226	1,600	0.141 *	
Eastbound	RT	1.00	139	1,600	0.016	ICU: 0.906
	TH	2.00	876	3,200	0.274	
	LT	1.00	297	1,600	0.186 *	LOS: E

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 45 - Central Ave & Los Feliz Rd**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	267	1,600	0.114	N-S(1): 0.149 *
	TH	2.00	253	3,200	0.079	N-S(2): 0.130
	LT	1.00	138	1,600	0.086 *	E-W(1): 0.122
Westbound	RT	1.00	62	1,600	0.000	E-W(2): 0.269 *
	TH	2.00	520	3,200	0.163 *	V/C: 0.418
	LT	1.00	42	1,600	0.026	Lost Time: 0.100
Northbound	RT	0.00	51	0	0.000	ITS: 0.000
	TH	2.00	151	3,200	0.063 *	
	LT	1.00	25	1,600	0.016	
Eastbound	RT	1.00	35	1,600	0.014	ICU: 0.518
	TH	2.00	308	3,200	0.096	
	LT	1.00	170	1,600	0.106 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	286	1,600	0.087	N-S(1): 0.214 *
	TH	2.00	237	3,200	0.074	N-S(2): 0.115
	LT	1.00	134	1,600	0.084 *	E-W(1): 0.215
Westbound	RT	1.00	85	1,600	0.011	E-W(2): 0.327 *
	TH	2.00	459	3,200	0.143 *	V/C: 0.541
	LT	1.00	26	1,600	0.016	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	ITS: 0.000
	TH	2.00	355	3,200	0.130 *	
	LT	1.00	44	1,600	0.028	
Eastbound	RT	1.00	22	1,600	0.000	ICU: 0.641
	TH	2.00	636	3,200	0.199	
	LT	1.00	294	1,600	0.184 *	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 46 - Brand Blvd & Los Feliz Rd**  
**Description: Existing (2016)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	226	0	0.000	N-S(1): 0.241
	TH	2.00	694	3,200	0.288 *	N-S(2): 0.321 *
	LT	1.00	46	1,600	0.029	E-W(1): 0.226 *
Westbound	RT	0.00	29	0	0.000	E-W(2): 0.176
	TH	2.00	314	3,200	0.107	V/C: 0.547
	LT	1.00	193	1,600	0.121 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	589	3,200	0.212	ICU: 0.647
	LT	1.00	52	1,600	0.033 *	LOS: B
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	216	3,200	0.105 *	
	LT	1.00	111	1,600	0.069	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	213	0	0.000	N-S(1): 0.351 *
	TH	2.00	730	3,200	0.295	N-S(2): 0.341
	LT	1.00	35	1,600	0.022 *	E-W(1): 0.266 *
Westbound	RT	0.00	45	0	0.000	E-W(2): 0.227
	TH	2.00	279	3,200	0.101	V/C: 0.617
	LT	1.00	106	1,600	0.066 *	Lost Time: 0.100
Northbound	RT	0.00	183	0	0.000	ITS: 0.000
	TH	2.00	870	3,200	0.329 *	ICU: 0.717
	LT	1.00	73	1,600	0.046	LOS: C
Eastbound	RT	0.00	118	0	0.000	
	TH	2.00	521	3,200	0.200 *	
	LT	1.00	202	1,600	0.126	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 47 - Glendale Ave & Los Feliz Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	513	1,600	0.232 *	N-S(1): 0.100
	TH	2.00	661	3,200	0.185	N-S(2): 0.258 *
	LT	0.00	9	1,600	0.006	E-W(1): 0.080
Westbound	RT	0.00	5	0	0.000	E-W(2): 0.098 *
	TH	1.00	5	1,600	0.010 *	V/C: 0.356
	LT	0.00	6	1,600	0.004	Lost Time: 0.100
Northbound	RT	0.00	2	0	0.000	ITS: 0.000
	TH	2.00	300	3,200	0.094	
	LT	1.00	41	1,600	0.026 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.456
	TH	1.00	2	1,600	0.076	
	LT	2.00	226	2,560	0.088 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,600	0.000	N-S(1): 0.216 *
	TH	2.00	397	3,200	0.118	N-S(2): 0.153
	LT	0.00	6	1,600	0.004 *	E-W(1): 0.071
Westbound	RT	0.00	8	0	0.000	E-W(2): 0.261 *
	TH	1.00	9	1,600	0.013 *	V/C: 0.477
	LT	0.00	3	1,600	0.002	Lost Time: 0.100
Northbound	RT	0.00	5	0	0.000	ITS: 0.000
	TH	2.00	674	3,200	0.212 *	
	LT	1.00	56	1,600	0.035	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.577
	TH	1.00	10	1,600	0.069	
	LT	2.00	634	2,560	0.248 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 48 - Central Ave & San Fernando Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	31	1,600	0.016	N-S(1): 0.129 *
	TH	0.37	52	599	0.087	N-S(2): 0.000
	LT	1.63	226	2,081	0.109 *	E-W(1): 0.183
Westbound	RT	0.00	196	0	0.000	E-W(2): 0.197 *
	TH	2.00	410	3,200	0.189 *	V/C: 0.326
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	18	0	0.000	ITS: 0.000
	TH	2.00	31	1,600	0.020 *	
	LT	0.00	14	1,600	0.009	
Eastbound	RT	0.00	38	0	0.000	ICU: 0.426
	TH	2.00	506	3,200	0.170	
	LT	1.00	12	1,600	0.008 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	40	1,600	0.019	N-S(1): 0.149 *
	TH	0.26	36	417	0.086	N-S(2): 0.000
	LT	1.74	240	2,226	0.108 *	E-W(1): 0.209
Westbound	RT	0.00	285	0	0.000	E-W(2): 0.318 *
	TH	2.00	691	3,200	0.305 *	V/C: 0.467
	LT	1.00	21	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	26	0	0.000	ITS: 0.000
	TH	2.00	66	1,600	0.041 *	
	LT	0.00	38	1,600	0.024	
Eastbound	RT	0.00	32	0	0.000	ICU: 0.567
	TH	2.00	594	3,200	0.196	
	LT	1.00	20	1,600	0.013 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 49 - Brand Blvd & San Fernando Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	19	0	0.000	N-S(1): 0.223
	TH	3.00	827	4,800	0.176 *	N-S(2): 0.331 *
	LT	1.00	78	1,600	0.049	E-W(1): 0.417 *
Westbound	RT	1.00	118	1,600	0.049	E-W(2): 0.148
	TH	2.00	447	3,200	0.140	V/C: 0.748
	LT	1.00	327	1,600	0.204 *	Lost Time: 0.100
Northbound	RT	0.00	145	0	0.000	ITS: 0.000
	TH	3.00	688	4,800	0.174	ICU: 0.848
	LT	1.00	248	1,600	0.155 *	LOS: D
Eastbound	RT	0.00	225	0	0.000	
	TH	2.00	456	3,200	0.213 *	
	LT	1.00	13	1,600	0.008	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.377 *
	TH	3.00	713	4,800	0.156	N-S(2): 0.308
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.371 *
Westbound	RT	1.00	188	1,600	0.074	E-W(2): 0.235
	TH	2.00	720	3,200	0.225	V/C: 0.748
	LT	1.00	221	1,600	0.138 *	Lost Time: 0.100
Northbound	RT	0.00	239	0	0.000	ITS: 0.000
	TH	3.00	1,146	4,800	0.289 *	ICU: 0.848
	LT	1.00	243	1,600	0.152	LOS: D
Eastbound	RT	0.00	232	0	0.000	
	TH	2.00	512	3,200	0.233 *	
	LT	1.00	16	1,600	0.010	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 50 - Glendale Ave & San Fernando Rd  
**Description:** Existing (2016)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	159	1,600	0.084	N-S(1): 0.233 *
	TH	0.04	12	68	0.177	N-S(2): 0.000
	LT	1.96	555	2,506	0.221 *	E-W(1): 0.179
Westbound	RT	0.00	303	0	0.000	E-W(2): 0.356 *
	TH	2.00	738	3,200	0.325 *	V/C: 0.589
	LT	1.00	1	1,600	0.001	Lost Time: 0.100
Northbound	RT	0.00	4	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.012 *	
	LT	0.00	5	1,600	0.003	
Eastbound	RT	0.00	2	0	0.000	ICU: 0.689
	TH	2.00	567	3,200	0.178	
	LT	1.00	49	1,600	0.031 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	122	1,600	0.054	N-S(1): 0.174 *
	TH	0.06	12	90	0.133	N-S(2): 0.000
	LT	1.94	414	2,488	0.166 *	E-W(1): 0.245
Westbound	RT	0.00	458	0	0.000	E-W(2): 0.479 *
	TH	2.00	935	3,200	0.435 *	V/C: 0.653
	LT	1.00	5	1,600	0.003	Lost Time: 0.100
Northbound	RT	0.00	1	0	0.000	ITS: 0.000
	TH	1.00	2	1,600	0.008 *	
	LT	0.00	9	1,600	0.006	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.753
	TH	2.00	769	3,200	0.242	
	LT	1.00	70	1,600	0.044 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 1 - Pacific Ave & Glenoaks Blvd  
**Description:** No Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.193
	TH	2.00	710	2,600	0.304 *	N-S(2): 0.412 *
	LT	1.00	40	1,300	0.031	E-W(1): 0.334 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.333
	TH	3.00	920	3,900	0.256	V/C: 0.746
	LT	1.00	110	1,300	0.085 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	330	2,600	0.162	ICU: 0.846
	LT	1.00	140	1,300	0.108 *	LOS: D
Eastbound	RT	0.00	290	0	0.000	
	TH	3.00	680	3,900	0.249 *	
	LT	1.00	100	1,300	0.077	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.397
	TH	2.00	490	2,600	0.231 *	N-S(2): 0.431 *
	LT	1.00	80	1,300	0.062	E-W(1): 0.495 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.421
	TH	3.00	1,000	3,900	0.290	V/C: 0.926
	LT	1.00	120	1,300	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	820	2,600	0.335	ICU: 1.026
	LT	1.00	260	1,300	0.200 *	LOS: F
Eastbound	RT	0.00	480	0	0.000	
	TH	3.00	1,090	3,900	0.403 *	
	LT	1.00	170	1,300	0.131	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 2 - Central Ave & Glenoaks Blvd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.025	N-S(1): 0.094
	TH	2.00	620	3,200	0.194 *	N-S(2): 0.237 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.210
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.217 *
	TH	3.00	830	4,800	0.179 *	V/C: 0.454
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	1.00	60	1,600	0.009	ITS: 0.000
	TH	2.00	240	3,200	0.075	
	LT	2.00	110	2,560	0.043 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.554
	TH	3.00	590	4,800	0.154	
	LT	1.00	60	1,600	0.038 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.001	N-S(1): 0.197
	TH	2.00	390	3,200	0.122 *	N-S(2): 0.276 *
	LT	1.00	50	1,300	0.038	E-W(1): 0.304 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.258
	TH	3.00	780	4,800	0.173	V/C: 0.580
	LT	1.00	80	1,300	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	210	1,600	0.100	ITS: 0.000
	TH	2.00	510	3,200	0.159	
	LT	2.00	320	2,080	0.154 *	
Eastbound	RT	0.00	250	0	0.000	ICU: 0.680
	TH	3.00	910	4,800	0.242 *	
	LT	1.00	110	1,300	0.085	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 3 - Brand Blvd & Glenoaks Blvd**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.088	N-S(1): 0.219
	TH	2.00	800	3,200	0.250 *	N-S(2): 0.406 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.150
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.301 *
	TH	2.00	680	3,200	0.238 *	V/C: 0.707
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	1.00	90	1,600	0.034	ITS: 0.000
	TH	2.00	600	3,200	0.188	
	LT	1.00	250	1,600	0.156 *	
Eastbound	RT	1.00	10	1,600	0.000	ICU: 0.807
	TH	2.00	340	3,200	0.106	
	LT	1.00	100	1,600	0.063 *	LOS: D

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.069	N-S(1): 0.276
	TH	2.00	930	3,200	0.291 *	N-S(2): 0.379 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.266 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.253
	TH	2.00	340	3,200	0.128	V/C: 0.645
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.056	ITS: 0.000
	TH	2.00	680	3,200	0.213	
	LT	1.00	140	1,600	0.088 *	
Eastbound	RT	1.00	20	1,600	0.000	ICU: 0.745
	TH	2.00	650	3,200	0.203 *	
	LT	1.00	200	1,600	0.125	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 4 - Pacific Ave. & SR 134 WB Ramps  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph		N-S Split Phase : N
Left Lane:	1,600 vph	1,300 vph		E-W Split Phase : N
Double Lt Penalty:	20 %	20 %		Lost Time (% of cycle) : 10
ITS:	0 %	0 %		V/C Round Off (decs.) : 3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.57	460	2,509	0.183	N-S(1): 0.431 *
	TH	1.43	420	2,291	0.183	N-S(2): 0.408
	TH/ LT	1.00	320	1,600	0.200 *	E-W(1): 0.181
Westbound	RT	1.00	340	1,600	0.213 *	E-W(2): 0.213 *
	TH	1.00	0	1,600	0.181	
	LT	0.00	290	1,600	0.181	V/C: 0.644
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	740	3,200	0.231 *	ITS: 0.000
	LT	1.00	360	1,600	0.225	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.744
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.19	320	1,541	0.208	N-S(1): 0.684 *
	TH	1.81	490	2,359	0.208	N-S(2): 0.516
	TH/ LT	1.00	450	1,300	0.346 *	E-W(1): 0.262
Westbound	RT	1.00	480	1,300	0.369 *	E-W(2): 0.369 *
	TH	1.00	0	1,300	0.262	
	LT	0.00	340	1,300	0.262	V/C: 1.053
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	880	2,600	0.338 *	ITS: 0.000
	LT	1.00	400	1,300	0.308	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.153
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: F

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 5 - Pacific & SR 134 EB Ramps  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph		N-S Split Phase : N
Left Lane:	1,600 vph	1,300 vph		E-W Split Phase : N
Double Lt Penalty:	20 %	20 %		Lost Time (% of cycle) : 10
ITS:	0 %	0 %		V/C Round Off (decs.) : 3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.456 *
	TH	2.00	710	3,200	0.222	N-S(2): 0.447
	LT	1.00	320	1,600	0.200 *	E-W(1): 0.238 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.200
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.694
Northbound	RT	1.00	410	1,600	0.256 *	Lost Time: 0.100
	TH	2.00	420	3,200	0.131	ITS: 0.000
	TH/ LT	1.00	360	1,600	0.225	
Eastbound	RT	1.00	380	1,600	0.238 *	ICU: 0.794
	TH	1.00	0	1,600	0.200	
	LT	0.00	320	1,600	0.200	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.746 *
	TH	2.00	830	2,600	0.319	N-S(2): 0.627
	LT	1.00	450	1,300	0.346 *	E-W(1): 0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.254 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	V/C: 1.000
Northbound	RT	1.00	520	1,300	0.400 *	Lost Time: 0.100
	TH	2.00	550	2,600	0.212	ITS: 0.000
	TH/ LT	1.00	400	1,300	0.308	
Eastbound	RT	1.00	200	1,300	0.000	ICU: 1.100
	TH	1.00	0	1,300	0.254 *	
	LT	0.00	330	1,300	0.254 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.272 N-S(2): 0.336 * E-W(1): 0.156 E-W(2): 0.178 *
	TH	2.00	420	3,200	0.238 *	
	TH/ LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	150	0	0.000	V/C: 0.514 Lost Time: 0.100 ITS: 0.000
	TH	2.00	420	3,200	0.178 *	
	LT	1.00	250	1,600	0.156	
Northbound	RT	0.00	0	0	0.000	ICU: 0.614
	TH	2.00	570	3,200	0.178	
	LT	2.00	250	2,560	0.098 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	260	0	0.000	N-S(1): 0.346 N-S(2): 0.516 * E-W(1): 0.177 E-W(2): 0.275 *
	TH	2.00	530	3,200	0.247 *	
	TH/ LT	1.00	190	1,300	0.146	
Westbound	RT	0.00	210	0	0.000	V/C: 0.791 Lost Time: 0.100 ITS: 0.000
	TH	2.00	670	3,200	0.275 *	
	LT	1.00	230	1,300	0.177	
Northbound	RT	0.00	0	0	0.000	ICU: 0.891
	TH	2.00	640	3,200	0.200	
	LT	2.00	560	2,080	0.269 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 7 - Central Ave & Sanchez Dr  
**Description:** No Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.248
	TH	2.00	670	2,600	0.258 *	N-S(2): 0.336 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.403 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.194
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.739
Northbound	RT	1.00	200	1,300	0.154	Lost Time: 0.100
	TH	2.00	260	2,600	0.100	ITS: 0.000
	TH/ LT	2.00	250	3,200	0.078 *	
Eastbound	RT	1.22	640	1,590	0.403	ICU: 0.839
	TH	1.78	620	2,310	0.403 *	
	LT	0.00	310	1,600	0.194	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.357
	TH	2.00	760	2,600	0.292 *	N-S(2): 0.467 *
	LT	1.00	190	1,600	0.119	E-W(1): 0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.647
Northbound	RT	1.00	310	1,300	0.238	Lost Time: 0.100
	TH	2.00	390	2,600	0.150	ITS: 0.000
	TH/ LT	2.00	560	3,200	0.175 *	
Eastbound	RT	1.16	250	1,512	0.078	ICU: 0.747
	TH	1.84	180	2,388	0.180 *	
	LT	0.00	250	1,600	0.156	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 8 - Brand Blvd & Goode Ave  
**Description:** No Project (2040)

	AM	PM
Thru Lane:	1,600 vph	1,600 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.246 N-S(2): 0.379 * E-W(1): 0.477 * E-W(2): 0.388
	TH	1.00	270	1,600	0.294 *	
	TH/ LT	2.00	390	2,600	0.150	
Westbound	RT	0.00	570	0	0.000	V/C: 0.856 Lost Time: 0.100 ITS: 0.000
	TH	1.56	400	2,503	0.388	
	LT	1.44	890	1,866	0.477 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.956
	TH	3.00	460	4,800	0.096	
	LT	2.00	220	2,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.292 N-S(2): 0.459 * E-W(1): 0.415 * E-W(2): 0.338
	TH	1.00	280	1,600	0.294 *	
	TH/ LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	540	0	0.000	V/C: 0.874 Lost Time: 0.100 ITS: 0.000
	TH	1.91	490	3,052	0.338	
	LT	1.09	590	1,420	0.415 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.974
	TH	3.00	460	4,800	0.096	
	LT	2.00	430	2,600	0.165 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 9 - Brand Blvd & Sanchez Dr  
**Description:** No Project (2040)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	0 %	0 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.269 N-S(2): 0.432 * E-W(1): 0.206 * E-W(2): 0.156
	TH	2.00	1,160	3,200	0.363 *	
	LT	2.00	390	3,200	0.122	
Westbound	RT	0.00	0	0	0.000	V/C: 0.638 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	470	3,200	0.147	ICU: 0.738
	TH	1.00	210	1,600	0.131	
	TH/ LT	2.00	220	3,200	0.069 *	
Eastbound	RT	1.27	420	2,036	0.206	LOS: C
	TH	1.73	320	2,764	0.206 *	
	LT	0.00	250	1,600	0.156	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.452 N-S(2): 0.500 * E-W(1): 0.137 * E-W(2): 0.038
	TH	2.00	870	2,600	0.335 *	
	LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	0	0	0.000	V/C: 0.637 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.77	590	2,301	0.256	ICU: 0.737
	TH	1.23	410	1,599	0.256	
	TH/ LT	2.00	430	2,600	0.165 *	
Eastbound	RT	1.00	170	1,300	0.048	LOS: C
	TH	2.00	490	2,600	0.137 *	
	LT	0.00	50	1,300	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 10 - 134 W On Ramp.Exit & Monterey Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.287 *
	LT	0.00	0	0	0.000	E-W(1):	0.500 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.256
	TH	1.00	400	1,600	0.256	V/C:	0.787
	LT	2.00	990	2,560	0.387 *	Lost Time:	0.100
Northbound	RT	1.00	300	1,600	0.000	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.887
	LT	1.00	450	1,600	0.281 *	LOS:	D
Eastbound	RT	1.00	150	1,600	0.094		
	TH	2.00	360	3,200	0.113 *		
	LT	0.00	0	0	0.000		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.066
	TH	0.00	0	0	0.000	N-S(2):	0.219 *
	LT	0.00	0	0	0.000	E-W(1):	0.524 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.181
	TH	1.00	280	1,600	0.181	V/C:	0.743
	LT	2.00	710	2,560	0.277 *	Lost Time:	0.100
Northbound	RT	1.00	550	1,600	0.066	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.843
	LT	1.00	340	1,600	0.213 *	LOS:	D
Eastbound	RT	1.00	90	1,600	0.056		
	TH	2.00	790	3,200	0.247 *		
	LT	0.00	0	0	0.000		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** No Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :	EBR,	
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	760	1,300	0.585 *	N-S(1): 0.365 N-S(2): 0.722 * E-W(1): 0.319 * E-W(2): 0.306
	TH	2.00	810	2,600	0.312	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	40	0	0.000	V/C: 1.041 Lost Time: 0.100 ITS: 0.000
	TH	1.00	300	1,300	0.262	
	LT	1.00	150	1,600	0.094 *	
Northbound	RT	0.00	350	0	0.000	ICU: 1.141
	TH	2.00	600	2,600	0.365	
	LT	2.00	350	2,560	0.137 *	
Eastbound	RT	1.00	470	1,300	0.225 *	LOS: F
	TH	1.00	120	1,300	0.092	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,300	0.269	N-S(1): 0.477 * N-S(2): 0.414 E-W(1): 0.579 * E-W(2): 0.344
	TH	3.00	610	3,900	0.246	
	LT	0.00	0	0	0.000 *	
Westbound	RT	0.00	20	0	0.000	V/C: 1.056 Lost Time: 0.100 ITS: 0.000
	TH	1.00	240	1,300	0.200	
	LT	1.00	50	1,600	0.031 *	
Northbound	RT	0.00	150	0	0.000	ICU: 1.156
	TH	2.00	1,090	2,600	0.477 *	
	LT	2.00	370	2,560	0.145	
Eastbound	RT	1.00	900	1,300	0.548 *	LOS: F
	TH	1.00	210	1,300	0.162	
	LT	1.00	230	1,600	0.144	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 12 - Glendale Ave & SR 134 EB Ramps  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	340	1,600	0.213	N-S(1): 0.313
	TH	2.00	1,090	3,200	0.341 *	N-S(2): 0.560 *
	LT	0.00	0	0	0.000	E-W(1): 0.097
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.258 *
	TH	0.00	0	0	0.000 *	V/C: 0.818
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	500	1,600	0.313	ITS: 0.000
	TH	1.00	480	1,600	0.300	
	TH/ LT	1.00	350	1,600	0.219 *	
Eastbound	RT	1.45	480	2,327	0.097	ICU: 0.918
	TH	0.00	0	0	0.000	
	LT	1.55	510	1,978	0.258 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	580	1,300	0.446	N-S(1): 0.669 *
	TH	2.00	980	2,600	0.377	N-S(2): 0.446
	LT	0.00	0	0	0.000 *	E-W(1): 0.238
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.242 *
	TH	0.00	0	0	0.000 *	V/C: 0.911
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	870	1,300	0.669 *	ITS: 0.000
	TH	2.00	1,000	2,600	0.385	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.52	470	1,971	0.238	ICU: 1.011
	TH	0.00	0	0	0.000	
	LT	1.48	460	1,899	0.242 *	LOS: F

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 13 - Pacific Ave & Lexington Dr**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.291 *
	TH	2.00	640	3,200	0.203	N-S(2): 0.209
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.050
Westbound	RT	1.00	100	1,600	0.044 *	E-W(2): 0.057 *
	TH	1.00	30	1,600	0.038	V/C: 0.348
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	780	3,200	0.253 *	
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.448
	TH	1.00	20	1,600	0.031	
	LT	0.00	20	1,600	0.013 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.372 *
	TH	2.00	840	3,200	0.266	N-S(2): 0.272
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.050 *
Westbound	RT	1.00	110	1,600	0.041	E-W(2): 0.050 *
	TH	1.00	30	1,600	0.044	V/C: 0.422
	LT	0.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	990	3,200	0.316 *	
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.522
	TH	1.00	20	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 14 - Central Ave & Lexington Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.139
	TH	2.00	680	3,200	0.225 *	N-S(2): 0.238 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.113
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.132 *
	TH	1.00	60	1,600	0.113 *	V/C: 0.370
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	3.00	480	4,800	0.108	ICU: 0.470
	LT	1.00	20	1,600	0.013 *	LOS: A
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	90	1,600	0.094	
	LT	0.00	30	1,600	0.019 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.210
	TH	2.00	800	3,200	0.263 *	N-S(2): 0.294 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.188 *
	TH	1.00	130	1,600	0.175 *	V/C: 0.482
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	3.00	860	4,800	0.185	ICU: 0.582
	LT	1.00	50	1,600	0.031 *	LOS: A
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	100	1,600	0.088	
	LT	0.00	20	1,600	0.013 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 15 - Brand Blvd & Lexington Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.222 *
	TH	2.00	620	3,200	0.203 *	N-S(2): 0.222 *
	LT	1.00	130	1,600	0.081	E-W(1): 0.156 *
Westbound	RT	1.00	80	1,600	0.009	E-W(2): 0.125
	TH	1.00	110	1,600	0.094	V/C: 0.378
	LT	0.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	410	3,200	0.141	ICU: 0.478
	LT	1.00	30	1,600	0.019 *	LOS: A
Eastbound	RT	0.00	60	0	0.000	
	TH	1.00	100	1,600	0.131 *	
	LT	0.00	50	1,600	0.031	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.279
	TH	2.00	810	3,200	0.266 *	N-S(2): 0.322 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.294 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2): 0.231
	TH	1.00	170	1,600	0.206	V/C: 0.616
	LT	0.00	160	1,600	0.100 *	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	630	3,200	0.216	ICU: 0.716
	LT	1.00	90	1,600	0.056 *	LOS: C
Eastbound	RT	0.00	90	0	0.000	
	TH	1.00	180	1,600	0.194 *	
	LT	0.00	40	1,600	0.025	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 16 - Glendale Ave & Lexington Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:	EBR,			

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.238
	TH	2.00	1,100	3,200	0.381 *	N-S(2): 0.406 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.144
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.269 *
	TH	1.00	190	1,600	0.169 *	V/C: 0.675
	LT	1.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	660	3,200	0.213	ICU: 0.775
	LT	1.00	40	1,600	0.025 *	LOS: C
Eastbound	RT	0.00	80	0	0.000	
	TH	1.00	90	1,600	0.106	
	LT	1.00	160	1,600	0.100 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.438 *
	TH	2.00	920	3,200	0.325	N-S(2): 0.350
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.194
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.294 *
	TH	1.00	140	1,600	0.119 *	V/C: 0.732
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	1,170	3,200	0.394 *	ICU: 0.832
	LT	1.00	40	1,600	0.025	LOS: D
Eastbound	RT	0.00	70	0	0.000	
	TH	1.00	200	1,600	0.169	
	LT	1.00	280	1,600	0.175 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 17 - Verdugo Rd & Wilson Ave  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.253 *
	TH	2.00	500	3,200	0.175	N-S(2): 0.213
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.263
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.394 *
	TH	1.00	400	1,600	0.338 *	V/C: 0.647
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	440	3,200	0.159 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.747
	TH	1.00	240	1,600	0.213	
	LT	1.00	90	1,600	0.056 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.244 *
	TH	2.00	560	3,200	0.188	N-S(2): 0.219
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.369
Westbound	RT	0.00	210	0	0.000	E-W(2): 0.382 *
	TH	1.00	330	1,600	0.338 *	V/C: 0.626
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.150 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.726
	TH	1.00	360	1,600	0.319	
	LT	1.00	70	1,600	0.044 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 18 - San Fernando Rd & Broadway  
**Description:** No Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.350 *
	TH	2.00	880	2,600	0.338	N-S(2): 0.338
	LT	1.00	90	1,300	0.069 *	E-W(1): 0.092 *
Westbound	RT	1.00	130	1,300	0.065	E-W(2): 0.065
	TH	0.00	0	0	0.000	V/C: 0.442
	LT	1.00	120	1,300	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	650	2,600	0.281 *	ICU: 0.542
	LT	0.00	0	0	0.000	LOS: A
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.462 *
	TH	2.00	820	2,600	0.315	N-S(2): 0.315
	LT	1.00	130	1,300	0.100 *	E-W(1): 0.038
Westbound	RT	1.00	280	1,300	0.165 *	E-W(2): 0.165 *
	TH	0.00	0	0	0.000	V/C: 0.627
	LT	1.00	50	1,300	0.038	Lost Time: 0.100
Northbound	RT	0.00	170	0	0.000	ITS: 0.000
	TH	2.00	770	2,600	0.362 *	ICU: 0.727
	LT	0.00	0	0	0.000	LOS: C
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 19 - Pacific Ave & Broadway  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.160
	TH	2.00	530	3,200	0.172 *	N-S(2): 0.185 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.125 *
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.104
	TH	2.00	170	3,200	0.091	V/C: 0.310
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	190	1,600	0.091	ITS: 0.000
	TH	2.00	370	3,200	0.116	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.410
	TH	2.00	150	3,200	0.069 *	
	LT	1.00	20	1,600	0.013	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.325 *
	TH	2.00	490	2,600	0.196	N-S(2): 0.221
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.256
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.265 *
	TH	2.00	320	2,600	0.227 *	V/C: 0.590
	LT	1.00	170	1,600	0.106	Lost Time: 0.100
Northbound	RT	1.00	150	1,300	0.062	ITS: 0.000
	TH	2.00	570	2,600	0.219 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.690
	TH	2.00	280	2,600	0.150	
	LT	1.00	60	1,600	0.038 *	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 20 - Columbus Ave & Broadway**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.069
	TH	1.00	150	1,600	0.163 *	N-S(2): 0.232 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.159 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.125
	TH	2.00	320	3,200	0.106	V/C: 0.391
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.034	ITS: 0.000
	TH	1.00	80	1,600	0.050	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.491
	TH	2.00	350	3,200	0.128 *	
	LT	1.00	30	1,600	0.019	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.213
	TH	1.00	180	1,600	0.156 *	N-S(2): 0.300 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.234 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.184
	TH	2.00	450	3,200	0.159	V/C: 0.534
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.063	ITS: 0.000
	TH	1.00	310	1,600	0.194	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.634
	TH	2.00	490	3,200	0.184 *	
	LT	1.00	40	1,600	0.025	LOS: B

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 21 - Central Ave & Broadway**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.179 *
	TH	3.00	500	4,800	0.129	N-S(2): 0.154
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.182 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.166
	TH	2.00	320	3,200	0.122	V/C: 0.361
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	3.00	380	4,800	0.098 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.461
	TH	2.00	390	3,200	0.138 *	
	LT	1.00	70	1,600	0.044	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	220	0	0.000	N-S(1): 0.273 *
	TH	3.00	720	4,800	0.196	N-S(2): 0.271
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.306 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.278
	TH	2.00	500	3,200	0.178	V/C: 0.579
	LT	1.00	130	1,600	0.081 *	Lost Time: 0.100
Northbound	RT	0.00	180	0	0.000	ITS: 0.000
	TH	3.00	800	4,800	0.204 *	
	LT	1.00	120	1,600	0.075	
Eastbound	RT	0.00	130	0	0.000	ICU: 0.679
	TH	2.00	590	3,200	0.225 *	
	LT	1.00	160	1,600	0.100	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 22 - Brand Blvd & Broadway**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.172
	TH	2.00	430	3,200	0.156 *	N-S(2): 0.187 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.178 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.178 *
	TH	2.00	420	3,200	0.159 *	V/C: 0.365
	LT	1.00	110	1,600	0.069 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	330	3,200	0.109	
	LT	1.00	50	1,600	0.031 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.465
	TH	2.00	280	3,200	0.109 *	
	LT	1.00	30	1,600	0.019 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.300 *
	TH	2.00	590	3,200	0.228	N-S(2): 0.291
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.281
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.282 *
	TH	2.00	450	3,200	0.188 *	V/C: 0.582
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	640	3,200	0.231 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.682
	TH	2.00	650	3,200	0.225	
	LT	1.00	150	1,600	0.094 *	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 23 - Glendale Ave & Broadway  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.075	N-S(1): 0.222
	TH	2.00	840	3,200	0.263 *	N-S(2): 0.319 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.247 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.201
	TH	2.00	460	3,200	0.163	V/C: 0.566
	LT	1.00	270	1,600	0.169 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.178	ICU: 0.666
	LT	1.00	90	1,600	0.056 *	LOS: B
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	200	3,200	0.078 *	
	LT	1.00	60	1,600	0.038	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,300	0.038	N-S(1): 0.382 *
	TH	2.00	700	2,600	0.269	N-S(2): 0.319
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.413 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.336
	TH	2.00	550	2,600	0.242	V/C: 0.795
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	180	0	0.000	ITS: 0.000
	TH	3.00	1,040	3,900	0.313 *	ICU: 0.895
	LT	1.00	80	1,600	0.050	LOS: D
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	640	2,600	0.288 *	
	LT	1.00	150	1,600	0.094	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 24 - Chevy Chase Dr & Broadway  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.369
	TH	1.00	440	1,600	0.331 *	N-S(2): 0.394 *
	LT	1.00	20	1,600	0.013	E-W(1): 0.194
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.269 *
	TH	2.00	570	3,200	0.206 *	V/C: 0.663
	LT	1.00	180	1,600	0.113	Lost Time: 0.100
Northbound	RT	0.00	190	0	0.000	ITS: 0.000
	TH	1.00	380	1,600	0.356	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.763
	TH	2.00	190	3,200	0.081	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.313
	TH	1.00	360	1,600	0.350 *	N-S(2): 0.431 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.250
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.269 *
	TH	2.00	540	3,200	0.188 *	V/C: 0.700
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.244	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.800
	TH	2.00	540	3,200	0.200	
	LT	1.00	130	1,600	0.081 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 25 - Verdugo Rd & Broadway  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.238
	TH	2.00	570	3,200	0.191 *	N-S(2): 0.260 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.194 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.163
	TH	2.00	450	3,200	0.150	V/C: 0.454
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	210	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.219	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.554
	TH	2.00	220	3,200	0.081 *	
	LT	1.00	20	1,600	0.013	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.538 *
	TH	2.00	630	3,200	0.222	N-S(2): 0.291
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.356 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.216
	TH	2.00	430	3,200	0.166	V/C: 0.894
	LT	1.00	210	1,600	0.131 *	Lost Time: 0.100
Northbound	RT	0.00	660	1,600	0.413 *	ITS: 0.000
	TH	2.00	480	1,600	0.300	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.994
	TH	2.00	560	3,200	0.225 *	
	LT	1.00	80	1,600	0.050	LOS: E

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 26 - Harvey Dr & Wilson Ave**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.429 *
	TH	1.97	860	3,149	0.327	N-S(2): 0.000
	LT	1.03	540	1,651	0.327 *	E-W(1): 0.122
Westbound	RT	1.00	730	1,600	0.293 *	E-W(2): 0.393 *
	TH	2.00	380	3,200	0.119	V/C: 0.822
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	3.00	420	4,800	0.102 *	ICU: 0.922
	LT	0.00	60	1,600	0.038	LOS: E
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	190	3,200	0.066	
	LT	1.00	160	1,600	0.100 *	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.355 *
	TH	2.00	500	3,200	0.163 *	N-S(2): 0.000
	LT	1.00	180	1,600	0.113	E-W(1): 0.226 *
Westbound	RT	1.00	240	1,600	0.094	E-W(2): 0.159
	TH	2.00	350	3,200	0.109	V/C: 0.581
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	3.00	760	4,800	0.192 *	ICU: 0.681
	LT	0.00	40	1,600	0.025	LOS: B
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	260	3,200	0.113 *	
	LT	1.00	80	1,600	0.050	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 27 - San Fernando Rd & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.363 *
	TH	2.00	890	3,200	0.278	N-S(2): 0.278
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.025 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	40	1,600	0.025 *	V/C: 0.388
Northbound	RT	1.00	470	1,600	0.294 *	Lost Time: 0.100
	TH	2.00	650	3,200	0.203	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.488
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.306 *
	TH	2.00	670	3,200	0.209	N-S(2): 0.209
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.013
Westbound	RT	1.00	140	1,600	0.063 *	E-W(2): 0.063 *
	TH	0.00	0	0	0.000	
	LT	1.00	20	1,600	0.013	V/C: 0.369
Northbound	RT	1.00	370	1,600	0.231	Lost Time: 0.100
	TH	2.00	820	3,200	0.256 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.469
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 28 - Pacific Ave & Colorado St**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	250	1,600	0.013	N-S(1): 0.129
	TH	1.00	340	1,600	0.213 *	N-S(2): 0.282 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.334
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.444 *
	TH	2.00	920	3,200	0.300 *	V/C: 0.726
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	250	3,200	0.091	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	170	0	0.000	ICU: 0.826
	TH	2.00	740	3,200	0.284	
	LT	1.00	230	1,600	0.144 *	LOS: D

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.000	N-S(1): 0.203
	TH	1.00	310	1,600	0.194 *	N-S(2): 0.313 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.390
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.481 *
	TH	2.00	890	3,200	0.300 *	V/C: 0.794
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.147	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.894
	TH	2.00	1,000	3,200	0.359	
	LT	1.00	290	1,600	0.181 *	LOS: D

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 29 - Columbus Ave & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.006	N-S(1): 0.300 *
	TH	1.00	200	1,600	0.125 *	N-S(2): 0.000
	LT	1.00	160	1,600	0.100	E-W(1): 0.266
Westbound	RT	1.00	200	1,600	0.075	E-W(2): 0.328 *
	TH	2.00	890	3,200	0.278 *	V/C: 0.628
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	160	1,600	0.175 *	
	LT	0.00	80	1,600	0.050	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.728
	TH	2.00	750	3,200	0.247	
	LT	1.00	80	1,600	0.050 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	180	1,600	0.000	N-S(1): 0.412 *
	TH	1.00	250	1,600	0.156 *	N-S(2): 0.000
	LT	1.00	180	1,600	0.113	E-W(1): 0.319
Westbound	RT	1.00	260	1,600	0.106	E-W(2): 0.359 *
	TH	2.00	750	3,200	0.234 *	V/C: 0.771
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	1.00	270	1,600	0.256 *	
	LT	0.00	90	1,600	0.056	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.871
	TH	2.00	930	3,200	0.300	
	LT	1.00	200	1,600	0.125 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.147
	TH	2.00	530	3,200	0.166 *	N-S(2): 0.291 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.208
Westbound	RT	1.00	80	1,600	0.006	E-W(2): 0.236 *
	TH	3.00	920	4,800	0.192 *	V/C: 0.527
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	110	1,600	0.038	ITS: 0.000
	TH	2.00	330	3,200	0.103	
	LT	1.00	200	1,600	0.125 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.627
	TH	3.00	670	4,800	0.177	
	LT	1.00	70	1,600	0.044 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.013	N-S(1): 0.285
	TH	2.00	730	3,200	0.228 *	N-S(2): 0.447 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.300 *
Westbound	RT	1.00	230	1,600	0.050	E-W(2): 0.235
	TH	3.00	740	4,800	0.154	V/C: 0.747
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	240	1,600	0.094	ITS: 0.000
	TH	2.00	610	3,200	0.191	
	LT	1.00	350	1,600	0.219 *	
Eastbound	RT	0.00	200	0	0.000	ICU: 0.847
	TH	3.00	970	4,800	0.244 *	
	LT	1.00	130	1,600	0.081	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 31 - Brand Blvd & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.182
	TH	2.00	570	3,200	0.197 *	N-S(2): 0.291 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.208
Westbound	RT	0.00	230	0	0.000	E-W(2): 0.286 *
	TH	3.00	840	4,800	0.223 *	V/C: 0.577
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	2.00	310	3,200	0.138	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.677
	TH	3.00	650	4,800	0.158	
	LT	1.00	100	1,600	0.063 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.357 *
	TH	2.00	610	3,200	0.209	N-S(2): 0.353
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.309 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.290
	TH	3.00	750	4,800	0.190	V/C: 0.666
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	700	3,200	0.288 *	
	LT	1.00	230	1,600	0.144	
Eastbound	RT	0.00	190	0	0.000	ICU: 0.766
	TH	3.00	990	4,800	0.246 *	
	LT	1.00	160	1,600	0.100	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 32 - Glendale Ave & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.253
	TH	2.00	640	3,200	0.247 *	N-S(2): 0.316 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.256
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.363 *
	TH	2.00	840	3,200	0.300 *	V/C: 0.679
	LT	1.00	160	1,600	0.100	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.000	ITS: 0.000
	TH	2.00	630	3,200	0.197	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	1.00	90	1,600	0.022	ICU: 0.779
	TH	2.00	500	3,200	0.156	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.341
	TH	2.00	870	3,200	0.316 *	N-S(2): 0.366 *
	LT	1.00	160	1,600	0.100	E-W(1): 0.338
Westbound	RT	0.00	110	0	0.000	E-W(2): 0.369 *
	TH	2.00	710	3,200	0.256 *	V/C: 0.735
	LT	1.00	140	1,600	0.088	Lost Time: 0.100
Northbound	RT	1.00	230	1,600	0.100	ITS: 0.000
	TH	2.00	770	3,200	0.241	
	LT	1.00	80	1,600	0.050 *	
Eastbound	RT	1.00	180	1,600	0.088	ICU: 0.835
	TH	2.00	800	3,200	0.250	
	LT	1.00	180	1,600	0.113 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 33 - Chevy Chase Dr & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.387 *
	TH	1.00	360	1,600	0.300	N-S(2): 0.356
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.244
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.394 *
	TH	2.00	990	3,200	0.325 *	V/C: 0.781
	LT	1.00	150	1,600	0.094	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	1.00	440	1,600	0.331 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.881
	TH	2.00	440	3,200	0.150	
	LT	1.00	110	1,600	0.069 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.338 *
	TH	1.00	230	1,600	0.213	N-S(2): 0.251
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.388 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.338
	TH	2.00	740	3,200	0.263	V/C: 0.726
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.275 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.826
	TH	2.00	900	3,200	0.300 *	
	LT	1.00	120	1,600	0.075	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 34 - Verdugo Rd & Colorado St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.254
	TH	2.00	450	3,200	0.200 *	N-S(2): 0.394 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.319
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.426 *
	TH	2.00	740	3,200	0.288 *	V/C: 0.820
	LT	1.00	250	1,600	0.156	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.166	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.920
	TH	2.00	420	3,200	0.163	
	LT	1.00	220	1,600	0.138 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.444 *
	TH	2.00	570	3,200	0.222	N-S(2): 0.322
	LT	1.00	310	1,600	0.194 *	E-W(1): 0.353
Westbound	RT	0.00	280	0	0.000	E-W(2): 0.450 *
	TH	2.00	680	3,200	0.300 *	V/C: 0.894
	LT	1.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	2.00	570	3,200	0.250 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.994
	TH	2.00	730	3,200	0.272	
	LT	1.00	240	1,600	0.150 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 35 - Pacific Ave & San Fernando Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.29	70	467	0.141	N-S(1): 0.188 *
	TH	0.00	0	0	0.000	N-S(2): 0.141
	LT	1.71	410	2,187	0.188 *	E-W(1): 0.344 *
Westbound	RT	1.00	210	1,600	0.131	E-W(2): 0.272
	TH	2.00	810	3,200	0.253	V/C: 0.532
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.632
	TH	2.00	1,100	3,200	0.344 *	
	LT	1.00	30	1,600	0.019	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.15	30	246	0.116	N-S(1): 0.152 *
	TH	0.00	0	0	0.000	N-S(2): 0.116
	LT	1.85	360	2,363	0.152 *	E-W(1): 0.266
Westbound	RT	1.00	390	1,600	0.244	E-W(2): 0.272 *
	TH	2.00	830	3,200	0.259 *	V/C: 0.424
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.524
	TH	2.00	850	3,200	0.266	
	LT	1.00	20	1,600	0.013 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 36 - Central Ave & Maple St  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.213
	TH	2.00	730	3,200	0.234 *	N-S(2): 0.240 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.188 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	30	1,600	0.163 *	V/C: 0.428
	LT	0.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.163	
	LT	1.00	10	1,600	0.006 *	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.528
	TH	1.00	10	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.435 *
	TH	2.00	840	3,200	0.266	N-S(2): 0.279
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.182 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.000
	TH	1.00	30	1,600	0.138 *	V/C: 0.617
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	1,060	3,200	0.366 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.717
	TH	1.00	40	1,600	0.044 *	
	LT	0.00	10	1,600	0.006	LOS: C

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 37 - Brand Blvd & Maple St**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.213
	TH	2.00	780	3,200	0.266 *	N-S(2): 0.297 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.175
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.213 *
	TH	1.00	130	1,600	0.194 *	V/C: 0.510
	LT	0.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	580	3,200	0.194	
	LT	1.00	50	1,600	0.031 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.610
	TH	1.00	70	1,600	0.094	
	LT	0.00	30	1,600	0.019 *	LOS: B

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.409 *
	TH	2.00	900	3,200	0.294	N-S(2): 0.338
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.200 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.169
	TH	1.00	120	1,600	0.144	V/C: 0.609
	LT	0.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	1,070	3,200	0.359 *	
	LT	1.00	70	1,600	0.044	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.709
	TH	1.00	160	1,600	0.144 *	
	LT	0.00	40	1,600	0.025	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 38 - San Fernando Rd & Chevy Chase Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.354
	TH	2.00	1,020	3,200	0.334 *	N-S(2): 0.365 *
	LT	1.00	220	1,600	0.138	E-W(1): 0.169
Westbound	RT	0.00	230	1,600	0.144 *	E-W(2): 0.182 *
	TH	2.00	150	1,600	0.094	V/C: 0.547
	LT	1.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	660	3,200	0.216	ICU: 0.647
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	170	3,200	0.088	
	LT	1.00	60	1,600	0.038 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.450 *
	TH	2.00	900	3,200	0.306	N-S(2): 0.356
	LT	1.00	280	1,600	0.175 *	E-W(1): 0.197 *
Westbound	RT	0.00	210	1,600	0.131	E-W(2): 0.194
	TH	2.00	160	1,600	0.100	V/C: 0.647
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	770	3,200	0.275 *	ICU: 0.747
	LT	1.00	80	1,600	0.050	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	170	3,200	0.084 *	
	LT	1.00	100	1,600	0.063	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 39 - Central Ave & Chevy Chase Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.216
	TH	2.00	640	3,200	0.225 *	N-S(2): 0.256 *
	LT	1.00	120	1,600	0.075	E-W(1): 0.260 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.216
	TH	2.00	470	3,200	0.191	V/C: 0.516
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	380	3,200	0.141	ICU: 0.616
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	370	3,200	0.141 *	
	LT	1.00	40	1,600	0.025	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.416 *
	TH	2.00	680	3,200	0.231	N-S(2): 0.312
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.279 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.263
	TH	2.00	560	3,200	0.225	V/C: 0.695
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	830	3,200	0.328 *	ICU: 0.795
	LT	1.00	130	1,600	0.081	LOS: C
Eastbound	RT	0.00	60	0	0.000	
	TH	2.00	550	3,200	0.191 *	
	LT	1.00	60	1,600	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 40 - Brand Blvd & Chevy Chase Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.213
	TH	2.00	820	3,200	0.272 *	N-S(2): 0.341 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.384 *
Westbound	RT	0.00	260	0	0.000	E-W(2): 0.326
	TH	2.00	660	3,200	0.288	V/C: 0.725
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.000	ITS: 0.000
	TH	2.00	540	3,200	0.169	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.825
	TH	2.00	370	3,200	0.153 *	
	LT	1.00	60	1,600	0.038	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.365
	TH	2.00	870	3,200	0.303 *	N-S(2): 0.441 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.297 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.281
	TH	2.00	580	3,200	0.225	V/C: 0.738
	LT	1.00	60	1,600	0.038 *	Lost Time: 0.100
Northbound	RT	1.00	110	1,600	0.050	ITS: 0.000
	TH	2.00	1,070	3,200	0.334	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.838
	TH	2.00	710	3,200	0.259 *	
	LT	1.00	90	1,600	0.056	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 41 - Glendale Ave & Chevy Chase Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	470	0	0.000	N-S(1): 0.187
	TH	2.00	820	3,200	0.403 *	N-S(2): 0.453 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.294
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.344 *
	TH	2.00	860	3,200	0.288 *	V/C: 0.797
	LT	1.00	270	1,600	0.169	Lost Time: 0.100
Northbound	RT	0.00	210	0	0.000	ITS: 0.000
	TH	2.00	290	3,200	0.156	
	LT	1.00	80	1,600	0.050 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.897
	TH	2.00	330	3,200	0.125	
	LT	1.00	90	1,600	0.056 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.388 *
	TH	2.00	650	3,200	0.266	N-S(2): 0.322
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.328
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.332 *
	TH	2.00	470	3,200	0.169 *	V/C: 0.720
	LT	1.00	160	1,600	0.100	Lost Time: 0.100
Northbound	RT	0.00	240	0	0.000	ITS: 0.000
	TH	2.00	840	3,200	0.338 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.820
	TH	2.00	670	3,200	0.228	
	LT	1.00	260	1,600	0.163 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 42 - Adams St & Chevy Chase Dr  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.051
	TH	1.00	70	1,600	0.131 *	N-S(2): 0.225 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.331 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	520	1,600	0.184 *	V/C: 0.556
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.028	ITS: 0.000
	TH	1.00	60	1,600	0.038	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.656
	TH	2.00	340	1,600	0.147 *	
	LT	0.00	120	1,600	0.075	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.069
	TH	1.00	110	1,600	0.231 *	N-S(2): 0.262 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.366 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	250	1,600	0.103 *	V/C: 0.628
	LT	0.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.031	ITS: 0.000
	TH	1.00	90	1,600	0.056	
	LT	1.00	50	1,600	0.031 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.728
	TH	2.00	560	1,600	0.263 *	
	LT	0.00	190	1,600	0.119	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 43 - Chevy Chase Dr & Acacia Ave  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,300 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,300 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.185 *
	TH	2.00	360	2,600	0.150	N-S(2): 0.150
	LT	1.00	40	1,300	0.031 *	E-W(1): 0.523 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.000
	TH	1.00	140	1,300	0.454 *	V/C: 0.708
	LT	0.00	360	1,300	0.277	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	310	2,600	0.154 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.808
	TH	1.00	40	1,300	0.069 *	
	LT	0.00	40	1,300	0.031	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.275 *
	TH	2.00	200	3,200	0.066	N-S(2): 0.066
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.363 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.000
	TH	1.00	70	1,600	0.244 *	V/C: 0.638
	LT	0.00	260	1,600	0.163	Lost Time: 0.100
Northbound	RT	0.00	370	1,600	0.231 *	ITS: 0.000
	TH	2.00	250	1,600	0.156	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.738
	TH	1.00	160	1,600	0.119 *	
	LT	0.00	10	1,600	0.006	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 44 - San Fernando Rd & Los Feliz Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	300	0	0.000	N-S(1): 0.187
	TH	2.00	670	3,200	0.303 *	N-S(2): 0.384 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.135
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.669 *
	TH	1.00	730	1,600	0.481 *	V/C: 1.053
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	1.00	20	1,600	0.006	ITS: 0.000
	TH	2.00	420	3,200	0.131	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	1.00	120	1,600	0.034	ICU: 1.153
	TH	2.00	390	3,200	0.122	
	LT	1.00	300	1,600	0.188 *	LOS: F

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	330	0	0.000	N-S(1): 0.241
	TH	2.00	550	3,200	0.275 *	N-S(2): 0.450 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.278
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.744 *
	TH	1.00	750	1,600	0.500 *	V/C: 1.194
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	1.00	40	1,600	0.013	ITS: 0.000
	TH	2.00	690	3,200	0.216	
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	190	1,600	0.031	ICU: 1.294
	TH	2.00	810	3,200	0.253	
	LT	1.00	390	1,600	0.244 *	LOS: F

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 45 - Central Ave & Los Feliz Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	370	1,600	0.181	N-S(1): 0.244 *
	TH	2.00	290	3,200	0.091	N-S(2): 0.200
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.238
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.388 *
	TH	1.00	460	1,600	0.288 *	V/C: 0.632
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	180	3,200	0.075 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	1.00	40	1,600	0.016	ICU: 0.732
	TH	1.00	340	1,600	0.213	
	LT	1.00	160	1,600	0.100 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.134	N-S(1): 0.338 *
	TH	2.00	340	3,200	0.106	N-S(2): 0.165
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.313
Westbound	RT	1.23	350	1,965	0.094	E-W(2): 0.384 *
	TH	0.77	220	1,235	0.178 *	V/C: 0.722
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.169 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	1.00	30	1,600	0.003	ICU: 0.822
	TH	1.00	470	1,600	0.294	
	LT	1.00	330	1,600	0.206 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 46 - Brand Blvd & Los Feliz Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	310	0	0.000	N-S(1): 0.237
	TH	2.00	940	3,200	0.391 *	N-S(2): 0.504 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.506 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.188
	TH	1.00	160	1,600	0.119	V/C: 1.010
	LT	1.00	450	1,600	0.281 *	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	550	3,200	0.206	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	0.00	130	0	0.000	ICU: 1.110
	TH	1.00	230	1,600	0.225 *	
	LT	1.00	110	1,600	0.069	LOS: F

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.409 *
	TH	2.00	780	3,200	0.300	N-S(2): 0.356
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.525 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.281
	TH	1.00	110	1,600	0.106	V/C: 0.934
	LT	1.00	240	1,600	0.150 *	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	1,010	3,200	0.328 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	120	0	0.000	ICU: 1.034
	TH	1.00	480	1,600	0.375 *	
	LT	1.00	280	1,600	0.175	LOS: F

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 47 - Glendale Ave & Los Feliz Rd**  
**Description: No Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	530	1,600	0.169	N-S(1): 0.100
	TH	2.00	700	3,200	0.194 *	N-S(2): 0.250 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.087
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.182 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.432
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	290	3,200	0.094	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.532
	TH	1.00	10	1,600	0.081	
	LT	1.00	260	1,600	0.163 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.000	N-S(1): 0.303 *
	TH	2.00	580	3,200	0.127	N-S(2): 0.177
	LT	0.00	10	1,600	0.006 *	E-W(1): 0.131
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.300 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.603
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	940	3,200	0.297 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	190	0	0.000	ICU: 0.703
	TH	1.00	10	1,600	0.125	
	LT	1.00	450	1,600	0.281 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 48 - Central Ave & San Fernando Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.142 *
	TH	0.33	50	533	0.094	N-S(2): 0.000
	LT	1.67	250	2,133	0.117 *	E-W(1): 0.213
Westbound	RT	0.00	220	0	0.000	E-W(2): 0.332 *
	TH	2.00	460	3,200	0.213 *	V/C: 0.474
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	40	1,600	0.025 *	
	LT	0.00	20	1,600	0.013	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.574
	TH	2.00	600	3,200	0.200	
	LT	1.00	190	1,600	0.119 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	250	1,600	0.100	N-S(1): 0.179 *
	TH	0.30	50	485	0.103	N-S(2): 0.000
	LT	1.70	280	2,172	0.129 *	E-W(1): 0.222
Westbound	RT	0.00	340	0	0.000	E-W(2): 0.444 *
	TH	2.00	720	3,200	0.331 *	V/C: 0.623
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	90	1,600	0.050 *	
	LT	0.00	40	1,600	0.025	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.723
	TH	2.00	640	3,200	0.209	
	LT	1.00	180	1,600	0.113 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 49 - Brand Blvd & San Fernando Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.306
	TH	3.00	880	4,800	0.188 *	N-S(2): 0.382 *
	LT	1.00	130	1,600	0.081	E-W(1): 0.431 *
Westbound	RT	1.00	130	1,600	0.041	E-W(2): 0.169
	TH	2.00	520	3,200	0.163	V/C: 0.813
	LT	1.00	330	1,600	0.206 *	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	3.00	850	4,800	0.225	ICU: 0.913
	LT	1.00	310	1,600	0.194 *	LOS: E
Eastbound	RT	0.00	240	0	0.000	
	TH	2.00	480	3,200	0.225 *	
	LT	1.00	10	1,600	0.006	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.428 *
	TH	3.00	860	4,800	0.188	N-S(2): 0.351
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.475 *
Westbound	RT	1.00	270	1,600	0.113	E-W(2): 0.228
	TH	2.00	710	3,200	0.222	V/C: 0.903
	LT	1.00	330	1,600	0.206 *	Lost Time: 0.100
Northbound	RT	0.00	350	0	0.000	ITS: 0.000
	TH	3.00	1,160	4,800	0.315 *	ICU: 1.003
	LT	1.00	260	1,600	0.163	LOS: F
Eastbound	RT	0.00	290	0	0.000	
	TH	2.00	570	3,200	0.269 *	
	LT	1.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 50 - Glendale Ave & San Fernando Rd  
**Description:** No Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	160	1,600	0.075	N-S(1): 0.242 *
	TH	0.07	20	112	0.178	N-S(2): 0.000
	LT	1.93	550	2,470	0.223 *	E-W(1): 0.244
Westbound	RT	0.00	410	0	0.000	E-W(2): 0.431 *
	TH	2.00	810	3,200	0.381 *	V/C: 0.673
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.773
	TH	2.00	750	3,200	0.238	
	LT	1.00	80	1,600	0.050 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	290	1,600	0.119	N-S(1): 0.218 *
	TH	0.08	20	125	0.159	N-S(2): 0.000
	LT	1.92	490	2,460	0.199 *	E-W(1): 0.287
Westbound	RT	0.00	530	0	0.000	E-W(2): 0.606 *
	TH	2.00	1,010	3,200	0.481 *	V/C: 0.824
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.924
	TH	2.00	890	3,200	0.281	
	LT	1.00	200	1,600	0.125 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 1 - Pacific Ave & Glenoaks Blvd  
**Description:** Alternative 1 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.185
	TH	2.00	710	2,600	0.304 *	N-S(2): 0.412 *
	LT	1.00	40	1,300	0.031	E-W(1): 0.331
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.341 *
	TH	3.00	940	3,900	0.264 *	V/C: 0.753
	LT	1.00	110	1,300	0.085	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	330	2,600	0.154	
	LT	1.00	140	1,300	0.108 *	
Eastbound	RT	0.00	290	0	0.000	ICU: 0.853
	TH	3.00	670	3,900	0.246	
	LT	1.00	100	1,300	0.077 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.397
	TH	2.00	490	2,600	0.231 *	N-S(2): 0.439 *
	LT	1.00	80	1,300	0.062	E-W(1): 0.497 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.421
	TH	3.00	1,000	3,900	0.290	V/C: 0.936
	LT	1.00	120	1,300	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	820	2,600	0.335	
	LT	1.00	270	1,300	0.208 *	
Eastbound	RT	0.00	490	0	0.000	ICU: 1.036
	TH	3.00	1,090	3,900	0.405 *	
	LT	1.00	170	1,300	0.131	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 2 - Central Ave & Glenoaks Blvd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.025	N-S(1): 0.097
	TH	2.00	620	3,200	0.194 *	N-S(2): 0.241 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.206
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.221 *
	TH	3.00	850	4,800	0.183 *	V/C: 0.462
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.022	ITS: 0.000
	TH	2.00	250	3,200	0.078	
	LT	2.00	120	2,560	0.047 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.562
	TH	3.00	580	4,800	0.150	
	LT	1.00	60	1,600	0.038 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.001	N-S(1): 0.197
	TH	2.00	400	3,200	0.125 *	N-S(2): 0.274 *
	LT	1.00	50	1,300	0.038	E-W(1): 0.306 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.260
	TH	3.00	790	4,800	0.175	V/C: 0.580
	LT	1.00	80	1,300	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	220	1,600	0.107	ITS: 0.000
	TH	2.00	510	3,200	0.159	
	LT	2.00	310	2,080	0.149 *	
Eastbound	RT	0.00	250	0	0.000	ICU: 0.680
	TH	3.00	920	4,800	0.244 *	
	LT	1.00	110	1,300	0.085	LOS: B

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 3 - Brand Blvd & Glenoaks Blvd**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.088	N-S(1): 0.219
	TH	2.00	800	3,200	0.250 *	N-S(2): 0.419 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.150
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.301 *
	TH	2.00	680	3,200	0.238 *	V/C: 0.720
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	1.00	90	1,600	0.034	ITS: 0.000
	TH	2.00	600	3,200	0.188	
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	1.00	40	1,600	0.000	ICU: 0.820
	TH	2.00	340	3,200	0.106	
	LT	1.00	100	1,600	0.063 *	LOS: D

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.069	N-S(1): 0.276
	TH	2.00	930	3,200	0.291 *	N-S(2): 0.385 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.266 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.256
	TH	2.00	350	3,200	0.131	V/C: 0.651
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.056	ITS: 0.000
	TH	2.00	680	3,200	0.213	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	1.00	40	1,600	0.000	ICU: 0.751
	TH	2.00	650	3,200	0.203 *	
	LT	1.00	200	1,600	0.125	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 4 - Pacific Ave. & SR 134 WB Ramps  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph		N-S Split Phase : N
Left Lane:	1,600 vph	1,300 vph		E-W Split Phase : N
Double Lt Penalty:	20 %	20 %		Lost Time (% of cycle) : 10
ITS:	0 %	0 %		V/C Round Off (decs.) : 3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.55	460	2,481	0.185	N-S(1): 0.434 *
	TH	1.45	430	2,319	0.185	N-S(2): 0.429
	TH/ LT	1.00	320	1,600	0.200 *	E-W(1): 0.188
Westbound	RT	1.00	340	1,600	0.213 *	E-W(2): 0.213 *
	TH	1.00	0	1,600	0.188	
	LT	0.00	300	1,600	0.188	V/C: 0.647
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	750	3,200	0.234 *	ITS: 0.000
	LT	1.00	390	1,600	0.244	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.747
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.17	320	1,522	0.210	N-S(1): 0.688 *
	TH	1.83	500	2,378	0.210	N-S(2): 0.525
	TH/ LT	1.00	450	1,300	0.346 *	E-W(1): 0.277
Westbound	RT	1.00	480	1,300	0.369 *	E-W(2): 0.369 *
	TH	1.00	0	1,300	0.277	
	LT	0.00	360	1,300	0.277	V/C: 1.057
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	890	2,600	0.342 *	ITS: 0.000
	LT	1.00	410	1,300	0.315	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.157
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 5 - Pacific & SR 134 EB Ramps  
**Description:** Alternative 1 (2040)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	20 %	20 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.463 N-S(2): 0.472 * E-W(1): 0.250 * E-W(2): 0.200
	TH	2.00	730	3,200	0.228 *	
	LT	1.00	320	1,600	0.200	
Westbound	RT	0.00	0	0	0.000	V/C: 0.722 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	420	1,600	0.263	ICU: 0.822
	TH	2.00	430	3,200	0.134	
	TH/ LT	1.00	390	1,600	0.244 *	
Eastbound	RT	1.00	400	1,600	0.250 *	LOS: D
	TH	1.00	0	1,600	0.200	
	LT	0.00	320	1,600	0.200	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.754 * N-S(2): 0.646 E-W(1): 0.254 * E-W(2): 0.254 *
	TH	2.00	860	2,600	0.331	
	LT	1.00	450	1,300	0.346 *	
Westbound	RT	0.00	0	0	0.000	V/C: 1.008 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	530	1,300	0.408 *	ICU: 1.108
	TH	2.00	560	2,600	0.215	
	TH/ LT	1.00	410	1,300	0.315	
Eastbound	RT	1.00	230	1,300	0.019	LOS: F
	TH	1.00	0	1,300	0.254 *	
	LT	0.00	330	1,300	0.254 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.282 N-S(2): 0.343 * E-W(1): 0.156 E-W(2): 0.181 *
	TH	2.00	420	3,200	0.238 *	
	TH/ LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	150	0	0.000	V/C: 0.524 Lost Time: 0.100 ITS: 0.000
	TH	2.00	430	3,200	0.181 *	
	LT	1.00	250	1,600	0.156	
Northbound	RT	0.00	0	0	0.000	ICU: 0.624
	TH	2.00	600	3,200	0.188	
	LT	2.00	270	2,560	0.105 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	270	0	0.000	N-S(1): 0.352 N-S(2): 0.519 * E-W(1): 0.192 E-W(2): 0.275 *
	TH	2.00	530	3,200	0.250 *	
	TH/ LT	1.00	190	1,300	0.146	
Westbound	RT	0.00	210	0	0.000	V/C: 0.794 Lost Time: 0.100 ITS: 0.000
	TH	2.00	670	3,200	0.275 *	
	LT	1.00	250	1,300	0.192	
Northbound	RT	0.00	0	0	0.000	ICU: 0.894
	TH	2.00	660	3,200	0.206	
	LT	2.00	560	2,080	0.269 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 7 - Central Ave & Sanchez Dr  
**Description:** Alternative 1 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256
	TH	2.00	670	2,600	0.258 *	N-S(2): 0.342 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.206
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.750
Northbound	RT	1.00	210	1,300	0.162	Lost Time: 0.100
	TH	2.00	270	2,600	0.104	ITS: 0.000
	TH/ LT	2.00	270	3,200	0.084 *	
Eastbound	RT	1.21	640	1,570	0.408	ICU: 0.850
	TH	1.79	620	2,330	0.408 *	
	LT	0.00	330	1,600	0.206	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.357
	TH	2.00	780	2,600	0.300 *	N-S(2): 0.475 *
	LT	1.00	190	1,600	0.119	E-W(1): 0.184 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.163
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.659
Northbound	RT	1.00	310	1,300	0.238	Lost Time: 0.100
	TH	2.00	400	2,600	0.154	ITS: 0.000
	TH/ LT	2.00	560	3,200	0.175 *	
Eastbound	RT	1.16	250	1,512	0.078	ICU: 0.759
	TH	1.84	180	2,388	0.184 *	
	LT	0.00	260	1,600	0.163	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 8 - Brand Blvd & Goode Ave  
**Description:** Alternative 1 (2040)

	AM	PM
Thru Lane:	1,600 vph	1,600 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.248 N-S(2): 0.391 * E-W(1): 0.479 * E-W(2): 0.390
	TH	1.00	280	1,600	0.306 *	
	TH/ LT	2.00	390	2,600	0.150	
Westbound	RT	0.00	580	0	0.000	V/C: 0.870 Lost Time: 0.100 ITS: 0.000
	TH	1.57	400	2,516	0.390	
	LT	1.43	890	1,856	0.479 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.970
	TH	3.00	470	4,800	0.098	
	LT	2.00	220	2,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.292 N-S(2): 0.471 * E-W(1): 0.418 * E-W(2): 0.340
	TH	1.00	290	1,600	0.306 *	
	TH/ LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	540	0	0.000	V/C: 0.889 Lost Time: 0.100 ITS: 0.000
	TH	1.91	500	3,063	0.340	
	LT	1.09	590	1,412	0.418 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.989
	TH	3.00	460	4,800	0.096	
	LT	2.00	430	2,600	0.165 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 9 - Brand Blvd & Sanchez Dr  
**Description:** Alternative 1 (2040)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	0 %	0 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.269 N-S(2): 0.435 * E-W(1): 0.208 * E-W(2): 0.156
	TH	2.00	1,170	3,200	0.366 *	
	LT	2.00	390	3,200	0.122	
Westbound	RT	0.00	0	0	0.000	V/C: 0.643 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	470	3,200	0.147	ICU: 0.743
	TH	1.00	220	1,600	0.138	
	TH/ LT	2.00	220	3,200	0.069 *	
Eastbound	RT	1.26	420	2,016	0.208	LOS: C
	TH	1.74	330	2,784	0.208 *	
	LT	0.00	250	1,600	0.156	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.452 N-S(2): 0.503 * E-W(1): 0.137 * E-W(2): 0.038
	TH	2.00	880	2,600	0.338 *	
	LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	0	0	0.000	V/C: 0.640 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.77	590	2,301	0.256	ICU: 0.740
	TH	1.23	410	1,599	0.256	
	TH/ LT	2.00	430	2,600	0.165 *	
Eastbound	RT	1.00	170	1,300	0.048	LOS: C
	TH	2.00	490	2,600	0.137 *	
	LT	0.00	50	1,300	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 10 - 134 W On Ramp.Exit & Monterey Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1): 0.000
	TH	0.00	0	0	0.000	N-S(2): 0.287 *
	LT	0.00	0	0	0.000	E-W(1): 0.500 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.256
	TH	1.00	400	1,600	0.256	V/C: 0.787
	LT	2.00	990	2,560	0.387 *	Lost Time: 0.100
Northbound	RT	1.00	300	1,600	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	ICU: 0.887
	LT	1.00	450	1,600	0.281 *	LOS: D
Eastbound	RT	1.00	150	1,600	0.094	
	TH	2.00	360	3,200	0.113 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1): 0.066
	TH	0.00	0	0	0.000	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.524 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.181
	TH	1.00	280	1,600	0.181	V/C: 0.743
	LT	2.00	710	2,560	0.277 *	Lost Time: 0.100
Northbound	RT	1.00	550	1,600	0.066	ITS: 0.000
	TH	0.00	0	0	0.000	ICU: 0.843
	LT	1.00	340	1,600	0.213 *	LOS: D
Eastbound	RT	1.00	90	1,600	0.056	
	TH	2.00	790	3,200	0.247 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** Alternative 1 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :	EBR,	
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	760	1,300	0.585 *	N-S(1): 0.365
	TH	2.00	810	2,600	0.312	N-S(2): 0.722 *
	LT	0.00	0	0	0.000	E-W(1): 0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.306
	TH	1.00	300	1,300	0.262	V/C: 1.041
	LT	1.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	0.00	350	0	0.000	ITS: 0.000
	TH	2.00	600	2,600	0.365	ICU: 1.141
	LT	2.00	350	2,560	0.137 *	LOS: F
Eastbound	RT	1.00	470	1,300	0.225 *	
	TH	1.00	120	1,300	0.092	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,300	0.269	N-S(1): 0.477 *
	TH	3.00	610	3,900	0.246	N-S(2): 0.414
	LT	0.00	0	0	0.000 *	E-W(1): 0.579 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.344
	TH	1.00	240	1,300	0.200	V/C: 1.056
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	0.00	150	0	0.000	ITS: 0.000
	TH	2.00	1,090	2,600	0.477 *	ICU: 1.156
	LT	2.00	370	2,560	0.145	LOS: F
Eastbound	RT	1.00	900	1,300	0.548 *	
	TH	1.00	210	1,300	0.162	
	LT	1.00	230	1,600	0.144	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 12 - Glendale Ave & SR 134 EB Ramps  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	340	1,600	0.213	N-S(1): 0.325
	TH	2.00	1,090	3,200	0.341 *	N-S(2): 0.560 *
	LT	0.00	0	0	0.000	E-W(1): 0.097
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.258 *
	TH	0.00	0	0	0.000 *	V/C: 0.818
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	520	1,600	0.325	ITS: 0.000
	TH	1.00	490	1,600	0.306	
	TH/ LT	1.00	350	1,600	0.219 *	
Eastbound	RT	1.45	480	2,327	0.097	ICU: 0.918
	TH	0.00	0	0	0.000	
	LT	1.55	510	1,978	0.258 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	580	1,300	0.446	N-S(1): 0.669 *
	TH	2.00	980	2,600	0.377	N-S(2): 0.446
	LT	0.00	0	0	0.000 *	E-W(1): 0.238
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.242 *
	TH	0.00	0	0	0.000 *	V/C: 0.911
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	870	1,300	0.669 *	ITS: 0.000
	TH	2.00	1,000	2,600	0.385	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.52	470	1,971	0.238	ICU: 1.011
	TH	0.00	0	0	0.000	
	LT	1.48	460	1,899	0.242 *	LOS: F

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 13 - Pacific Ave & Lexington Dr**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.297 *
	TH	2.00	660	3,200	0.209	N-S(2): 0.215
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.050
Westbound	RT	1.00	100	1,600	0.044 *	E-W(2): 0.057 *
	TH	1.00	30	1,600	0.038	V/C: 0.354
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	800	3,200	0.259 *	
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.454
	TH	1.00	20	1,600	0.031	
	LT	0.00	20	1,600	0.013 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.375 *
	TH	2.00	850	3,200	0.269	N-S(2): 0.275
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.050 *
Westbound	RT	1.00	110	1,600	0.041	E-W(2): 0.050 *
	TH	1.00	30	1,600	0.044	V/C: 0.425
	LT	0.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	1,000	3,200	0.319 *	
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.525
	TH	1.00	20	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 14 - Central Ave & Lexington Dr**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.146
	TH	2.00	660	3,200	0.219 *	N-S(2): 0.232 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.138 *
	TH	1.00	60	1,600	0.119 *	V/C: 0.370
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	3.00	510	4,800	0.115	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.470
	TH	1.00	90	1,600	0.100	
	LT	0.00	30	1,600	0.019 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.213
	TH	2.00	830	3,200	0.272 *	N-S(2): 0.310 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.182 *
	TH	1.00	130	1,600	0.169 *	V/C: 0.492
	LT	0.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	3.00	870	4,800	0.188	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.592
	TH	1.00	100	1,600	0.094	
	LT	0.00	20	1,600	0.013 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 15 - Brand Blvd & Lexington Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.225 *
	TH	2.00	610	3,200	0.200	N-S(2): 0.219
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.156 *
Westbound	RT	1.00	80	1,600	0.009	E-W(2): 0.125
	TH	1.00	110	1,600	0.094	
	LT	0.00	40	1,600	0.025 *	V/C: 0.381
Northbound	RT	0.00	40	0	0.000	Lost Time: 0.100
	TH	2.00	420	3,200	0.144 *	ITS: 0.000
	LT	1.00	30	1,600	0.019	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.481
	TH	1.00	100	1,600	0.131 *	
	LT	0.00	50	1,600	0.031	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.276
	TH	2.00	820	3,200	0.266 *	N-S(2): 0.322 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.294 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2): 0.231
	TH	1.00	170	1,600	0.206	
	LT	0.00	160	1,600	0.100 *	V/C: 0.616
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	620	3,200	0.213	ITS: 0.000
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.716
	TH	1.00	180	1,600	0.194 *	
	LT	0.00	40	1,600	0.025	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 16 - Glendale Ave & Lexington Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:	EBR,			

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.250
	TH	2.00	1,100	3,200	0.381 *	N-S(2):	0.406 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.144
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.269 *
	TH	1.00	190	1,600	0.169 *	V/C:	0.675
	LT	1.00	60	1,600	0.038	Lost Time:	0.100
Northbound	RT	0.00	20	0	0.000	ITS:	0.000
	TH	2.00	700	3,200	0.225	ICU:	0.775
	LT	1.00	40	1,600	0.025 *	LOS:	C
Eastbound	RT	0.00	80	0	0.000		
	TH	1.00	90	1,600	0.106		
	LT	1.00	160	1,600	0.100 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.438 *
	TH	2.00	920	3,200	0.325	N-S(2):	0.350
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.194
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.294 *
	TH	1.00	140	1,600	0.119 *	V/C:	0.732
	LT	1.00	40	1,600	0.025	Lost Time:	0.100
Northbound	RT	0.00	90	0	0.000	ITS:	0.000
	TH	2.00	1,170	3,200	0.394 *	ICU:	0.832
	LT	1.00	40	1,600	0.025	LOS:	D
Eastbound	RT	0.00	70	0	0.000		
	TH	1.00	200	1,600	0.169		
	LT	1.00	280	1,600	0.175 *		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 17 - Verdugo Rd & Wilson Ave  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.253 *
	TH	2.00	500	3,200	0.175	N-S(2): 0.213
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.263
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.394 *
	TH	1.00	400	1,600	0.338 *	V/C: 0.647
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	440	3,200	0.159 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.747
	TH	1.00	240	1,600	0.213	
	LT	1.00	90	1,600	0.056 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.250 *
	TH	2.00	560	3,200	0.188	N-S(2): 0.219
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.363
Westbound	RT	0.00	210	0	0.000	E-W(2): 0.388 *
	TH	1.00	340	1,600	0.344 *	V/C: 0.638
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.150 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.738
	TH	1.00	350	1,600	0.313	
	LT	1.00	70	1,600	0.044 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 18 - San Fernando Rd & Broadway  
**Description:** Alternative 1 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.350 *
	TH	2.00	890	2,600	0.342	N-S(2): 0.342
	LT	1.00	90	1,300	0.069 *	E-W(1): 0.092 *
Westbound	RT	1.00	140	1,300	0.073	E-W(2): 0.073
	TH	0.00	0	0	0.000	
	LT	1.00	120	1,300	0.092 *	V/C: 0.442
Northbound	RT	0.00	80	0	0.000	Lost Time: 0.100
	TH	2.00	650	2,600	0.281 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.542
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.477 *
	TH	2.00	860	2,600	0.331	N-S(2): 0.331
	LT	1.00	130	1,300	0.100 *	E-W(1): 0.046
Westbound	RT	1.00	270	1,300	0.158 *	E-W(2): 0.158 *
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,300	0.046	V/C: 0.635
Northbound	RT	0.00	180	0	0.000	Lost Time: 0.100
	TH	2.00	800	2,600	0.377 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.735
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 19 - Pacific Ave & Broadway  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.169
	TH	2.00	540	3,200	0.175 *	N-S(2): 0.188 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.132 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.110
	TH	2.00	180	3,200	0.097	V/C: 0.320
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	190	1,600	0.088	ITS: 0.000
	TH	2.00	380	3,200	0.119	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.420
	TH	2.00	150	3,200	0.069 *	
	LT	1.00	20	1,600	0.013	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.340 *
	TH	2.00	490	2,600	0.196	N-S(2): 0.221
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.269 *
Westbound	RT	0.00	260	0	0.000	E-W(2): 0.257
	TH	2.00	310	2,600	0.219	V/C: 0.609
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,300	0.048	ITS: 0.000
	TH	2.00	590	2,600	0.227 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.709
	TH	2.00	280	2,600	0.150 *	
	LT	1.00	60	1,600	0.038	LOS: C

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 20 - Columbus Ave & Broadway**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.069
	TH	1.00	150	1,600	0.163 *	N-S(2): 0.232 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.162 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.122
	TH	2.00	330	3,200	0.109	V/C: 0.394
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.034	ITS: 0.000
	TH	1.00	80	1,600	0.050	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.494
	TH	2.00	350	3,200	0.131 *	
	LT	1.00	20	1,600	0.013	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.213
	TH	1.00	180	1,600	0.156 *	N-S(2): 0.300 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.234 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.182
	TH	2.00	460	3,200	0.163	V/C: 0.534
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.063	ITS: 0.000
	TH	1.00	310	1,600	0.194	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.634
	TH	2.00	490	3,200	0.184 *	
	LT	1.00	30	1,600	0.019	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 21 - Central Ave & Broadway**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.182 *
	TH	3.00	530	4,800	0.135	N-S(2): 0.160
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.185 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.172
	TH	2.00	320	3,200	0.128	V/C: 0.367
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	3.00	360	4,800	0.094 *	ICU: 0.467
	LT	1.00	40	1,600	0.025	LOS: A
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	400	3,200	0.141 *	
	LT	1.00	70	1,600	0.044	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	220	0	0.000	N-S(1): 0.284 *
	TH	3.00	730	4,800	0.198	N-S(2): 0.273
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.306 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.284
	TH	2.00	520	3,200	0.184	V/C: 0.590
	LT	1.00	130	1,600	0.081 *	Lost Time: 0.100
Northbound	RT	0.00	180	0	0.000	ITS: 0.000
	TH	3.00	850	4,800	0.215 *	ICU: 0.690
	LT	1.00	120	1,600	0.075	LOS: B
Eastbound	RT	0.00	130	0	0.000	
	TH	2.00	590	3,200	0.225 *	
	LT	1.00	160	1,600	0.100	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 22 - Brand Blvd & Broadway**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.172
	TH	2.00	450	3,200	0.163 *	N-S(2): 0.201 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.185 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.182
	TH	2.00	430	3,200	0.163	V/C: 0.386
	LT	1.00	110	1,600	0.069 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	330	3,200	0.109	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.486
	TH	2.00	290	3,200	0.116 *	
	LT	1.00	30	1,600	0.019	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.307 *
	TH	2.00	610	3,200	0.234	N-S(2): 0.290
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.269
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.288 *
	TH	2.00	470	3,200	0.194 *	V/C: 0.595
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	660	3,200	0.238 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.695
	TH	2.00	650	3,200	0.225	
	LT	1.00	150	1,600	0.094 *	LOS: B

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 23 - Glendale Ave & Broadway  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.072	N-S(1): 0.235
	TH	2.00	850	3,200	0.266 *	N-S(2): 0.322 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.247 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.203
	TH	2.00	450	3,200	0.159	V/C: 0.569
	LT	1.00	270	1,600	0.169 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	530	3,200	0.191	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.669
	TH	2.00	200	3,200	0.078 *	
	LT	1.00	70	1,600	0.044	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,300	0.031	N-S(1): 0.382 *
	TH	2.00	730	2,600	0.281	N-S(2): 0.331
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.413 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.352
	TH	2.00	560	2,600	0.246	V/C: 0.795
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	190	0	0.000	ITS: 0.000
	TH	3.00	1,030	3,900	0.313 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.895
	TH	2.00	640	2,600	0.288 *	
	LT	1.00	170	1,600	0.106	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 24 - Chevy Chase Dr & Broadway  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.369
	TH	1.00	440	1,600	0.331 *	N-S(2): 0.394 *
	LT	1.00	20	1,600	0.013	E-W(1): 0.203
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.269 *
	TH	2.00	570	3,200	0.206 *	V/C: 0.663
	LT	1.00	190	1,600	0.119	Lost Time: 0.100
Northbound	RT	0.00	190	0	0.000	ITS: 0.000
	TH	1.00	380	1,600	0.356	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.763
	TH	2.00	200	3,200	0.084	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.313
	TH	1.00	360	1,600	0.350 *	N-S(2): 0.431 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.250
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.269 *
	TH	2.00	540	3,200	0.188 *	V/C: 0.700
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	1.00	310	1,600	0.244	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.800
	TH	2.00	510	3,200	0.194	
	LT	1.00	130	1,600	0.081 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 25 - Verdugo Rd & Broadway  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.238
	TH	2.00	570	3,200	0.191 *	N-S(2): 0.260 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.200 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.160
	TH	2.00	440	3,200	0.147	V/C: 0.460
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	210	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.219	ICU: 0.560
	LT	1.00	110	1,600	0.069 *	LOS: A
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	220	3,200	0.081 *	
	LT	1.00	20	1,600	0.013	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.550 *
	TH	2.00	630	3,200	0.222	N-S(2): 0.291
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.363 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.216
	TH	2.00	430	3,200	0.166	V/C: 0.913
	LT	1.00	230	1,600	0.144 *	Lost Time: 0.100
Northbound	RT	0.00	680	1,600	0.425 *	ITS: 0.000
	TH	2.00	480	1,600	0.300	ICU: 1.013
	LT	1.00	110	1,600	0.069	LOS: F
Eastbound	RT	0.00	150	0	0.000	
	TH	2.00	550	3,200	0.219 *	
	LT	1.00	80	1,600	0.050	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 26 - Harvey Dr & Wilson Ave  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.435 *
	TH	1.98	870	3,170	0.331	N-S(2): 0.000
	LT	1.02	540	1,630	0.331 *	E-W(1): 0.122
Westbound	RT	1.00	730	1,600	0.291 *	E-W(2): 0.391 *
	TH	2.00	370	3,200	0.116	V/C: 0.826
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	3.00	430	4,800	0.104 *	ICU: 0.926
	LT	0.00	60	1,600	0.038	LOS: E
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	190	3,200	0.066	
	LT	1.00	160	1,600	0.100 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.363 *
	TH	2.00	520	3,200	0.169 *	N-S(2): 0.000
	LT	1.00	180	1,600	0.113	E-W(1): 0.226 *
Westbound	RT	1.00	240	1,600	0.094	E-W(2): 0.163
	TH	2.00	360	3,200	0.113	V/C: 0.589
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	3.00	770	4,800	0.194 *	ICU: 0.689
	LT	0.00	40	1,600	0.025	LOS: B
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	260	3,200	0.113 *	
	LT	1.00	80	1,600	0.050	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 27 - San Fernando Rd & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.375 *
	TH	2.00	910	3,200	0.284	N-S(2): 0.284
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.025 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	40	1,600	0.025 *	V/C: 0.400
Northbound	RT	1.00	490	1,600	0.306 *	Lost Time: 0.100
	TH	2.00	650	3,200	0.203	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.500
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.316 *
	TH	2.00	730	3,200	0.228	N-S(2): 0.228
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.013
Westbound	RT	1.00	130	1,600	0.056 *	E-W(2): 0.056 *
	TH	0.00	0	0	0.000	
	LT	1.00	20	1,600	0.013	V/C: 0.372
Northbound	RT	1.00	380	1,600	0.238	Lost Time: 0.100
	TH	2.00	850	3,200	0.266 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.472
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 28 - Pacific Ave & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	260	1,600	0.019	N-S(1): 0.132
	TH	1.00	350	1,600	0.219 *	N-S(2): 0.282 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.344
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.447 *
	TH	2.00	930	3,200	0.303 *	V/C: 0.729
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	260	3,200	0.094	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.829
	TH	2.00	740	3,200	0.288	
	LT	1.00	230	1,600	0.144 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	220	1,600	0.000	N-S(1): 0.212
	TH	1.00	330	1,600	0.206 *	N-S(2): 0.325 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.401
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.481 *
	TH	2.00	890	3,200	0.300 *	V/C: 0.806
	LT	1.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	440	3,200	0.156	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.906
	TH	2.00	1,010	3,200	0.363	
	LT	1.00	290	1,600	0.181 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 29 - Columbus Ave & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.006	N-S(1): 0.300 *
	TH	1.00	200	1,600	0.125 *	N-S(2): 0.000
	LT	1.00	170	1,600	0.106	E-W(1): 0.269
Westbound	RT	1.00	210	1,600	0.078	E-W(2): 0.334 *
	TH	2.00	910	3,200	0.284 *	V/C: 0.634
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	160	1,600	0.175 *	
	LT	0.00	80	1,600	0.050	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.734
	TH	2.00	760	3,200	0.250	
	LT	1.00	80	1,600	0.050 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	180	1,600	0.000	N-S(1): 0.438 *
	TH	1.00	270	1,600	0.169 *	N-S(2): 0.000
	LT	1.00	200	1,600	0.125	E-W(1): 0.328
Westbound	RT	1.00	250	1,600	0.094	E-W(2): 0.363 *
	TH	2.00	760	3,200	0.238 *	V/C: 0.801
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	280	1,600	0.269 *	
	LT	0.00	110	1,600	0.069	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.901
	TH	2.00	950	3,200	0.309	
	LT	1.00	200	1,600	0.125 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.141
	TH	2.00	560	3,200	0.175 *	N-S(2): 0.313 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.214
Westbound	RT	1.00	80	1,600	0.006	E-W(2): 0.236 *
	TH	3.00	920	4,800	0.192 *	V/C: 0.549
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	110	1,600	0.038	ITS: 0.000
	TH	2.00	310	3,200	0.097	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	220	0	0.000	ICU: 0.649
	TH	3.00	660	4,800	0.183	
	LT	1.00	70	1,600	0.044 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.013	N-S(1): 0.294
	TH	2.00	750	3,200	0.234 *	N-S(2): 0.465 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.288 *
Westbound	RT	1.00	240	1,600	0.063	E-W(2): 0.233
	TH	3.00	730	4,800	0.152	V/C: 0.753
	LT	1.00	60	1,600	0.038 *	Lost Time: 0.100
Northbound	RT	1.00	220	1,600	0.100	ITS: 0.000
	TH	2.00	660	3,200	0.206	
	LT	1.00	370	1,600	0.231 *	
Eastbound	RT	0.00	240	0	0.000	ICU: 0.853
	TH	3.00	960	4,800	0.250 *	
	LT	1.00	130	1,600	0.081	LOS: D

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 31 - Brand Blvd & Colorado St**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.182
	TH	2.00	600	3,200	0.206 *	N-S(2): 0.300 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.210
Westbound	RT	0.00	240	0	0.000	E-W(2): 0.283 *
	TH	3.00	850	4,800	0.227 *	V/C: 0.583
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	2.00	310	3,200	0.138	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.683
	TH	3.00	650	4,800	0.160	
	LT	1.00	90	1,600	0.056 *	LOS: B

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.369 *
	TH	2.00	640	3,200	0.219	N-S(2): 0.363
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.305 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.278
	TH	3.00	760	4,800	0.190	V/C: 0.674
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	2.00	730	3,200	0.300 *	
	LT	1.00	230	1,600	0.144	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.774
	TH	3.00	980	4,800	0.242 *	
	LT	1.00	140	1,600	0.088	LOS: C

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 32 - Glendale Ave & Colorado St**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.262
	TH	2.00	640	3,200	0.247 *	N-S(2): 0.322 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.262
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.363 *
	TH	2.00	840	3,200	0.300 *	V/C: 0.685
	LT	1.00	170	1,600	0.106	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.000	ITS: 0.000
	TH	2.00	660	3,200	0.206	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	1.00	90	1,600	0.019	ICU: 0.785
	TH	2.00	500	3,200	0.156	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.353
	TH	2.00	870	3,200	0.316 *	N-S(2): 0.366 *
	LT	1.00	160	1,600	0.100	E-W(1): 0.344
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.372 *
	TH	2.00	710	3,200	0.259 *	V/C: 0.738
	LT	1.00	150	1,600	0.094	Lost Time: 0.100
Northbound	RT	1.00	240	1,600	0.103	ITS: 0.000
	TH	2.00	810	3,200	0.253	
	LT	1.00	80	1,600	0.050 *	
Eastbound	RT	1.00	190	1,600	0.094	ICU: 0.838
	TH	2.00	800	3,200	0.250	
	LT	1.00	180	1,600	0.113 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 33 - Chevy Chase Dr & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.394 *
	TH	1.00	360	1,600	0.306	N-S(2): 0.362
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.247
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.394 *
	TH	2.00	990	3,200	0.325 *	V/C: 0.788
	LT	1.00	150	1,600	0.094	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	1.00	440	1,600	0.338 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.888
	TH	2.00	450	3,200	0.153	
	LT	1.00	110	1,600	0.069 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.344 *
	TH	1.00	250	1,600	0.219	N-S(2): 0.257
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.385 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.357
	TH	2.00	760	3,200	0.269	V/C: 0.729
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.281 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.829
	TH	2.00	890	3,200	0.297 *	
	LT	1.00	140	1,600	0.088	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 34 - Verdugo Rd & Colorado St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.254
	TH	2.00	470	3,200	0.206 *	N-S(2): 0.394 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.316
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.429 *
	TH	2.00	750	3,200	0.291 *	V/C: 0.823
	LT	1.00	240	1,600	0.150	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.166	
	LT	1.00	300	1,600	0.188 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.923
	TH	2.00	430	3,200	0.166	
	LT	1.00	220	1,600	0.138 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.450 *
	TH	2.00	560	3,200	0.219	N-S(2): 0.313
	LT	1.00	310	1,600	0.194 *	E-W(1): 0.381
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.453 *
	TH	2.00	700	3,200	0.303 *	V/C: 0.903
	LT	1.00	160	1,600	0.100	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	2.00	590	3,200	0.256 *	
	LT	1.00	150	1,600	0.094	
Eastbound	RT	0.00	140	0	0.000	ICU: 1.003
	TH	2.00	760	3,200	0.281	
	LT	1.00	240	1,600	0.150 *	LOS: F

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 35 - Pacific Ave & San Fernando Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.29	70	457	0.144	N-S(1): 0.191 *
	TH	0.00	0	0	0.000	N-S(2): 0.144
	LT	1.71	420	2,194	0.191 *	E-W(1): 0.350 *
Westbound	RT	1.00	210	1,600	0.131	E-W(2): 0.278
	TH	2.00	830	3,200	0.259	V/C: 0.541
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.641
	TH	2.00	1,120	3,200	0.350 *	
	LT	1.00	30	1,600	0.019	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.15	30	246	0.119	N-S(1): 0.152 *
	TH	0.00	0	0	0.000	N-S(2): 0.119
	LT	1.85	360	2,363	0.152 *	E-W(1): 0.275 *
Westbound	RT	1.00	410	1,600	0.256	E-W(2): 0.275 *
	TH	2.00	860	3,200	0.269 *	V/C: 0.427
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.527
	TH	2.00	880	3,200	0.275 *	
	LT	1.00	10	1,600	0.006 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 36 - Central Ave & Maple St  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.209
	TH	2.00	810	3,200	0.259 *	N-S(2): 0.265 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.188 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	30	1,600	0.163 *	V/C: 0.453
	LT	0.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	480	3,200	0.159	ICU: 0.553
	LT	1.00	10	1,600	0.006 *	LOS: A
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	10	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.453 *
	TH	2.00	880	3,200	0.278	N-S(2): 0.291
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.181 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	20	1,600	0.150 *	V/C: 0.634
	LT	0.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	2.00	1,100	3,200	0.384 *	ICU: 0.734
	LT	1.00	20	1,600	0.013	LOS: C
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	20	1,600	0.031 *	
	LT	0.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 37 - Brand Blvd & Maple St**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.222
	TH	2.00	830	3,200	0.284 *	N-S(2): 0.322 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.225
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.244 *
	TH	1.00	120	1,600	0.225 *	V/C: 0.566
	LT	0.00	210	1,600	0.131	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	590	3,200	0.203	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.666
	TH	1.00	70	1,600	0.094	
	LT	0.00	30	1,600	0.019 *	LOS: B

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.435 *
	TH	2.00	920	3,200	0.306	N-S(2): 0.362
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.238 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.213
	TH	1.00	110	1,600	0.169	V/C: 0.673
	LT	0.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	0.00	160	0	0.000	ITS: 0.000
	TH	2.00	1,110	3,200	0.397 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.773
	TH	1.00	130	1,600	0.144 *	
	LT	0.00	70	1,600	0.044	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 38 - San Fernando Rd & Chevy Chase Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.360
	TH	2.00	1,040	3,200	0.341 *	N-S(2): 0.372 *
	LT	1.00	220	1,600	0.138	E-W(1): 0.169
Westbound	RT	0.00	230	1,600	0.144 *	E-W(2): 0.182 *
	TH	2.00	150	1,600	0.094	V/C: 0.554
	LT	1.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	680	3,200	0.222	ICU: 0.654
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	170	3,200	0.088	
	LT	1.00	60	1,600	0.038 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.465 *
	TH	2.00	910	3,200	0.306	N-S(2): 0.356
	LT	1.00	290	1,600	0.181 *	E-W(1): 0.219 *
Westbound	RT	0.00	200	1,600	0.125	E-W(2): 0.188
	TH	2.00	170	1,600	0.106	V/C: 0.684
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	800	3,200	0.284 *	ICU: 0.784
	LT	1.00	80	1,600	0.050	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	200	3,200	0.094 *	
	LT	1.00	100	1,600	0.063	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 39 - Central Ave & Chevy Chase Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.234
	TH	2.00	680	3,200	0.238 *	N-S(2): 0.269 *
	LT	1.00	130	1,600	0.081	E-W(1): 0.247 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.213
	TH	2.00	460	3,200	0.188	V/C: 0.516
	LT	1.00	170	1,600	0.106 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	410	3,200	0.153	ICU: 0.616
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	370	3,200	0.141 *	
	LT	1.00	40	1,600	0.025	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.428 *
	TH	2.00	720	3,200	0.247	N-S(2): 0.341
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.272 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.266
	TH	2.00	580	3,200	0.228	V/C: 0.700
	LT	1.00	130	1,600	0.081 *	Lost Time: 0.100
Northbound	RT	0.00	160	0	0.000	ITS: 0.000
	TH	2.00	910	3,200	0.334 *	ICU: 0.800
	LT	1.00	150	1,600	0.094	LOS: C
Eastbound	RT	0.00	60	0	0.000	
	TH	2.00	550	3,200	0.191 *	
	LT	1.00	60	1,600	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 40 - Brand Blvd & Chevy Chase Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.216
	TH	2.00	860	3,200	0.284 *	N-S(2): 0.353 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.387 *
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.322
	TH	2.00	640	3,200	0.284	V/C: 0.740
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.000	ITS: 0.000
	TH	2.00	530	3,200	0.166	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.840
	TH	2.00	380	3,200	0.156 *	
	LT	1.00	60	1,600	0.038	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.384
	TH	2.00	930	3,200	0.325 *	N-S(2): 0.469 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.309 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.281
	TH	2.00	560	3,200	0.225	V/C: 0.778
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	150	1,600	0.066	ITS: 0.000
	TH	2.00	1,070	3,200	0.334	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.878
	TH	2.00	670	3,200	0.253 *	
	LT	1.00	90	1,600	0.056	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 41 - Glendale Ave & Chevy Chase Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	400	0	0.000	N-S(1): 0.197
	TH	2.00	890	3,200	0.403 *	N-S(2): 0.453 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.272
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.362 *
	TH	2.00	920	3,200	0.306 *	V/C: 0.815
	LT	1.00	230	1,600	0.144	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	310	3,200	0.166	
	LT	1.00	80	1,600	0.050 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.915
	TH	2.00	340	3,200	0.128	
	LT	1.00	90	1,600	0.056 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.400 *
	TH	2.00	640	3,200	0.266	N-S(2): 0.329
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.359 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.332
	TH	2.00	480	3,200	0.169	V/C: 0.759
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	270	0	0.000	ITS: 0.000
	TH	2.00	850	3,200	0.350 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.859
	TH	2.00	680	3,200	0.234 *	
	LT	1.00	260	1,600	0.163	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 42 - Adams St & Chevy Chase Dr  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.051
	TH	1.00	70	1,600	0.131 *	N-S(2): 0.231 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.341 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	530	1,600	0.188 *	V/C: 0.572
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.028	ITS: 0.000
	TH	1.00	60	1,600	0.038	
	LT	1.00	160	1,600	0.100 *	ICU: 0.672
Eastbound	RT	0.00	10	0	0.000	
	TH	2.00	350	1,600	0.153 *	LOS: B
	LT	0.00	130	1,600	0.081	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.069
	TH	1.00	120	1,600	0.238 *	N-S(2): 0.269 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.391 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	290	1,600	0.116 *	V/C: 0.660
	LT	0.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.031	ITS: 0.000
	TH	1.00	90	1,600	0.056	
	LT	1.00	50	1,600	0.031 *	ICU: 0.760
Eastbound	RT	0.00	90	0	0.000	
	TH	2.00	610	1,600	0.275 *	LOS: C
	LT	0.00	180	1,600	0.113	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 43 - Chevy Chase Dr & Acacia Ave  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,300 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,300 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.189 *
	TH	2.00	380	2,600	0.158	N-S(2): 0.158
	LT	1.00	40	1,300	0.031 *	E-W(1): 0.523 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.000
	TH	1.00	150	1,300	0.454 *	V/C: 0.712
	LT	0.00	350	1,300	0.269	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	320	2,600	0.158 *	ICU: 0.812
	LT	0.00	0	0	0.000	LOS: D
Eastbound	RT	0.00	10	0	0.000	
	TH	1.00	40	1,300	0.069 *	
	LT	0.00	40	1,300	0.031	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.294 *
	TH	2.00	110	3,200	0.038	N-S(2): 0.038
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.388 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.000
	TH	1.00	90	1,600	0.275 *	V/C: 0.682
	LT	0.00	280	1,600	0.175	Lost Time: 0.100
Northbound	RT	0.00	400	1,600	0.250 *	ITS: 0.000
	TH	2.00	270	1,600	0.169	ICU: 0.782
	LT	0.00	0	0	0.000	LOS: C
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	150	1,600	0.113 *	
	LT	0.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 44 - San Fernando Rd & Los Feliz Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	310	0	0.000	N-S(1): 0.188
	TH	2.00	710	3,200	0.319 *	N-S(2): 0.400 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.141
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.662 *
	TH	1.00	740	1,600	0.481 *	V/C: 1.062
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	1.00	20	1,600	0.006	ITS: 0.000
	TH	2.00	440	3,200	0.138	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	1.00	110	1,600	0.028	ICU: 1.162
	TH	2.00	410	3,200	0.128	
	LT	1.00	290	1,600	0.181 *	LOS: F

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	330	0	0.000	N-S(1): 0.253
	TH	2.00	580	3,200	0.284 *	N-S(2): 0.459 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.278
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.744 *
	TH	1.00	760	1,600	0.500 *	V/C: 1.203
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	1.00	40	1,600	0.013	ITS: 0.000
	TH	2.00	750	3,200	0.234	
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	200	1,600	0.038	ICU: 1.303
	TH	2.00	810	3,200	0.253	
	LT	1.00	390	1,600	0.244 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 45 - Central Ave & Los Feliz Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.184	N-S(1): 0.257 *
	TH	2.00	310	3,200	0.097	N-S(2): 0.203
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.238
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.387 *
	TH	1.00	450	1,600	0.281 *	V/C: 0.644
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	210	3,200	0.088 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	1.00	40	1,600	0.016	ICU: 0.744
	TH	1.00	340	1,600	0.213	
	LT	1.00	170	1,600	0.106 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	370	1,600	0.134	N-S(1): 0.363 *
	TH	2.00	380	3,200	0.119	N-S(2): 0.165
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.325
Westbound	RT	1.16	320	1,862	0.088	E-W(2): 0.366 *
	TH	0.84	230	1,338	0.172 *	V/C: 0.729
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	550	3,200	0.194 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	1.00	30	1,600	0.003	ICU: 0.829
	TH	1.00	490	1,600	0.306	
	LT	1.00	310	1,600	0.194 *	LOS: D

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 46 - Brand Blvd & Los Feliz Rd**  
**Description: Alternative 1 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	310	0	0.000	N-S(1): 0.237
	TH	2.00	950	3,200	0.394 *	N-S(2): 0.507 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.525 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.200
	TH	1.00	180	1,600	0.131	V/C: 1.032
	LT	1.00	450	1,600	0.281 *	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	550	3,200	0.206	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 1.132
	TH	1.00	250	1,600	0.244 *	
	LT	1.00	110	1,600	0.069	LOS: F

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.435 *
	TH	2.00	800	3,200	0.306	N-S(2): 0.362
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.538 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.312
	TH	1.00	150	1,600	0.131	V/C: 0.973
	LT	1.00	240	1,600	0.150 *	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	1,040	3,200	0.341 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	150	0	0.000	ICU: 1.073
	TH	1.00	470	1,600	0.388 *	
	LT	1.00	290	1,600	0.181	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 47 - Glendale Ave & Los Feliz Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	510	1,600	0.156	N-S(1):	0.100
	TH	2.00	730	3,200	0.195 *	N-S(2):	0.258 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.087
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.182 *
	TH	1.00	10	1,600	0.019 *	V/C:	0.440
	LT	0.00	10	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	10	0	0.000	ITS:	0.000
	TH	2.00	290	3,200	0.094	ICU:	0.540
	LT	1.00	100	1,600	0.063 *	LOS:	A
Eastbound	RT	0.00	120	0	0.000		
	TH	1.00	10	1,600	0.081		
	LT	1.00	260	1,600	0.163 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	240	1,600	0.000	N-S(1):	0.312 *
	TH	2.00	600	3,200	0.133	N-S(2):	0.183
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.150
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.300 *
	TH	1.00	10	1,600	0.019 *	V/C:	0.612
	LT	0.00	10	1,600	0.006	Lost Time:	0.100
Northbound	RT	0.00	10	0	0.000	ITS:	0.000
	TH	2.00	970	3,200	0.306 *	ICU:	0.712
	LT	1.00	80	1,600	0.050	LOS:	C
Eastbound	RT	0.00	220	0	0.000		
	TH	1.00	10	1,600	0.144		
	LT	1.00	450	1,600	0.281 *		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 48 - Central Ave & San Fernando Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.163 *
	TH	0.38	60	600	0.100	N-S(2): 0.000
	LT	1.63	260	2,080	0.125 *	E-W(1): 0.229
Westbound	RT	0.00	240	0	0.000	E-W(2): 0.338 *
	TH	2.00	460	3,200	0.219 *	V/C: 0.501
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	70	1,600	0.038 *	
	LT	0.00	20	1,600	0.013	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.601
	TH	2.00	650	3,200	0.216	
	LT	1.00	190	1,600	0.119 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,600	0.094	N-S(1): 0.208 *
	TH	0.49	90	778	0.116	N-S(2): 0.000
	LT	1.51	280	1,937	0.145 *	E-W(1): 0.241
Westbound	RT	0.00	390	0	0.000	E-W(2): 0.479 *
	TH	2.00	780	3,200	0.366 *	V/C: 0.687
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	120	1,600	0.063 *	
	LT	0.00	40	1,600	0.025	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.787
	TH	2.00	670	3,200	0.222	
	LT	1.00	180	1,600	0.113 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 49 - Brand Blvd & San Fernando Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.317
	TH	3.00	860	4,800	0.183 *	N-S(2): 0.371 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.472 *
Westbound	RT	1.00	140	1,600	0.044	E-W(2): 0.159
	TH	2.00	490	3,200	0.153	V/C: 0.843
	LT	1.00	380	1,600	0.238 *	Lost Time: 0.100
Northbound	RT	0.00	280	0	0.000	ITS: 0.000
	TH	3.00	820	4,800	0.229	ICU: 0.943
	LT	1.00	300	1,600	0.188 *	LOS: E
Eastbound	RT	0.00	250	0	0.000	
	TH	2.00	500	3,200	0.234 *	
	LT	1.00	10	1,600	0.006	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.423 *
	TH	3.00	830	4,800	0.179	N-S(2): 0.354
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.484 *
Westbound	RT	1.00	270	1,600	0.116	E-W(2): 0.240
	TH	2.00	750	3,200	0.234	V/C: 0.907
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	0.00	410	0	0.000	ITS: 0.000
	TH	3.00	1,110	4,800	0.317 *	ICU: 1.007
	LT	1.00	280	1,600	0.175	LOS: F
Eastbound	RT	0.00	270	0	0.000	
	TH	2.00	540	3,200	0.253 *	
	LT	1.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 50 - Glendale Ave & San Fernando Rd  
**Description:** Alternative 1 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.088	N-S(1): 0.242 *
	TH	0.07	20	112	0.178	N-S(2): 0.000
	LT	1.93	550	2,470	0.223 *	E-W(1): 0.250
Westbound	RT	0.00	440	0	0.000	E-W(2): 0.472 *
	TH	2.00	790	3,200	0.384 *	V/C: 0.714
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.814
	TH	2.00	770	3,200	0.244	
	LT	1.00	140	1,600	0.088 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	390	1,600	0.156	N-S(1): 0.218 *
	TH	0.08	20	125	0.159	N-S(2): 0.000
	LT	1.92	490	2,460	0.199 *	E-W(1): 0.269
Westbound	RT	0.00	560	0	0.000	E-W(2): 0.659 *
	TH	2.00	990	3,200	0.484 *	V/C: 0.877
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.977
	TH	2.00	830	3,200	0.263	
	LT	1.00	280	1,600	0.175 *	LOS: E

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 1 - Pacific Ave & Glenoaks Blvd  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.177
	TH	2.00	710	2,600	0.304 *	N-S(2): 0.412 *
	LT	1.00	30	1,300	0.023	E-W(1): 0.331
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.344 *
	TH	3.00	960	3,900	0.267 *	V/C: 0.756
	LT	1.00	110	1,300	0.085	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	330	2,600	0.154	
	LT	1.00	140	1,300	0.108 *	
Eastbound	RT	0.00	290	0	0.000	ICU: 0.856
	TH	3.00	670	3,900	0.246	
	LT	1.00	100	1,300	0.077 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.393
	TH	2.00	490	2,600	0.231 *	N-S(2): 0.439 *
	LT	1.00	80	1,300	0.062	E-W(1): 0.490 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.418
	TH	3.00	980	3,900	0.287	V/C: 0.929
	LT	1.00	110	1,300	0.085 *	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	810	2,600	0.331	
	LT	1.00	270	1,300	0.208 *	
Eastbound	RT	0.00	490	0	0.000	ICU: 1.029
	TH	3.00	1,090	3,900	0.405 *	
	LT	1.00	170	1,300	0.131	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 2 - Central Ave & Glenoaks Blvd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.025	N-S(1): 0.094
	TH	2.00	620	3,200	0.194 *	N-S(2): 0.237 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.206
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.226 *
	TH	3.00	870	4,800	0.188 *	V/C: 0.463
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.022	ITS: 0.000
	TH	2.00	240	3,200	0.075	
	LT	2.00	110	2,560	0.043 *	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.563
	TH	3.00	570	4,800	0.150	
	LT	1.00	60	1,600	0.038 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.001	N-S(1): 0.197
	TH	2.00	390	3,200	0.122 *	N-S(2): 0.276 *
	LT	1.00	50	1,300	0.038	E-W(1): 0.308 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.256
	TH	3.00	770	4,800	0.171	V/C: 0.584
	LT	1.00	80	1,300	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	220	1,600	0.107	ITS: 0.000
	TH	2.00	510	3,200	0.159	
	LT	2.00	320	2,080	0.154 *	
Eastbound	RT	0.00	250	0	0.000	ICU: 0.684
	TH	3.00	930	4,800	0.246 *	
	LT	1.00	110	1,300	0.085	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 3 - Brand Blvd & Glenoaks Blvd**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	190	1,600	0.088	N-S(1):	0.219
	TH	2.00	790	3,200	0.247 *	N-S(2):	0.422 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.150
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.301 *
	TH	2.00	680	3,200	0.238 *	V/C:	0.723
	LT	1.00	70	1,600	0.044	Lost Time:	0.100
Northbound	RT	1.00	90	1,600	0.034	ITS:	0.000
	TH	2.00	600	3,200	0.188		
	LT	1.00	280	1,600	0.175 *	ICU:	0.823
Eastbound	RT	1.00	40	1,600	0.000		
	TH	2.00	340	3,200	0.106	LOS:	D
	LT	1.00	100	1,600	0.063 *		

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	210	1,600	0.069	N-S(1):	0.276
	TH	2.00	930	3,200	0.291 *	N-S(2):	0.379 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.269 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.250
	TH	2.00	340	3,200	0.125	V/C:	0.648
	LT	1.00	100	1,600	0.063 *	Lost Time:	0.100
Northbound	RT	1.00	140	1,600	0.056	ITS:	0.000
	TH	2.00	680	3,200	0.213		
	LT	1.00	140	1,600	0.088 *	ICU:	0.748
Eastbound	RT	1.00	30	1,600	0.000		
	TH	2.00	660	3,200	0.206 *	LOS:	C
	LT	1.00	200	1,600	0.125		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 4 - Pacific Ave. & SR 134 WB Ramps  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph		N-S Split Phase : N
Left Lane:	1,600 vph	1,300 vph		E-W Split Phase : N
Double Lt Penalty:	20 %	20 %		Lost Time (% of cycle) : 10
ITS:	0 %	0 %		V/C Round Off (decs.) : 3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.57	460	2,509	0.183	N-S(1): 0.431 *
	TH	1.43	420	2,291	0.183	N-S(2): 0.421
	TH/ LT	1.00	320	1,600	0.200 *	E-W(1): 0.194
Westbound	RT	1.00	340	1,600	0.213 *	E-W(2): 0.213 *
	TH	1.00	0	1,600	0.194	
	LT	0.00	310	1,600	0.194	V/C: 0.644
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	740	3,200	0.231 *	ITS: 0.000
	LT	1.00	380	1,600	0.238	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.744
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.16	310	1,511	0.205	N-S(1): 0.692 *
	TH	1.84	490	2,389	0.205	N-S(2): 0.520
	TH/ LT	1.00	460	1,300	0.354 *	E-W(1): 0.269
Westbound	RT	1.00	480	1,300	0.369 *	E-W(2): 0.369 *
	TH	1.00	0	1,300	0.269	
	LT	0.00	350	1,300	0.269	V/C: 1.061
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	880	2,600	0.338 *	ITS: 0.000
	LT	1.00	410	1,300	0.315	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 5 - Pacific & SR 134 EB Ramps  
**Description:** Alternative 2 (2040)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	20 %	20 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.463 N-S(2): 0.466 * E-W(1): 0.250 * E-W(2): 0.188
	TH	2.00	730	3,200	0.228 *	
	LT	1.00	320	1,600	0.200	
Westbound	RT	0.00	0	0	0.000	V/C: 0.716 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	420	1,600	0.263	ICU: 0.816
	TH	2.00	440	3,200	0.138	
	TH/ LT	1.00	380	1,600	0.238 *	
Eastbound	RT	1.00	400	1,600	0.250 *	LOS: D
	TH	1.00	0	1,600	0.188	
	LT	0.00	300	1,600	0.188	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.762 * N-S(2): 0.638 E-W(1): 0.254 * E-W(2): 0.254 *
	TH	2.00	840	2,600	0.323	
	LT	1.00	460	1,300	0.354 *	
Westbound	RT	0.00	0	0	0.000	V/C: 1.016 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	530	1,300	0.408 *	ICU: 1.116
	TH	2.00	550	2,600	0.212	
	TH/ LT	1.00	410	1,300	0.315	
Eastbound	RT	1.00	220	1,300	0.012	LOS: F
	TH	1.00	0	1,300	0.254 *	
	LT	0.00	330	1,300	0.254 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.278 N-S(2): 0.347 * E-W(1): 0.156 E-W(2): 0.181 *
	TH	2.00	420	3,200	0.238 *	
	TH/ LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	150	0	0.000	V/C: 0.528 Lost Time: 0.100 ITS: 0.000
	TH	2.00	430	3,200	0.181 *	
	LT	1.00	250	1,600	0.156	
Northbound	RT	0.00	0	0	0.000	ICU: 0.628
	TH	2.00	590	3,200	0.184	
	LT	2.00	280	2,560	0.109 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	270	0	0.000	N-S(1): 0.349 N-S(2): 0.514 * E-W(1): 0.192 E-W(2): 0.278 *
	TH	2.00	530	3,200	0.250 *	
	TH/ LT	1.00	190	1,300	0.146	
Westbound	RT	0.00	210	0	0.000	V/C: 0.792 Lost Time: 0.100 ITS: 0.000
	TH	2.00	680	3,200	0.278 *	
	LT	1.00	250	1,300	0.192	
Northbound	RT	0.00	0	0	0.000	ICU: 0.892
	TH	2.00	650	3,200	0.203	
	LT	2.00	550	2,080	0.264 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 7 - Central Ave & Sanchez Dr  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256
	TH	2.00	670	2,600	0.258 *	N-S(2): 0.346 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.408 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.206
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.754
Northbound	RT	1.00	210	1,300	0.162	Lost Time: 0.100
	TH	2.00	260	2,600	0.100	ITS: 0.000
	TH/ LT	2.00	280	3,200	0.088 *	
Eastbound	RT	1.21	640	1,570	0.408	ICU: 0.854
	TH	1.79	620	2,330	0.408 *	
	LT	0.00	330	1,600	0.206	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.357
	TH	2.00	780	2,600	0.300 *	N-S(2): 0.472 *
	LT	1.00	190	1,600	0.119	E-W(1): 0.180 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.652
Northbound	RT	1.00	310	1,300	0.238	Lost Time: 0.100
	TH	2.00	400	2,600	0.154	ITS: 0.000
	TH/ LT	2.00	550	3,200	0.172 *	
Eastbound	RT	1.16	250	1,512	0.079	ICU: 0.752
	TH	1.84	180	2,388	0.180 *	
	LT	0.00	250	1,600	0.156	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 8 - Brand Blvd & Goode Ave  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,600 vph	1,600 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.248 N-S(2): 0.410 * E-W(1): 0.474 * E-W(2): 0.385
	TH	1.00	310	1,600	0.325 *	
	TH/ LT	2.00	390	2,600	0.150	
Westbound	RT	0.00	600	0	0.000	V/C: 0.884 Lost Time: 0.100 ITS: 0.000
	TH	1.62	400	2,595	0.385	
	LT	1.38	850	1,792	0.474 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.984
	TH	3.00	470	4,800	0.098	
	LT	2.00	220	2,600	0.085 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.296 N-S(2): 0.481 * E-W(1): 0.418 * E-W(2): 0.340
	TH	1.00	310	1,600	0.319 *	
	TH/ LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	540	0	0.000	V/C: 0.899 Lost Time: 0.100 ITS: 0.000
	TH	1.95	520	3,121	0.340	
	LT	1.05	570	1,364	0.418 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.999
	TH	3.00	480	4,800	0.100	
	LT	2.00	420	2,600	0.162 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 9 - Brand Blvd & Sanchez Dr  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,600 vph	1,300 vph
Left Lane:	1,600 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.269 N-S(2): 0.432 * E-W(1): 0.208 * E-W(2): 0.156
	TH	2.00	1,160	3,200	0.363 *	
	LT	2.00	390	3,200	0.122	
Westbound	RT	0.00	0	0	0.000	V/C: 0.640 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	2.00	470	3,200	0.147	ICU: 0.740
	TH	1.00	220	1,600	0.138	
	TH/ LT	2.00	220	3,200	0.069 *	
Eastbound	RT	1.26	420	2,016	0.208	LOS: C
	TH	1.74	330	2,784	0.208 *	
	LT	0.00	250	1,600	0.156	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.458 N-S(2): 0.500 * E-W(1): 0.138 * E-W(2): 0.038
	TH	2.00	880	2,600	0.338 *	
	LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	0	0	0.000	V/C: 0.638 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.74	590	2,256	0.262	ICU: 0.738
	TH	1.26	430	1,644	0.262	
	TH/ LT	2.00	420	2,600	0.162 *	
Eastbound	RT	1.00	170	1,300	0.050	LOS: C
	TH	2.00	500	2,600	0.138 *	
	LT	0.00	50	1,300	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 10 - 134 W On Ramp.Exit & Monterey Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1): 0.000
	TH	0.00	0	0	0.000	N-S(2): 0.287 *
	LT	0.00	0	0	0.000	E-W(1): 0.500 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.263
	TH	1.00	410	1,600	0.263	V/C: 0.787
	LT	2.00	990	2,560	0.387 *	Lost Time: 0.100
Northbound	RT	1.00	300	1,600	0.000	ITS: 0.000
	TH	0.00	0	0	0.000	ICU: 0.887
	LT	1.00	450	1,600	0.281 *	LOS: D
Eastbound	RT	1.00	150	1,600	0.094	
	TH	2.00	360	3,200	0.113 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1): 0.066
	TH	0.00	0	0	0.000	N-S(2): 0.219 *
	LT	0.00	0	0	0.000	E-W(1): 0.524 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.181
	TH	1.00	280	1,600	0.181	V/C: 0.743
	LT	2.00	710	2,560	0.277 *	Lost Time: 0.100
Northbound	RT	1.00	550	1,600	0.066	ITS: 0.000
	TH	0.00	0	0	0.000	ICU: 0.843
	LT	1.00	340	1,600	0.213 *	LOS: D
Eastbound	RT	1.00	90	1,600	0.056	
	TH	2.00	790	3,200	0.247 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :	EBR,	
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	760	1,300	0.585 *	N-S(1): 0.365
	TH	2.00	810	2,600	0.312	N-S(2): 0.722 *
	LT	0.00	0	0	0.000	E-W(1): 0.319 *
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.313
	TH	1.00	310	1,300	0.269	V/C: 1.041
	LT	1.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	0.00	350	0	0.000	ITS: 0.000
	TH	2.00	600	2,600	0.365	ICU: 1.141
	LT	2.00	350	2,560	0.137 *	LOS: F
Eastbound	RT	1.00	470	1,300	0.225 *	
	TH	1.00	120	1,300	0.092	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,300	0.269	N-S(1): 0.477 *
	TH	3.00	620	3,900	0.249	N-S(2): 0.414
	LT	0.00	0	0	0.000 *	E-W(1): 0.579 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.344
	TH	1.00	240	1,300	0.200	V/C: 1.056
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	0.00	150	0	0.000	ITS: 0.000
	TH	2.00	1,090	2,600	0.477 *	ICU: 1.156
	LT	2.00	370	2,560	0.145	LOS: F
Eastbound	RT	1.00	900	1,300	0.548 *	
	TH	1.00	210	1,300	0.162	
	LT	1.00	230	1,600	0.144	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 12 - Glendale Ave & SR 134 EB Ramps  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	340	1,600	0.213	N-S(1): 0.331
	TH	2.00	1,090	3,200	0.341 *	N-S(2): 0.560 *
	LT	0.00	0	0	0.000	E-W(1): 0.097
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.258 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.818
Northbound	RT	1.00	530	1,600	0.331	Lost Time: 0.100
	TH	1.00	480	1,600	0.300	ITS: 0.000
	TH/ LT	1.00	350	1,600	0.219 *	
Eastbound	RT	1.45	480	2,327	0.097	ICU: 0.918
	TH	0.00	0	0	0.000	
	LT	1.55	510	1,978	0.258 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	580	1,300	0.446	N-S(1): 0.669 *
	TH	2.00	990	2,600	0.381	N-S(2): 0.446
	LT	0.00	0	0	0.000 *	E-W(1): 0.238
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.242 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.911
Northbound	RT	1.00	870	1,300	0.669 *	Lost Time: 0.100
	TH	2.00	1,000	2,600	0.385	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	1.52	470	1,971	0.238	ICU: 1.011
	TH	0.00	0	0	0.000	
	LT	1.48	460	1,899	0.242 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 13 - Pacific Ave & Lexington Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.304 *
	TH	2.00	650	3,200	0.206	N-S(2): 0.212
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.050
Westbound	RT	1.00	100	1,600	0.044 *	E-W(2): 0.057 *
	TH	1.00	30	1,600	0.038	
	LT	0.00	30	1,600	0.019	V/C: 0.361
Northbound	RT	0.00	30	0	0.000	Lost Time: 0.100
	TH	2.00	820	3,200	0.266 *	ITS: 0.000
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.461
	TH	1.00	20	1,600	0.031	
	LT	0.00	20	1,600	0.013 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.372 *
	TH	2.00	850	3,200	0.269	N-S(2): 0.275
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.050 *
Westbound	RT	1.00	110	1,600	0.041	E-W(2): 0.050 *
	TH	1.00	30	1,600	0.044	
	LT	0.00	40	1,600	0.025 *	V/C: 0.422
Northbound	RT	0.00	20	0	0.000	Lost Time: 0.100
	TH	2.00	990	3,200	0.316 *	ITS: 0.000
	LT	1.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.522
	TH	1.00	20	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 14 - Central Ave & Lexington Dr**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.148
	TH	2.00	680	3,200	0.225 *	N-S(2): 0.238 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.138 *
	TH	1.00	60	1,600	0.119 *	V/C: 0.376
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	3.00	520	4,800	0.117	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.476
	TH	1.00	90	1,600	0.100	
	LT	0.00	30	1,600	0.019 *	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.208
	TH	2.00	800	3,200	0.263 *	N-S(2): 0.301 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.182 *
	TH	1.00	130	1,600	0.169 *	V/C: 0.483
	LT	0.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	3.00	850	4,800	0.183	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.583
	TH	1.00	100	1,600	0.094	
	LT	0.00	20	1,600	0.013 *	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 15 - Brand Blvd & Lexington Dr**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.225 *
	TH	2.00	600	3,200	0.197	N-S(2): 0.216
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.156 *
Westbound	RT	1.00	80	1,600	0.009	E-W(2): 0.125
	TH	1.00	110	1,600	0.094	V/C: 0.381
	LT	0.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.144 *	ICU: 0.481
	LT	1.00	30	1,600	0.019	LOS: A
Eastbound	RT	0.00	60	0	0.000	
	TH	1.00	100	1,600	0.131 *	
	LT	0.00	50	1,600	0.031	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.272
	TH	2.00	810	3,200	0.266 *	N-S(2): 0.322 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.294 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2): 0.231
	TH	1.00	170	1,600	0.206	V/C: 0.616
	LT	0.00	160	1,600	0.100 *	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	610	3,200	0.209	ICU: 0.716
	LT	1.00	90	1,600	0.056 *	LOS: C
Eastbound	RT	0.00	90	0	0.000	
	TH	1.00	180	1,600	0.194 *	
	LT	0.00	40	1,600	0.025	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 16 - Glendale Ave & Lexington Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:	EBR,			

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.250
	TH	2.00	1,100	3,200	0.381 *	N-S(2):	0.406 *
	LT	1.00	40	1,600	0.025	E-W(1):	0.144
Westbound	RT	0.00	80	0	0.000	E-W(2):	0.269 *
	TH	1.00	190	1,600	0.169 *	V/C:	0.675
	LT	1.00	60	1,600	0.038	Lost Time:	0.100
Northbound	RT	0.00	20	0	0.000	ITS:	0.000
	TH	2.00	700	3,200	0.225	ICU:	0.775
	LT	1.00	40	1,600	0.025 *	LOS:	C
Eastbound	RT	0.00	80	0	0.000		
	TH	1.00	90	1,600	0.106		
	LT	1.00	160	1,600	0.100 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	120	0	0.000	N-S(1):	0.432 *
	TH	2.00	920	3,200	0.325	N-S(2):	0.350
	LT	1.00	70	1,600	0.044 *	E-W(1):	0.188
Westbound	RT	0.00	50	0	0.000	E-W(2):	0.300 *
	TH	1.00	140	1,600	0.119 *	V/C:	0.732
	LT	1.00	40	1,600	0.025	Lost Time:	0.100
Northbound	RT	0.00	90	0	0.000	ITS:	0.000
	TH	2.00	1,150	3,200	0.388 *	ICU:	0.832
	LT	1.00	40	1,600	0.025	LOS:	D
Eastbound	RT	0.00	70	0	0.000		
	TH	1.00	190	1,600	0.163		
	LT	1.00	290	1,600	0.181 *		

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 17 - Verdugo Rd & Wilson Ave  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.257 *
	TH	2.00	500	3,200	0.175	N-S(2): 0.213
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.263
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.394 *
	TH	1.00	400	1,600	0.338 *	V/C: 0.651
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	450	3,200	0.163 *	ICU: 0.751
	LT	1.00	60	1,600	0.038	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	1.00	240	1,600	0.213	
	LT	1.00	90	1,600	0.056 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.241 *
	TH	2.00	560	3,200	0.188	N-S(2): 0.219
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.363
Westbound	RT	0.00	210	0	0.000	E-W(2): 0.388 *
	TH	1.00	330	1,600	0.338 *	V/C: 0.629
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	410	3,200	0.147 *	ICU: 0.729
	LT	1.00	50	1,600	0.031	LOS: C
Eastbound	RT	0.00	150	0	0.000	
	TH	1.00	350	1,600	0.313	
	LT	1.00	80	1,600	0.050 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 18 - San Fernando Rd & Broadway  
**Description:** Alternative 2 (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.354 *
	TH	2.00	890	2,600	0.342	N-S(2): 0.342
	LT	1.00	90	1,300	0.069 *	E-W(1): 0.092 *
Westbound	RT	1.00	140	1,300	0.073	E-W(2): 0.073
	TH	0.00	0	0	0.000	V/C: 0.446
	LT	1.00	120	1,300	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	650	2,600	0.285 *	ICU: 0.546
	LT	0.00	0	0	0.000	LOS: A
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.465 *
	TH	2.00	850	2,600	0.327	N-S(2): 0.327
	LT	1.00	130	1,300	0.100 *	E-W(1): 0.046
Westbound	RT	1.00	280	1,300	0.165 *	E-W(2): 0.165 *
	TH	0.00	0	0	0.000	V/C: 0.630
	LT	1.00	60	1,300	0.046	Lost Time: 0.100
Northbound	RT	0.00	170	0	0.000	ITS: 0.000
	TH	2.00	780	2,600	0.365 *	ICU: 0.730
	LT	0.00	0	0	0.000	LOS: C
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 19 - Pacific Ave & Broadway  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.166
	TH	2.00	540	3,200	0.175 *	N-S(2): 0.188 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.132 *
Westbound	RT	0.00	120	0	0.000	E-W(2): 0.110
	TH	2.00	170	3,200	0.091	V/C: 0.320
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	170	1,600	0.075	ITS: 0.000
	TH	2.00	390	3,200	0.122	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.420
	TH	2.00	150	3,200	0.069 *	
	LT	1.00	30	1,600	0.019	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.333 *
	TH	2.00	490	2,600	0.196	N-S(2): 0.221
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.263 *
Westbound	RT	0.00	250	0	0.000	E-W(2): 0.257
	TH	2.00	320	2,600	0.219	V/C: 0.596
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,300	0.051	ITS: 0.000
	TH	2.00	590	2,600	0.227 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.696
	TH	2.00	280	2,600	0.150 *	
	LT	1.00	60	1,600	0.038	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 20 - Columbus Ave & Broadway**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.069
	TH	1.00	150	1,600	0.163 *	N-S(2): 0.232 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.159 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.128
	TH	2.00	330	3,200	0.109	V/C: 0.391
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.034	ITS: 0.000
	TH	1.00	80	1,600	0.050	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.491
	TH	2.00	340	3,200	0.128 *	
	LT	1.00	30	1,600	0.019	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.213
	TH	1.00	180	1,600	0.156 *	N-S(2): 0.300 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.234 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.188
	TH	2.00	460	3,200	0.163	V/C: 0.534
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.063	ITS: 0.000
	TH	1.00	310	1,600	0.194	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.634
	TH	2.00	490	3,200	0.184 *	
	LT	1.00	40	1,600	0.025	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 21 - Central Ave & Broadway**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.180 *
	TH	3.00	520	4,800	0.133	N-S(2): 0.158
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.182 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.175
	TH	2.00	320	3,200	0.131	V/C: 0.362
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	3.00	350	4,800	0.092 *	ICU: 0.462
	LT	1.00	40	1,600	0.025	LOS: A
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	390	3,200	0.138 *	
	LT	1.00	70	1,600	0.044	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	220	0	0.000	N-S(1): 0.279 *
	TH	3.00	730	4,800	0.198	N-S(2): 0.273
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.303 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.281
	TH	2.00	510	3,200	0.181	V/C: 0.582
	LT	1.00	130	1,600	0.081 *	Lost Time: 0.100
Northbound	RT	0.00	170	0	0.000	ITS: 0.000
	TH	3.00	840	4,800	0.210 *	ICU: 0.682
	LT	1.00	120	1,600	0.075	LOS: B
Eastbound	RT	0.00	130	0	0.000	
	TH	2.00	580	3,200	0.222 *	
	LT	1.00	160	1,600	0.100	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 22 - Brand Blvd & Broadway  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.172
	TH	2.00	440	3,200	0.159 *	N-S(2): 0.203 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.182 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.182 *
	TH	2.00	430	3,200	0.163 *	V/C: 0.385
	LT	1.00	110	1,600	0.069 *	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	340	3,200	0.109	ICU: 0.485
	LT	1.00	70	1,600	0.044 *	LOS: A
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	280	3,200	0.113 *	
	LT	1.00	30	1,600	0.019 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.303 *
	TH	2.00	610	3,200	0.234	N-S(2): 0.290
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.269
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.285 *
	TH	2.00	460	3,200	0.191 *	V/C: 0.588
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	650	3,200	0.234 *	ICU: 0.688
	LT	1.00	90	1,600	0.056	LOS: B
Eastbound	RT	0.00	70	0	0.000	
	TH	2.00	650	3,200	0.225	
	LT	1.00	150	1,600	0.094 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 23 - Glendale Ave & Broadway  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.072	N-S(1): 0.238
	TH	2.00	840	3,200	0.263 *	N-S(2): 0.319 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.247 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.203
	TH	2.00	450	3,200	0.159	V/C: 0.566
	LT	1.00	270	1,600	0.169 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	540	3,200	0.194	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.666
	TH	2.00	200	3,200	0.078 *	
	LT	1.00	70	1,600	0.044	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	110	1,300	0.031	N-S(1): 0.379 *
	TH	2.00	730	2,600	0.281	N-S(2): 0.331
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.417 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.352
	TH	2.00	560	2,600	0.246	V/C: 0.796
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	180	0	0.000	ITS: 0.000
	TH	3.00	1,030	3,900	0.310 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.896
	TH	2.00	640	2,600	0.292 *	
	LT	1.00	170	1,600	0.106	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 24 - Chevy Chase Dr & Broadway  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.369
	TH	1.00	440	1,600	0.331 *	N-S(2): 0.394 *
	LT	1.00	20	1,600	0.013	E-W(1): 0.194
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.269 *
	TH	2.00	570	3,200	0.206 *	V/C: 0.663
	LT	1.00	180	1,600	0.113	Lost Time: 0.100
Northbound	RT	0.00	190	0	0.000	ITS: 0.000
	TH	1.00	380	1,600	0.356	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.763
	TH	2.00	190	3,200	0.081	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.307
	TH	1.00	360	1,600	0.350 *	N-S(2): 0.431 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.250
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.269 *
	TH	2.00	540	3,200	0.188 *	V/C: 0.700
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	1.00	300	1,600	0.238	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.800
	TH	2.00	540	3,200	0.200	
	LT	1.00	130	1,600	0.081 *	LOS: C

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 25 - Verdugo Rd & Broadway**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.241
	TH	2.00	570	3,200	0.191 *	N-S(2): 0.254 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.203 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.157
	TH	2.00	430	3,200	0.144	V/C: 0.457
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	210	0	0.000	ITS: 0.000
	TH	2.00	500	3,200	0.222	ICU: 0.557
	LT	1.00	100	1,600	0.063 *	LOS: A
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	230	3,200	0.084 *	
	LT	1.00	20	1,600	0.013	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.550 *
	TH	2.00	630	3,200	0.222	N-S(2): 0.285
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.360 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.219
	TH	2.00	420	3,200	0.163	V/C: 0.910
	LT	1.00	230	1,600	0.144 *	Lost Time: 0.100
Northbound	RT	0.00	680	1,600	0.425 *	ITS: 0.000
	TH	2.00	470	1,600	0.294	ICU: 1.010
	LT	1.00	100	1,600	0.063	LOS: F
Eastbound	RT	0.00	150	0	0.000	
	TH	2.00	540	3,200	0.216 *	
	LT	1.00	90	1,600	0.056	

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 26 - Harvey Dr & Wilson Ave**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.429 *
	TH	1.98	850	3,169	0.325	N-S(2): 0.000
	LT	1.02	530	1,631	0.325 *	E-W(1): 0.122
Westbound	RT	1.00	740	1,600	0.300 *	E-W(2): 0.400 *
	TH	2.00	360	3,200	0.113	V/C: 0.829
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	3.00	430	4,800	0.104 *	ICU: 0.929
	LT	0.00	60	1,600	0.038	LOS: E
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	190	3,200	0.066	
	LT	1.00	160	1,600	0.100 *	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.358 *
	TH	2.00	510	3,200	0.166 *	N-S(2): 0.000
	LT	1.00	170	1,600	0.106	E-W(1): 0.226 *
Westbound	RT	1.00	240	1,600	0.097	E-W(2): 0.159
	TH	2.00	350	3,200	0.109	V/C: 0.584
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	3.00	760	4,800	0.192 *	ICU: 0.684
	LT	0.00	40	1,600	0.025	LOS: B
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	260	3,200	0.113 *	
	LT	1.00	80	1,600	0.050	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 27 - San Fernando Rd & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.382 *
	TH	2.00	900	3,200	0.281	N-S(2): 0.281
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.025 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	40	1,600	0.025 *	V/C: 0.407
Northbound	RT	1.00	500	1,600	0.313 *	Lost Time: 0.100
	TH	2.00	650	3,200	0.203	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.507
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.301 *
	TH	2.00	720	3,200	0.225	N-S(2): 0.225
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.013
Westbound	RT	1.00	140	1,600	0.069 *	E-W(2): 0.069 *
	TH	0.00	0	0	0.000	
	LT	1.00	20	1,600	0.013	V/C: 0.370
Northbound	RT	1.00	380	1,600	0.238	Lost Time: 0.100
	TH	2.00	840	3,200	0.263 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.470
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 28 - Pacific Ave & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	260	1,600	0.019	N-S(1): 0.135
	TH	1.00	350	1,600	0.219 *	N-S(2): 0.288 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.340
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.450 *
	TH	2.00	940	3,200	0.306 *	V/C: 0.738
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	270	3,200	0.097	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	170	0	0.000	ICU: 0.838
	TH	2.00	740	3,200	0.284	
	LT	1.00	230	1,600	0.144 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.000	N-S(1): 0.212
	TH	1.00	330	1,600	0.206 *	N-S(2): 0.325 *
	LT	1.00	90	1,600	0.056	E-W(1): 0.404
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.481 *
	TH	2.00	890	3,200	0.300 *	V/C: 0.806
	LT	1.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	440	3,200	0.156	
	LT	1.00	190	1,600	0.119 *	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.906
	TH	2.00	1,010	3,200	0.366	
	LT	1.00	290	1,600	0.181 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 29 - Columbus Ave & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.006	N-S(1): 0.300 *
	TH	1.00	200	1,600	0.125 *	N-S(2): 0.000
	LT	1.00	170	1,600	0.106	E-W(1): 0.266
Westbound	RT	1.00	200	1,600	0.072	E-W(2): 0.334 *
	TH	2.00	910	3,200	0.284 *	V/C: 0.634
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	160	1,600	0.175 *	
	LT	0.00	80	1,600	0.050	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.734
	TH	2.00	750	3,200	0.247	
	LT	1.00	80	1,600	0.050 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	180	1,600	0.000	N-S(1): 0.438 *
	TH	1.00	270	1,600	0.169 *	N-S(2): 0.000
	LT	1.00	200	1,600	0.125	E-W(1): 0.322
Westbound	RT	1.00	240	1,600	0.088	E-W(2): 0.363 *
	TH	2.00	760	3,200	0.238 *	V/C: 0.801
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	280	1,600	0.269 *	
	LT	0.00	110	1,600	0.069	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.901
	TH	2.00	950	3,200	0.309	
	LT	1.00	200	1,600	0.125 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.138
	TH	2.00	550	3,200	0.172 *	N-S(2): 0.316 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.212
Westbound	RT	1.00	80	1,600	0.006	E-W(2): 0.234 *
	TH	3.00	910	4,800	0.190 *	V/C: 0.550
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	110	1,600	0.038	ITS: 0.000
	TH	2.00	300	3,200	0.094	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	210	0	0.000	ICU: 0.650
	TH	3.00	660	4,800	0.181	
	LT	1.00	70	1,600	0.044 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.013	N-S(1): 0.288
	TH	2.00	750	3,200	0.234 *	N-S(2): 0.459 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.288 *
Westbound	RT	1.00	240	1,600	0.063	E-W(2): 0.229
	TH	3.00	710	4,800	0.148	V/C: 0.747
	LT	1.00	60	1,600	0.038 *	Lost Time: 0.100
Northbound	RT	1.00	230	1,600	0.106	ITS: 0.000
	TH	2.00	640	3,200	0.200	
	LT	1.00	360	1,600	0.225 *	
Eastbound	RT	0.00	240	0	0.000	ICU: 0.847
	TH	3.00	960	4,800	0.250 *	
	LT	1.00	130	1,600	0.081	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 31 - Brand Blvd & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.182
	TH	2.00	590	3,200	0.206 *	N-S(2): 0.300 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.214
Westbound	RT	0.00	240	0	0.000	E-W(2): 0.288 *
	TH	3.00	840	4,800	0.225 *	V/C: 0.588
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	2.00	310	3,200	0.138	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.688
	TH	3.00	640	4,800	0.158	
	LT	1.00	100	1,600	0.063 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.363 *
	TH	2.00	640	3,200	0.209	N-S(2): 0.353
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.305 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.284
	TH	3.00	750	4,800	0.190	V/C: 0.668
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	720	3,200	0.294 *	
	LT	1.00	230	1,600	0.144	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.768
	TH	3.00	980	4,800	0.242 *	
	LT	1.00	150	1,600	0.094	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 32 - Glendale Ave & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.265
	TH	2.00	680	3,200	0.259 *	N-S(2):	0.334 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.269
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.363 *
	TH	2.00	840	3,200	0.300 *	V/C:	0.697
	LT	1.00	180	1,600	0.113	Lost Time:	0.100
Northbound	RT	1.00	70	1,600	0.000	ITS:	0.000
	TH	2.00	670	3,200	0.209		
	LT	1.00	120	1,600	0.075 *	ICU:	0.797
Eastbound	RT	1.00	90	1,600	0.019		
	TH	2.00	500	3,200	0.156	LOS:	C
	LT	1.00	100	1,600	0.063 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.353
	TH	2.00	890	3,200	0.322 *	N-S(2):	0.372 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.341
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.369 *
	TH	2.00	710	3,200	0.256 *	V/C:	0.741
	LT	1.00	150	1,600	0.094	Lost Time:	0.100
Northbound	RT	1.00	240	1,600	0.103	ITS:	0.000
	TH	2.00	810	3,200	0.253		
	LT	1.00	80	1,600	0.050 *	ICU:	0.841
Eastbound	RT	1.00	190	1,600	0.094		
	TH	2.00	790	3,200	0.247	LOS:	D
	LT	1.00	180	1,600	0.113 *		

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 33 - Chevy Chase Dr & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	130	0	0.000	N-S(1): 0.394 *
	TH	1.00	360	1,600	0.306	N-S(2): 0.362
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.244
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.394 *
	TH	2.00	970	3,200	0.319 *	V/C: 0.788
	LT	1.00	150	1,600	0.094	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	1.00	430	1,600	0.338 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.888
	TH	2.00	440	3,200	0.150	
	LT	1.00	120	1,600	0.075 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.344 *
	TH	1.00	250	1,600	0.213	N-S(2): 0.251
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.388 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.360
	TH	2.00	760	3,200	0.266	V/C: 0.732
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	140	0	0.000	ITS: 0.000
	TH	1.00	310	1,600	0.281 *	
	LT	1.00	60	1,600	0.038	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.832
	TH	2.00	900	3,200	0.300 *	
	LT	1.00	150	1,600	0.094	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 34 - Verdugo Rd & Colorado St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	180	0	0.000	N-S(1): 0.251
	TH	2.00	470	3,200	0.203 *	N-S(2): 0.397 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.313
Westbound	RT	0.00	180	0	0.000	E-W(2): 0.426 *
	TH	2.00	740	3,200	0.288 *	V/C: 0.823
	LT	1.00	230	1,600	0.144	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	480	3,200	0.163	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	0.00	100	0	0.000	ICU: 0.923
	TH	2.00	440	3,200	0.169	
	LT	1.00	220	1,600	0.138 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	150	0	0.000	N-S(1): 0.450 *
	TH	2.00	560	3,200	0.222	N-S(2): 0.322
	LT	1.00	310	1,600	0.194 *	E-W(1): 0.357
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.456 *
	TH	2.00	710	3,200	0.306 *	V/C: 0.906
	LT	1.00	140	1,600	0.088	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	2.00	590	3,200	0.256 *	
	LT	1.00	160	1,600	0.100	
Eastbound	RT	0.00	130	0	0.000	ICU: 1.006
	TH	2.00	730	3,200	0.269	
	LT	1.00	240	1,600	0.150 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 35 - Pacific Ave & San Fernando Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.29	70	457	0.144	N-S(1): 0.191 *
	TH	0.00	0	0	0.000	N-S(2): 0.144
	LT	1.71	420	2,194	0.191 *	E-W(1): 0.347 *
Westbound	RT	1.00	220	1,600	0.138	E-W(2): 0.282
	TH	2.00	840	3,200	0.263	
	LT	0.00	0	0	0.000 *	V/C: 0.538
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.638
	TH	2.00	1,110	3,200	0.347 *	
	LT	1.00	30	1,600	0.019	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.15	30	246	0.119	N-S(1): 0.152 *
	TH	0.00	0	0	0.000	N-S(2): 0.119
	LT	1.85	360	2,363	0.152 *	E-W(1): 0.275 *
Westbound	RT	1.00	410	1,600	0.256	E-W(2): 0.272
	TH	2.00	850	3,200	0.266	
	LT	0.00	0	0	0.000 *	V/C: 0.427
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.527
	TH	2.00	880	3,200	0.275 *	
	LT	1.00	10	1,600	0.006	LOS: A

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 36 - Central Ave & Maple St**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.209
	TH	2.00	800	3,200	0.256 *	N-S(2): 0.262 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.188 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	30	1,600	0.163 *	V/C: 0.450
	LT	0.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	480	3,200	0.159	ICU: 0.550
	LT	1.00	10	1,600	0.006 *	LOS: A
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	10	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.450 *
	TH	2.00	880	3,200	0.278	N-S(2): 0.291
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.175 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.000
	TH	1.00	20	1,600	0.144 *	V/C: 0.625
	LT	0.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	2.00	1,090	3,200	0.381 *	ICU: 0.725
	LT	1.00	20	1,600	0.013	LOS: C
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	20	1,600	0.031 *	
	LT	0.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 37 - Brand Blvd & Maple St  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.219
	TH	2.00	820	3,200	0.281 *	N-S(2): 0.319 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.219
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.238 *
	TH	1.00	120	1,600	0.219 *	V/C: 0.557
	LT	0.00	200	1,600	0.125	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	580	3,200	0.200	
	LT	1.00	60	1,600	0.038 *	ICU: 0.657
Eastbound	RT	0.00	50	0	0.000	
	TH	1.00	70	1,600	0.094	
	LT	0.00	30	1,600	0.019 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.429 *
	TH	2.00	920	3,200	0.303	N-S(2): 0.353
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.226 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.201
	TH	1.00	110	1,600	0.163	V/C: 0.655
	LT	0.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	150	0	0.000	ITS: 0.000
	TH	2.00	1,100	3,200	0.391 *	
	LT	1.00	80	1,600	0.050	ICU: 0.755
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	130	1,600	0.138 *	
	LT	0.00	60	1,600	0.038	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 38 - San Fernando Rd & Chevy Chase Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.356
	TH	2.00	1,040	3,200	0.341 *	N-S(2): 0.372 *
	LT	1.00	210	1,600	0.131	E-W(1): 0.169
Westbound	RT	0.00	230	1,600	0.144 *	E-W(2): 0.182 *
	TH	2.00	150	1,600	0.094	V/C: 0.554
	LT	1.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	690	3,200	0.225	ICU: 0.654
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	170	3,200	0.088	
	LT	1.00	60	1,600	0.038 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.465 *
	TH	2.00	920	3,200	0.309	N-S(2): 0.365
	LT	1.00	290	1,600	0.181 *	E-W(1): 0.210 *
Westbound	RT	0.00	190	1,600	0.119	E-W(2): 0.182
	TH	2.00	170	1,600	0.106	V/C: 0.675
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	810	3,200	0.284 *	ICU: 0.775
	LT	1.00	90	1,600	0.056	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	190	3,200	0.091 *	
	LT	1.00	100	1,600	0.063	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 39 - Central Ave & Chevy Chase Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.228
	TH	2.00	680	3,200	0.238 *	N-S(2): 0.276 *
	LT	1.00	130	1,600	0.081	E-W(1): 0.257 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.213
	TH	2.00	460	3,200	0.188	V/C: 0.533
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	380	3,200	0.147	ICU: 0.633
	LT	1.00	60	1,600	0.038 *	LOS: B
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	360	3,200	0.138 *	
	LT	1.00	40	1,600	0.025	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.410 *
	TH	2.00	720	3,200	0.247	N-S(2): 0.335
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.285 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.257
	TH	2.00	570	3,200	0.219	V/C: 0.695
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	170	0	0.000	ITS: 0.000
	TH	2.00	860	3,200	0.322 *	ICU: 0.795
	LT	1.00	140	1,600	0.088	LOS: C
Eastbound	RT	0.00	60	0	0.000	
	TH	2.00	570	3,200	0.197 *	
	LT	1.00	60	1,600	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 40 - Brand Blvd & Chevy Chase Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.216
	TH	2.00	850	3,200	0.281 *	N-S(2): 0.350 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.390 *
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.322
	TH	2.00	640	3,200	0.284	V/C: 0.740
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.000	ITS: 0.000
	TH	2.00	530	3,200	0.166	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.840
	TH	2.00	390	3,200	0.159 *	
	LT	1.00	60	1,600	0.038	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.384
	TH	2.00	920	3,200	0.322 *	N-S(2): 0.460 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.306 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.278
	TH	2.00	560	3,200	0.222	V/C: 0.766
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	150	1,600	0.066	ITS: 0.000
	TH	2.00	1,070	3,200	0.334	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.866
	TH	2.00	660	3,200	0.250 *	
	LT	1.00	90	1,600	0.056	LOS: D

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 41 - Glendale Ave & Chevy Chase Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	430	0	0.000	N-S(1): 0.194
	TH	2.00	870	3,200	0.406 *	N-S(2): 0.456 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.294
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.360 *
	TH	2.00	890	3,200	0.297 *	V/C: 0.816
	LT	1.00	260	1,600	0.163	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	300	3,200	0.163	
	LT	1.00	80	1,600	0.050 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.916
	TH	2.00	350	3,200	0.131	
	LT	1.00	100	1,600	0.063 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.400 *
	TH	2.00	640	3,200	0.266	N-S(2): 0.322
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.357 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.332
	TH	2.00	480	3,200	0.169	V/C: 0.757
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	260	0	0.000	ITS: 0.000
	TH	2.00	860	3,200	0.350 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.857
	TH	2.00	690	3,200	0.238 *	
	LT	1.00	260	1,600	0.163	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 42 - Adams St & Chevy Chase Dr  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.051
	TH	1.00	70	1,600	0.131 *	N-S(2): 0.231 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.341 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	530	1,600	0.188 *	V/C: 0.572
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.028	ITS: 0.000
	TH	1.00	60	1,600	0.038	
	LT	1.00	160	1,600	0.100 *	ICU: 0.672
Eastbound	RT	0.00	10	0	0.000	
	TH	2.00	350	1,600	0.153 *	LOS: B
	LT	0.00	130	1,600	0.081	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	240	0	0.000	N-S(1): 0.069
	TH	1.00	120	1,600	0.238 *	N-S(2): 0.269 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.388 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	290	1,600	0.116 *	V/C: 0.657
	LT	0.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.031	ITS: 0.000
	TH	1.00	90	1,600	0.056	
	LT	1.00	50	1,600	0.031 *	ICU: 0.757
Eastbound	RT	0.00	90	0	0.000	
	TH	2.00	600	1,600	0.272 *	LOS: C
	LT	0.00	180	1,600	0.113	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 43 - Chevy Chase Dr & Acacia Ave  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,300 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,300 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.193 *
	TH	2.00	370	2,600	0.154	N-S(2): 0.154
	LT	1.00	40	1,300	0.031 *	E-W(1): 0.515 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.000
	TH	1.00	140	1,300	0.446 *	V/C: 0.708
	LT	0.00	350	1,300	0.269	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	320	2,600	0.162 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.808
	TH	1.00	40	1,300	0.069 *	
	LT	0.00	40	1,300	0.031	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.300 *
	TH	2.00	100	3,200	0.034	N-S(2): 0.034
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.388 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.000
	TH	1.00	90	1,600	0.275 *	V/C: 0.688
	LT	0.00	280	1,600	0.175	Lost Time: 0.100
Northbound	RT	0.00	410	1,600	0.256 *	ITS: 0.000
	TH	2.00	270	1,600	0.169	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.788
	TH	1.00	150	1,600	0.113 *	
	LT	0.00	10	1,600	0.006	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 44 - San Fernando Rd & Los Feliz Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	320	0	0.000	N-S(1): 0.188
	TH	2.00	710	3,200	0.322 *	N-S(2): 0.403 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.138
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.669 *
	TH	1.00	740	1,600	0.481 *	V/C: 1.072
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	1.00	20	1,600	0.006	ITS: 0.000
	TH	2.00	440	3,200	0.138	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	1.00	110	1,600	0.028	ICU: 1.172
	TH	2.00	400	3,200	0.125	
	LT	1.00	300	1,600	0.188 *	LOS: F

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.259
	TH	2.00	580	3,200	0.288 *	N-S(2): 0.463 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.278
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.750 *
	TH	1.00	750	1,600	0.500 *	V/C: 1.213
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	1.00	40	1,600	0.013	ITS: 0.000
	TH	2.00	750	3,200	0.234	
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	200	1,600	0.038	ICU: 1.313
	TH	2.00	810	3,200	0.253	
	LT	1.00	400	1,600	0.250 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 45 - Central Ave & Los Feliz Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.188	N-S(1): 0.260 *
	TH	2.00	320	3,200	0.100	N-S(2): 0.207
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.238
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.381 *
	TH	1.00	450	1,600	0.281 *	V/C: 0.641
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	210	3,200	0.091 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	1.00	40	1,600	0.016	ICU: 0.741
	TH	1.00	340	1,600	0.213	
	LT	1.00	160	1,600	0.100 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	360	1,600	0.122	N-S(1): 0.366 *
	TH	2.00	380	3,200	0.119	N-S(2): 0.153
	LT	1.00	270	1,600	0.169 *	E-W(1): 0.319
Westbound	RT	1.15	310	1,837	0.084	E-W(2): 0.375 *
	TH	0.85	230	1,363	0.169 *	V/C: 0.741
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	530	3,200	0.197 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	1.00	30	1,600	0.003	ICU: 0.841
	TH	1.00	470	1,600	0.294	
	LT	1.00	330	1,600	0.206 *	LOS: D

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 46 - Brand Blvd & Los Feliz Rd**  
**Description: Alternative 2 (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	310	0	0.000	N-S(1): 0.237
	TH	2.00	940	3,200	0.391 *	N-S(2): 0.504 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.513 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.188
	TH	1.00	160	1,600	0.119	V/C: 1.017
	LT	1.00	430	1,600	0.269 *	Lost Time: 0.100
Northbound	RT	0.00	110	0	0.000	ITS: 0.000
	TH	2.00	550	3,200	0.206	
	LT	1.00	180	1,600	0.113 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 1.117
	TH	1.00	250	1,600	0.244 *	
	LT	1.00	110	1,600	0.069	LOS: F

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.416 *
	TH	2.00	800	3,200	0.303	N-S(2): 0.359
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.538 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.306
	TH	1.00	150	1,600	0.131	V/C: 0.954
	LT	1.00	230	1,600	0.144 *	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	1,010	3,200	0.328 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	150	0	0.000	ICU: 1.054
	TH	1.00	480	1,600	0.394 *	
	LT	1.00	280	1,600	0.175	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 47 - Glendale Ave & Los Feliz Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	510	1,600	0.156	N-S(1): 0.097
	TH	2.00	740	3,200	0.197 *	N-S(2): 0.253 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.087
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.182 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.435
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	280	3,200	0.091	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.535
	TH	1.00	10	1,600	0.081	
	LT	1.00	260	1,600	0.163 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,600	0.000	N-S(1): 0.309 *
	TH	2.00	600	3,200	0.133	N-S(2): 0.183
	LT	0.00	10	1,600	0.006 *	E-W(1): 0.144
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.300 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.609
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	960	3,200	0.303 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	210	0	0.000	ICU: 0.709
	TH	1.00	10	1,600	0.138	
	LT	1.00	450	1,600	0.281 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 48 - Central Ave & San Fernando Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.176 *
	TH	0.36	60	582	0.103	N-S(2): 0.000
	LT	1.64	270	2,095	0.129 *	E-W(1): 0.232
Westbound	RT	0.00	230	0	0.000	E-W(2): 0.338 *
	TH	2.00	470	3,200	0.219 *	V/C: 0.514
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	80	1,600	0.047 *	
	LT	0.00	30	1,600	0.019	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.614
	TH	2.00	640	3,200	0.213	
	LT	1.00	190	1,600	0.119 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,600	0.094	N-S(1): 0.221 *
	TH	0.51	100	821	0.122	N-S(2): 0.000
	LT	1.49	290	1,904	0.152 *	E-W(1): 0.247
Westbound	RT	0.00	390	0	0.000	E-W(2): 0.479 *
	TH	2.00	780	3,200	0.366 *	V/C: 0.700
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	130	1,600	0.069 *	
	LT	0.00	50	1,600	0.031	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.800
	TH	2.00	670	3,200	0.222	
	LT	1.00	180	1,600	0.113 *	LOS: C

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 49 - Brand Blvd & San Fernando Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.308
	TH	3.00	880	4,800	0.188 *	N-S(2): 0.376 *
	LT	1.00	130	1,600	0.081	E-W(1): 0.472 *
Westbound	RT	1.00	140	1,600	0.047	E-W(2): 0.165
	TH	2.00	510	3,200	0.159	V/C: 0.848
	LT	1.00	380	1,600	0.238 *	Lost Time: 0.100
Northbound	RT	0.00	270	0	0.000	ITS: 0.000
	TH	3.00	820	4,800	0.227	ICU: 0.948
	LT	1.00	300	1,600	0.188 *	LOS: E
Eastbound	RT	0.00	250	0	0.000	
	TH	2.00	500	3,200	0.234 *	
	LT	1.00	10	1,600	0.006	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.428 *
	TH	3.00	860	4,800	0.188	N-S(2): 0.363
	LT	1.00	180	1,600	0.113 *	E-W(1): 0.497 *
Westbound	RT	1.00	270	1,600	0.113	E-W(2): 0.244
	TH	2.00	760	3,200	0.238	V/C: 0.925
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	0.00	400	0	0.000	ITS: 0.000
	TH	3.00	1,110	4,800	0.315 *	ICU: 1.025
	LT	1.00	280	1,600	0.175	LOS: F
Eastbound	RT	0.00	260	0	0.000	
	TH	2.00	590	3,200	0.266 *	
	LT	1.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 50 - Glendale Ave & San Fernando Rd  
**Description:** Alternative 2 (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.091	N-S(1): 0.246 *
	TH	0.07	20	110	0.181	N-S(2): 0.000
	LT	1.93	560	2,472	0.227 *	E-W(1): 0.247
Westbound	RT	0.00	430	0	0.000	E-W(2): 0.469 *
	TH	2.00	810	3,200	0.388 *	V/C: 0.715
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.815
	TH	2.00	760	3,200	0.241	
	LT	1.00	130	1,600	0.081 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.153	N-S(1): 0.238 *
	TH	0.07	20	114	0.175	N-S(2): 0.000
	LT	1.93	540	2,469	0.219 *	E-W(1): 0.287
Westbound	RT	0.00	560	0	0.000	E-W(2): 0.660 *
	TH	2.00	1,010	3,200	0.491 *	V/C: 0.898
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.998
	TH	2.00	890	3,200	0.281	
	LT	1.00	270	1,600	0.169 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 1 - Pacific Ave & Glenoaks Blvd  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.185
	TH	2.00	710	2,600	0.300 *	N-S(2): 0.392 *
	LT	1.00	40	1,300	0.031	E-W(1): 0.336
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.356 *
	TH	3.00	1,000	3,900	0.279 *	V/C: 0.748
	LT	1.00	110	1,300	0.085	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	330	2,600	0.154	
	LT	1.00	120	1,300	0.092 *	
Eastbound	RT	0.00	300	0	0.000	ICU: 0.848
	TH	3.00	680	3,900	0.251	
	LT	1.00	100	1,300	0.077 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.404
	TH	2.00	490	2,600	0.231 *	N-S(2): 0.439 *
	LT	1.00	90	1,300	0.069	E-W(1): 0.502 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.423
	TH	3.00	1,010	3,900	0.292	V/C: 0.941
	LT	1.00	120	1,300	0.092 *	Lost Time: 0.100
Northbound	RT	0.00	50	0	0.000	ITS: 0.000
	TH	2.00	820	2,600	0.335	
	LT	1.00	270	1,300	0.208 *	
Eastbound	RT	0.00	490	0	0.000	ICU: 1.041
	TH	3.00	1,110	3,900	0.410 *	
	LT	1.00	170	1,300	0.131	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 2 - Central Ave & Glenoaks Blvd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.025	N-S(1): 0.094
	TH	2.00	620	3,200	0.194 *	N-S(2): 0.241 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.208
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.232 *
	TH	3.00	900	4,800	0.194 *	V/C: 0.473
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.016	ITS: 0.000
	TH	2.00	240	3,200	0.075	
	LT	2.00	120	2,560	0.047 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.573
	TH	3.00	590	4,800	0.152	
	LT	1.00	60	1,600	0.038 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.001	N-S(1): 0.197
	TH	2.00	400	3,200	0.125 *	N-S(2): 0.279 *
	LT	1.00	50	1,300	0.038	E-W(1): 0.310 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.262
	TH	3.00	800	4,800	0.177	V/C: 0.589
	LT	1.00	80	1,300	0.062 *	Lost Time: 0.100
Northbound	RT	1.00	220	1,600	0.107	ITS: 0.000
	TH	2.00	510	3,200	0.159	
	LT	2.00	320	2,080	0.154 *	
Eastbound	RT	0.00	250	0	0.000	ICU: 0.689
	TH	3.00	940	4,800	0.248 *	
	LT	1.00	110	1,300	0.085	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 3 - Brand Blvd & Glenoaks Blvd**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.088	N-S(1): 0.215
	TH	2.00	790	3,200	0.247 *	N-S(2): 0.447 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.153
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.304 *
	TH	2.00	680	3,200	0.241 *	V/C: 0.751
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	1.00	90	1,600	0.034	ITS: 0.000
	TH	2.00	590	3,200	0.184	
	LT	1.00	320	1,600	0.200 *	
Eastbound	RT	1.00	40	1,600	0.000	ICU: 0.851
	TH	2.00	350	3,200	0.109	
	LT	1.00	100	1,600	0.063 *	LOS: D

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.069	N-S(1): 0.278
	TH	2.00	930	3,200	0.291 *	N-S(2): 0.385 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.276 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.259
	TH	2.00	360	3,200	0.134	V/C: 0.661
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.056	ITS: 0.000
	TH	2.00	670	3,200	0.209	
	LT	1.00	150	1,600	0.094 *	
Eastbound	RT	1.00	20	1,600	0.000	ICU: 0.761
	TH	2.00	680	3,200	0.213 *	
	LT	1.00	200	1,600	0.125	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 4 - Pacific Ave. & SR 134 WB Ramps  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph		N-S Split Phase : N
Left Lane:	1,600 vph	1,300 vph		E-W Split Phase : N
Double Lt Penalty:	20 %	20 %		Lost Time (% of cycle) : 10
ITS:	0 %	0 %		V/C Round Off (decs.) : 3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.53	460	2,453	0.188	N-S(1): 0.434 *
	TH	1.47	440	2,347	0.188	N-S(2): 0.432
	TH/ LT	1.00	320	1,600	0.200 *	E-W(1): 0.225 *
Westbound	RT	1.00	340	1,600	0.213	E-W(2): 0.225 *
	TH	1.00	0	1,600	0.225 *	
	LT	0.00	360	1,600	0.225 *	V/C: 0.659
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	750	3,200	0.234 *	ITS: 0.000
	LT	1.00	390	1,600	0.244	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.759
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.16	320	1,504	0.213	N-S(1): 0.692 *
	TH	1.84	510	2,396	0.213	N-S(2): 0.544
	TH/ LT	1.00	450	1,300	0.346 *	E-W(1): 0.285
Westbound	RT	1.00	480	1,300	0.369 *	E-W(2): 0.369 *
	TH	1.00	0	1,300	0.285	
	LT	0.00	370	1,300	0.285	V/C: 1.061
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	2.00	900	2,600	0.346 *	ITS: 0.000
	LT	1.00	430	1,300	0.331	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 5 - Pacific & SR 134 EB Ramps  
**Description:** Proposed Project (2040)

	AM	PM	
Thru Lane:	1,600 vph	1,300 vph	
Left Lane:	1,600 vph	1,300 vph	
Double Lt Penalty:	20 %	20 %	
ITS:	0 %	0 %	
OLA Movements :			
FF Movements:			

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.469
	TH	2.00	800	3,200	0.250 *	N-S(2): 0.494 *
	LT	1.00	320	1,600	0.200	E-W(1): 0.281 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.200
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.775
Northbound	RT	1.00	430	1,600	0.269	Lost Time: 0.100
	TH	2.00	430	3,200	0.134	ITS: 0.000
	TH/ LT	1.00	390	1,600	0.244 *	
Eastbound	RT	1.00	450	1,600	0.281 *	ICU: 0.875
	TH	1.00	0	1,600	0.200	
	LT	0.00	320	1,600	0.200	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.784 *
	TH	2.00	880	2,600	0.338	N-S(2): 0.669
	LT	1.00	450	1,300	0.346 *	E-W(1): 0.254 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.254 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000 *	V/C: 1.038
Northbound	RT	1.00	570	1,300	0.438 *	Lost Time: 0.100
	TH	2.00	570	2,600	0.219	ITS: 0.000
	TH/ LT	1.00	430	1,300	0.331	
Eastbound	RT	1.00	250	1,300	0.027	ICU: 1.138
	TH	1.00	0	1,300	0.254 *	
	LT	0.00	330	1,300	0.254 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.275 N-S(2): 0.351 * E-W(1): 0.156 E-W(2): 0.194 *
	TH	2.00	420	3,200	0.238 *	
	TH/ LT	1.00	150	1,600	0.094	
Westbound	RT	0.00	150	0	0.000	V/C: 0.545 Lost Time: 0.100 ITS: 0.000
	TH	2.00	470	3,200	0.194 *	
	LT	1.00	250	1,600	0.156	
Northbound	RT	0.00	0	0	0.000	ICU: 0.645
	TH	2.00	580	3,200	0.181	
	LT	2.00	290	2,560	0.113 *	
Eastbound	RT	0.00	0	0	0.000	LOS: B
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	260	0	0.000	N-S(1): 0.352 N-S(2): 0.521 * E-W(1): 0.192 E-W(2): 0.278 *
	TH	2.00	530	3,200	0.247 *	
	TH/ LT	1.00	190	1,300	0.146	
Westbound	RT	0.00	210	0	0.000	V/C: 0.799 Lost Time: 0.100 ITS: 0.000
	TH	2.00	680	3,200	0.278 *	
	LT	1.00	250	1,300	0.192	
Northbound	RT	0.00	0	0	0.000	ICU: 0.899
	TH	2.00	660	3,200	0.206	
	LT	2.00	570	2,080	0.274 *	
Eastbound	RT	0.00	0	0	0.000	LOS: D
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 7 - Central Ave & Sanchez Dr  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.256
	TH	2.00	670	2,600	0.258 *	N-S(2): 0.349 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.405 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.200
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.754
Northbound	RT	1.00	210	1,300	0.162	Lost Time: 0.100
	TH	2.00	260	2,600	0.100	ITS: 0.000
	TH/ LT	2.00	290	3,200	0.091 *	
Eastbound	RT	1.22	640	1,580	0.405	ICU: 0.854
	TH	1.78	620	2,320	0.405 *	
	LT	0.00	320	1,600	0.200	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.357
	TH	2.00	800	2,600	0.308 *	N-S(2): 0.486 *
	LT	1.00	190	1,600	0.119	E-W(1): 0.183 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.156
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.669
Northbound	RT	1.00	310	1,300	0.238	Lost Time: 0.100
	TH	2.00	410	2,600	0.158	ITS: 0.000
	TH/ LT	2.00	570	3,200	0.178 *	
Eastbound	RT	1.11	250	1,444	0.084	ICU: 0.769
	TH	1.89	200	2,456	0.183 *	
	LT	0.00	250	1,600	0.156	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 8 - Brand Blvd & Goode Ave  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,600 vph	1,600 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.258 N-S(2): 0.400 * E-W(1): 0.477 * E-W(2): 0.388
	TH	1.00	270	1,600	0.300 *	
	TH/ LT	2.00	390	2,600	0.150	
Westbound	RT	0.00	570	0	0.000	V/C: 0.877 Lost Time: 0.100 ITS: 0.000
	TH	1.56	400	2,503	0.388	
	LT	1.44	890	1,866	0.477 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.977
	TH	3.00	520	4,800	0.108	
	LT	2.00	260	2,600	0.100 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.292 N-S(2): 0.463 * E-W(1): 0.421 * E-W(2): 0.342
	TH	1.00	280	1,600	0.294 *	
	TH/ LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	540	0	0.000	V/C: 0.884 Lost Time: 0.100 ITS: 0.000
	TH	1.92	510	3,073	0.342	
	LT	1.08	590	1,403	0.421 *	
Northbound	RT	0.00	0	0	0.000	ICU: 0.984
	TH	3.00	460	4,800	0.096	
	LT	2.00	440	2,600	0.169 *	
Eastbound	RT	0.00	0	0	0.000	LOS: E
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 9 - Brand Blvd & Sanchez Dr  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,600 vph	1,300 vph
Left Lane:	1,600 vph	1,300 vph
Double Lt Penalty:	0 %	0 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.276 N-S(2): 0.444 * E-W(1): 0.208 * E-W(2): 0.156
	TH	2.00	1,160	3,200	0.363 *	
	LT	2.00	390	3,200	0.122	
Westbound	RT	0.00	0	0	0.000	V/C: 0.652 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.91	470	3,049	0.154	ICU: 0.752
	TH	1.09	270	1,751	0.154	
	TH/ LT	2.00	260	3,200	0.081 *	
Eastbound	RT	1.26	420	2,016	0.208	LOS: C
	TH	1.74	330	2,784	0.208 *	
	LT	0.00	250	1,600	0.156	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.452 N-S(2): 0.504 * E-W(1): 0.142 * E-W(2): 0.038
	TH	2.00	870	2,600	0.335 *	
	LT	2.00	510	2,600	0.196	
Westbound	RT	0.00	0	0	0.000	V/C: 0.646 Lost Time: 0.100 ITS: 0.000
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.77	590	2,301	0.256	ICU: 0.746
	TH	1.23	410	1,599	0.256	
	TH/ LT	2.00	440	2,600	0.169 *	
Eastbound	RT	1.00	200	1,300	0.069	LOS: C
	TH	2.00	490	2,600	0.142 *	
	LT	0.00	50	1,300	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 10 - 134 W On Ramp.Exit & Monterey Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.000
	TH	0.00	0	0	0.000	N-S(2):	0.287 *
	LT	0.00	0	0	0.000	E-W(1):	0.500 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.263
	TH	1.00	410	1,600	0.263	V/C:	0.787
	LT	2.00	990	2,560	0.387 *	Lost Time:	0.100
Northbound	RT	1.00	300	1,600	0.000	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.887
	LT	1.00	450	1,600	0.281 *	LOS:	D
Eastbound	RT	1.00	150	1,600	0.094		
	TH	2.00	360	3,200	0.113 *		
	LT	0.00	0	0	0.000		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006 *	N-S(1):	0.066
	TH	0.00	0	0	0.000	N-S(2):	0.225 *
	LT	0.00	0	0	0.000	E-W(1):	0.524 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.181
	TH	1.00	280	1,600	0.181	V/C:	0.749
	LT	2.00	710	2,560	0.277 *	Lost Time:	0.100
Northbound	RT	1.00	550	1,600	0.066	ITS:	0.000
	TH	0.00	0	0	0.000	ICU:	0.849
	LT	1.00	350	1,600	0.219 *	LOS:	D
Eastbound	RT	1.00	90	1,600	0.056		
	TH	2.00	790	3,200	0.247 *		
	LT	0.00	0	0	0.000		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,600 vph	1,600 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :	EBR,	
FF Movements:		

N-S Split Phase :	N
E-W Split Phase :	N
Lost Time (% of cycle) :	10
V/C Round Off (decs.) :	3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	760	1,300	0.585 *	N-S(1): 0.377 N-S(2): 0.722 * E-W(1): 0.319 * E-W(2): 0.313
	TH	2.00	810	2,600	0.312	
	LT	0.00	0	0	0.000	
Westbound	RT	0.00	40	0	0.000	V/C: 1.041 Lost Time: 0.100 ITS: 0.000
	TH	1.00	310	1,300	0.269	
	LT	1.00	150	1,600	0.094 *	
Northbound	RT	0.00	350	0	0.000	ICU: 1.141
	TH	2.00	630	2,600	0.377	
	LT	2.00	350	2,560	0.137 *	
Eastbound	RT	1.00	470	1,300	0.225 *	LOS: F
	TH	1.00	120	1,300	0.092	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,300	0.269	N-S(1): 0.481 * N-S(2): 0.414 E-W(1): 0.579 * E-W(2): 0.352
	TH	3.00	630	3,900	0.251	
	LT	0.00	0	0	0.000 *	
Westbound	RT	0.00	20	0	0.000	V/C: 1.060 Lost Time: 0.100 ITS: 0.000
	TH	1.00	250	1,300	0.208	
	LT	1.00	50	1,600	0.031 *	
Northbound	RT	0.00	160	0	0.000	ICU: 1.160
	TH	2.00	1,090	2,600	0.481 *	
	LT	2.00	370	2,560	0.145	
Eastbound	RT	1.00	900	1,300	0.548 *	LOS: F
	TH	1.00	210	1,300	0.162	
	LT	1.00	230	1,600	0.144	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 12 - Glendale Ave & SR 134 EB Ramps  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	340	1,600	0.213	N-S(1): 0.338
	TH	2.00	1,090	3,200	0.341 *	N-S(2): 0.560 *
	LT	0.00	0	0	0.000	E-W(1): 0.097
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.258 *
	TH	0.00	0	0	0.000 *	V/C: 0.818
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	540	1,600	0.338	ITS: 0.000
	TH	1.00	500	1,600	0.313	
	TH/ LT	1.00	350	1,600	0.219 *	
Eastbound	RT	1.45	480	2,327	0.097	ICU: 0.918
	TH	0.00	0	0	0.000	
	LT	1.55	510	1,978	0.258 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	580	1,300	0.446	N-S(1): 0.669 *
	TH	2.00	1,000	2,600	0.385	N-S(2): 0.446
	LT	0.00	0	0	0.000 *	E-W(1): 0.238
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.242 *
	TH	0.00	0	0	0.000 *	V/C: 0.911
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	1.00	870	1,300	0.669 *	ITS: 0.000
	TH	2.00	1,000	2,600	0.385	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.52	470	1,971	0.238	ICU: 1.011
	TH	0.00	0	0	0.000	
	LT	1.48	460	1,899	0.242 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 13 - Pacific Ave & Lexington Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.310 *
	TH	2.00	660	3,200	0.209	N-S(2): 0.215
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.050
Westbound	RT	1.00	100	1,600	0.044 *	E-W(2): 0.057 *
	TH	1.00	30	1,600	0.038	V/C: 0.367
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	840	3,200	0.272 *	ICU: 0.467
	LT	1.00	10	1,600	0.006	LOS: A
Eastbound	RT	0.00	10	0	0.000	
	TH	1.00	20	1,600	0.031	
	LT	0.00	20	1,600	0.013 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.375 *
	TH	2.00	880	3,200	0.278	N-S(2): 0.284
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.050 *
Westbound	RT	1.00	110	1,600	0.041	E-W(2): 0.050 *
	TH	1.00	30	1,600	0.044	V/C: 0.425
	LT	0.00	40	1,600	0.025 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	1,000	3,200	0.319 *	ICU: 0.525
	LT	1.00	10	1,600	0.006	LOS: A
Eastbound	RT	0.00	10	0	0.000	
	TH	1.00	20	1,600	0.025 *	
	LT	0.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 14 - Central Ave & Lexington Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.150
	TH	2.00	680	3,200	0.225 *	N-S(2): 0.244 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.144 *
	TH	1.00	70	1,600	0.125 *	V/C: 0.388
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	3.00	530	4,800	0.119	ICU: 0.488
	LT	1.00	30	1,600	0.019 *	LOS: A
Eastbound	RT	0.00	40	0	0.000	
	TH	1.00	90	1,600	0.100	
	LT	0.00	30	1,600	0.019 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.225
	TH	2.00	850	3,200	0.278 *	N-S(2): 0.316 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.119
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.182 *
	TH	1.00	140	1,600	0.169 *	V/C: 0.498
	LT	0.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	3.00	900	4,800	0.194	ICU: 0.598
	LT	1.00	60	1,600	0.038 *	LOS: A
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	110	1,600	0.100	
	LT	0.00	20	1,600	0.013 *	

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 15 - Brand Blvd & Lexington Dr**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.231 *
	TH	2.00	630	3,200	0.209	N-S(2): 0.228
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.169 *
Westbound	RT	1.00	80	1,600	0.009	E-W(2): 0.138
	TH	1.00	120	1,600	0.100	
	LT	0.00	40	1,600	0.025 *	V/C: 0.400
Northbound	RT	0.00	40	0	0.000	Lost Time: 0.100
	TH	2.00	440	3,200	0.150 *	ITS: 0.000
	LT	1.00	30	1,600	0.019	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.500
	TH	1.00	110	1,600	0.144 *	
	LT	0.00	60	1,600	0.038	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.279
	TH	2.00	830	3,200	0.272 *	N-S(2): 0.328 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.306 *
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.237
	TH	1.00	170	1,600	0.206	
	LT	0.00	160	1,600	0.100 *	V/C: 0.634
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	630	3,200	0.216	ITS: 0.000
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.734
	TH	1.00	190	1,600	0.206 *	
	LT	0.00	50	1,600	0.031	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 16 - Glendale Ave & Lexington Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:	EBR,			

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.256
	TH	2.00	1,090	3,200	0.378 *	N-S(2): 0.403 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.144
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.275 *
	TH	1.00	200	1,600	0.175 *	V/C: 0.678
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	720	3,200	0.231	
	LT	1.00	40	1,600	0.025 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.778
	TH	1.00	100	1,600	0.113	
	LT	1.00	160	1,600	0.100 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.438 *
	TH	2.00	950	3,200	0.334	N-S(2): 0.359
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.206
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.294 *
	TH	1.00	150	1,600	0.125 *	V/C: 0.732
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	1,180	3,200	0.394 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.832
	TH	1.00	220	1,600	0.181	
	LT	1.00	270	1,600	0.169 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 17 - Verdugo Rd & Wilson Ave  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.260 *
	TH	2.00	500	3,200	0.178	N-S(2): 0.228
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.263
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.401 *
	TH	1.00	400	1,600	0.338 *	V/C: 0.661
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	2.00	460	3,200	0.166 *	ICU: 0.761
	LT	1.00	80	1,600	0.050	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	1.00	240	1,600	0.213	
	LT	1.00	100	1,600	0.063 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.244 *
	TH	2.00	560	3,200	0.194	N-S(2): 0.225
	LT	1.00	150	1,600	0.094 *	E-W(1): 0.369
Westbound	RT	0.00	210	0	0.000	E-W(2): 0.394 *
	TH	1.00	330	1,600	0.338 *	V/C: 0.638
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.150 *	ICU: 0.738
	LT	1.00	50	1,600	0.031	LOS: C
Eastbound	RT	0.00	160	0	0.000	
	TH	1.00	350	1,600	0.319	
	LT	1.00	90	1,600	0.056 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 18 - San Fernando Rd & Broadway  
**Description:** Proposed Project (2040)

	AM	PM
Thru Lane:	1,300 vph	1,300 vph
Left Lane:	1,300 vph	1,300 vph
Double Lt Penalty:	20 %	20 %
ITS:	0 %	0 %
OLA Movements :		
FF Movements:		

N-S Split Phase : N  
E-W Split Phase : N  
Lost Time (% of cycle) : 10  
V/C Round Off (decs.) : 3

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.350 *
	TH	2.00	900	2,600	0.346	N-S(2): 0.346
	LT	1.00	90	1,300	0.069 *	E-W(1): 0.100 *
Westbound	RT	1.00	140	1,300	0.073	E-W(2): 0.073
	TH	0.00	0	0	0.000	
	LT	1.00	130	1,300	0.100 *	V/C: 0.450
Northbound	RT	0.00	90	0	0.000	Lost Time: 0.100
	TH	2.00	640	2,600	0.281 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.550
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.465 *
	TH	2.00	870	2,600	0.335	N-S(2): 0.335
	LT	1.00	120	1,300	0.092 *	E-W(1): 0.046
Westbound	RT	1.00	270	1,300	0.162 *	E-W(2): 0.162 *
	TH	0.00	0	0	0.000	
	LT	1.00	60	1,300	0.046	V/C: 0.627
Northbound	RT	0.00	170	0	0.000	Lost Time: 0.100
	TH	2.00	800	2,600	0.373 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.727
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 19 - Pacific Ave & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.178
	TH	2.00	550	3,200	0.178 *	N-S(2): 0.191 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.138 *
Westbound	RT	0.00	130	0	0.000	E-W(2): 0.119
	TH	2.00	190	3,200	0.100	V/C: 0.329
	LT	1.00	110	1,600	0.069 *	Lost Time: 0.100
Northbound	RT	1.00	200	1,600	0.091	ITS: 0.000
	TH	2.00	410	3,200	0.128	
	LT	1.00	20	1,600	0.013 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.429
	TH	2.00	150	3,200	0.069 *	
	LT	1.00	30	1,600	0.019	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	20	0	0.000	N-S(1): 0.350 *
	TH	2.00	510	2,600	0.204	N-S(2): 0.229
	LT	1.00	190	1,600	0.119 *	E-W(1): 0.269 *
Westbound	RT	0.00	260	0	0.000	E-W(2): 0.261
	TH	2.00	320	2,600	0.223	V/C: 0.619
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,300	0.048	ITS: 0.000
	TH	2.00	600	2,600	0.231 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.719
	TH	2.00	280	2,600	0.150 *	
	LT	1.00	60	1,600	0.038	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 20 - Columbus Ave & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.075
	TH	1.00	160	1,600	0.175 *	N-S(2): 0.250 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.169 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.126
	TH	2.00	340	3,200	0.113	V/C: 0.419
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.034	ITS: 0.000
	TH	1.00	90	1,600	0.056	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.519
	TH	2.00	360	3,200	0.138 *	
	LT	1.00	20	1,600	0.013	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.225
	TH	1.00	200	1,600	0.169 *	N-S(2): 0.307 *
	LT	0.00	30	1,600	0.019	E-W(1): 0.241 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.185
	TH	2.00	470	3,200	0.166	V/C: 0.548
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.063	ITS: 0.000
	TH	1.00	330	1,600	0.206	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.648
	TH	2.00	500	3,200	0.191 *	
	LT	1.00	30	1,600	0.019	LOS: B

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 21 - Central Ave & Broadway**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.182 *
	TH	3.00	540	4,800	0.138	N-S(2): 0.163
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.194 *
Westbound	RT	0.00	110	0	0.000	E-W(2): 0.178
	TH	2.00	320	3,200	0.134	V/C: 0.376
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	3.00	360	4,800	0.094 *	
	LT	1.00	40	1,600	0.025	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.476
	TH	2.00	420	3,200	0.150 *	
	LT	1.00	70	1,600	0.044	LOS: A

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.298 *
	TH	3.00	760	4,800	0.202	N-S(2): 0.283
	LT	1.00	120	1,600	0.075 *	E-W(1): 0.306 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.288
	TH	2.00	530	3,200	0.188	V/C: 0.604
	LT	1.00	130	1,600	0.081 *	Lost Time: 0.100
Northbound	RT	0.00	200	0	0.000	ITS: 0.000
	TH	3.00	870	4,800	0.223 *	
	LT	1.00	130	1,600	0.081	
Eastbound	RT	0.00	130	0	0.000	ICU: 0.704
	TH	2.00	590	3,200	0.225 *	
	LT	1.00	160	1,600	0.100	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 22 - Brand Blvd & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.179
	TH	2.00	470	3,200	0.169 *	N-S(2): 0.219 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.191 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.178
	TH	2.00	420	3,200	0.159	V/C: 0.410
	LT	1.00	110	1,600	0.069 *	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ITS: 0.000
	TH	2.00	350	3,200	0.116	ICU: 0.510
	LT	1.00	80	1,600	0.050 *	LOS: A
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	310	3,200	0.122 *	
	LT	1.00	30	1,600	0.019	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.313 *
	TH	2.00	620	3,200	0.238	N-S(2): 0.294
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.266
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.291 *
	TH	2.00	480	3,200	0.197 *	V/C: 0.604
	LT	1.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	680	3,200	0.244 *	ICU: 0.704
	LT	1.00	90	1,600	0.056	LOS: C
Eastbound	RT	0.00	70	0	0.000	
	TH	2.00	660	3,200	0.228	
	LT	1.00	150	1,600	0.094 *	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 23 - Glendale Ave & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.072	N-S(1): 0.244
	TH	2.00	850	3,200	0.266 *	N-S(2): 0.322 *
	LT	1.00	70	1,600	0.044	E-W(1): 0.250 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.203
	TH	2.00	450	3,200	0.159	V/C: 0.572
	LT	1.00	270	1,600	0.169 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	560	3,200	0.200	ICU: 0.672
	LT	1.00	90	1,600	0.056 *	LOS: B
Eastbound	RT	0.00	50	0	0.000	
	TH	2.00	210	3,200	0.081 *	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	100	1,300	0.027	N-S(1): 0.382 *
	TH	2.00	750	2,600	0.288	N-S(2): 0.338
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.413 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.350
	TH	2.00	570	2,600	0.250	V/C: 0.795
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	180	0	0.000	ITS: 0.000
	TH	3.00	1,040	3,900	0.313 *	ICU: 0.895
	LT	1.00	80	1,600	0.050	LOS: D
Eastbound	RT	0.00	120	0	0.000	
	TH	2.00	630	2,600	0.288 *	
	LT	1.00	160	1,600	0.100	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 24 - Chevy Chase Dr & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.376
	TH	1.00	440	1,600	0.331 *	N-S(2): 0.394 *
	LT	1.00	20	1,600	0.013	E-W(1): 0.190
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.269 *
	TH	2.00	570	3,200	0.206 *	V/C: 0.663
	LT	1.00	170	1,600	0.106	Lost Time: 0.100
Northbound	RT	0.00	200	0	0.000	ITS: 0.000
	TH	1.00	380	1,600	0.363	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.763
	TH	2.00	200	3,200	0.084	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.313
	TH	1.00	360	1,600	0.350 *	N-S(2): 0.431 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.260
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.269 *
	TH	2.00	540	3,200	0.188 *	V/C: 0.700
	LT	1.00	100	1,600	0.063	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.244	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.800
	TH	2.00	520	3,200	0.197	
	LT	1.00	130	1,600	0.081 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 25 - Verdugo Rd & Broadway  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.244
	TH	2.00	570	3,200	0.191 *	N-S(2): 0.254 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.219 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.160
	TH	2.00	440	3,200	0.147	V/C: 0.473
	LT	1.00	210	1,600	0.131 *	Lost Time: 0.100
Northbound	RT	0.00	200	0	0.000	ITS: 0.000
	TH	2.00	520	3,200	0.225	ICU: 0.573
	LT	1.00	100	1,600	0.063 *	LOS: A
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	240	3,200	0.088 *	
	LT	1.00	20	1,600	0.013	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.556 *
	TH	2.00	640	3,200	0.225	N-S(2): 0.294
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.363 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.222
	TH	2.00	430	3,200	0.166	V/C: 0.919
	LT	1.00	230	1,600	0.144 *	Lost Time: 0.100
Northbound	RT	0.00	690	1,600	0.431 *	ITS: 0.000
	TH	2.00	470	1,600	0.294	ICU: 1.019
	LT	1.00	110	1,600	0.069	LOS: F
Eastbound	RT	0.00	150	0	0.000	
	TH	2.00	550	3,200	0.219 *	
	LT	1.00	90	1,600	0.056	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 26 - Harvey Dr & Wilson Ave  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.442 *
	TH	2.00	880	3,200	0.338 *	N-S(2): 0.000
	LT	1.00	530	1,600	0.331	E-W(1): 0.125
Westbound	RT	1.00	740	1,600	0.297 *	E-W(2): 0.403 *
	TH	2.00	360	3,200	0.113	V/C: 0.845
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	3.00	430	4,800	0.104 *	ICU: 0.945
	LT	0.00	60	1,600	0.038	LOS: E
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	200	3,200	0.069	
	LT	1.00	170	1,600	0.106 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.368 *
	TH	2.00	520	3,200	0.172 *	N-S(2): 0.000
	LT	1.00	170	1,600	0.106	E-W(1): 0.232 *
Westbound	RT	1.00	240	1,600	0.097	E-W(2): 0.169
	TH	2.00	360	3,200	0.113	V/C: 0.600
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	3.00	780	4,800	0.196 *	ICU: 0.700
	LT	0.00	40	1,600	0.025	LOS: B
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	280	3,200	0.119 *	
	LT	1.00	90	1,600	0.056	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 27 - San Fernando Rd & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.394 *
	TH	2.00	910	3,200	0.284	N-S(2): 0.284
	LT	1.00	110	1,600	0.069 *	E-W(1): 0.025 *
Westbound	RT	1.00	50	1,600	0.000	E-W(2): 0.000
	TH	0.00	0	0	0.000	
	LT	1.00	40	1,600	0.025 *	V/C: 0.419
Northbound	RT	1.00	520	1,600	0.325 *	Lost Time: 0.100
	TH	2.00	640	3,200	0.200	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.519
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.307 *
	TH	2.00	730	3,200	0.228	N-S(2): 0.228
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.013
Westbound	RT	1.00	140	1,600	0.066 *	E-W(2): 0.066 *
	TH	0.00	0	0	0.000	
	LT	1.00	20	1,600	0.013	V/C: 0.373
Northbound	RT	1.00	410	1,600	0.256	Lost Time: 0.100
	TH	2.00	840	3,200	0.263 *	ITS: 0.000
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.473
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 28 - Pacific Ave & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	270	1,600	0.025	N-S(1):	0.138
	TH	1.00	360	1,600	0.225 *	N-S(2):	0.294 *
	LT	1.00	60	1,600	0.038	E-W(1):	0.340
Westbound	RT	0.00	40	0	0.000	E-W(2):	0.453 *
	TH	2.00	950	3,200	0.309 *	V/C:	0.747
	LT	1.00	90	1,600	0.056	Lost Time:	0.100
Northbound	RT	0.00	40	0	0.000	ITS:	0.000
	TH	2.00	280	3,200	0.100	ICU:	0.847
	LT	1.00	110	1,600	0.069 *	LOS:	D
Eastbound	RT	0.00	170	0	0.000		
	TH	2.00	740	3,200	0.284		
	LT	1.00	230	1,600	0.144 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	230	1,600	0.000	N-S(1):	0.215
	TH	1.00	320	1,600	0.200 *	N-S(2):	0.325 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.413
Westbound	RT	0.00	70	0	0.000	E-W(2):	0.494 *
	TH	2.00	910	3,200	0.306 *	V/C:	0.819
	LT	1.00	60	1,600	0.038	Lost Time:	0.100
Northbound	RT	0.00	50	0	0.000	ITS:	0.000
	TH	2.00	460	3,200	0.159	ICU:	0.919
	LT	1.00	200	1,600	0.125 *	LOS:	E
Eastbound	RT	0.00	160	0	0.000		
	TH	2.00	1,040	3,200	0.375		
	LT	1.00	300	1,600	0.188 *		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 29 - Columbus Ave & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	90	1,600	0.006	N-S(1): 0.306 *
	TH	1.00	210	1,600	0.131 *	N-S(2): 0.000
	LT	1.00	190	1,600	0.119	E-W(1): 0.269
Westbound	RT	1.00	210	1,600	0.072	E-W(2): 0.341 *
	TH	2.00	930	3,200	0.291 *	V/C: 0.647
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	160	1,600	0.175 *	
	LT	0.00	80	1,600	0.050	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.747
	TH	2.00	760	3,200	0.250	
	LT	1.00	80	1,600	0.050 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	180	1,600	0.000	N-S(1): 0.450 *
	TH	1.00	280	1,600	0.175 *	N-S(2): 0.000
	LT	1.00	210	1,600	0.131	E-W(1): 0.341
Westbound	RT	1.00	240	1,600	0.084	E-W(2): 0.366 *
	TH	2.00	770	3,200	0.241 *	V/C: 0.816
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	1.00	310	1,600	0.275 *	
	LT	0.00	90	1,600	0.056	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.916
	TH	2.00	960	3,200	0.316	
	LT	1.00	200	1,600	0.125 *	LOS: E

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.144
	TH	2.00	570	3,200	0.178 *	N-S(2): 0.322 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.219
Westbound	RT	1.00	90	1,600	0.006	E-W(2): 0.238 *
	TH	3.00	930	4,800	0.194 *	V/C: 0.560
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	100	1,600	0.031	ITS: 0.000
	TH	2.00	300	3,200	0.094	
	LT	1.00	230	1,600	0.144 *	
Eastbound	RT	0.00	210	0	0.000	ICU: 0.660
	TH	3.00	690	4,800	0.188	
	LT	1.00	70	1,600	0.044 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	160	1,600	0.019	N-S(1): 0.315
	TH	2.00	760	3,200	0.238 *	N-S(2): 0.451 *
	LT	1.00	170	1,600	0.106	E-W(1): 0.310 *
Westbound	RT	1.00	280	1,600	0.069	E-W(2): 0.239
	TH	3.00	760	4,800	0.158	V/C: 0.761
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	220	1,600	0.081	ITS: 0.000
	TH	2.00	670	3,200	0.209	
	LT	1.00	340	1,600	0.213 *	
Eastbound	RT	0.00	220	0	0.000	ICU: 0.861
	TH	3.00	1,000	4,800	0.254 *	
	LT	1.00	130	1,600	0.081	LOS: D

\* - Denotes critical movement



**Project Title: South Glendale Community Plan**  
**Intersection: 31 - Brand Blvd & Colorado St**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR,			
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	100	0	0.000	N-S(1): 0.200
	TH	2.00	570	3,200	0.209 *	N-S(2): 0.290 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.213
Westbound	RT	0.00	240	0	0.000	E-W(2): 0.298 *
	TH	3.00	890	4,800	0.235 *	V/C: 0.588
	LT	1.00	80	1,600	0.050	Lost Time: 0.100
Northbound	RT	0.00	140	0	0.000	ITS: 0.000
	TH	2.00	340	3,200	0.150	
	LT	1.00	130	1,600	0.081 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.688
	TH	3.00	660	4,800	0.163	
	LT	1.00	100	1,600	0.063 *	LOS: B

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.360
	TH	2.00	610	3,200	0.206 *	N-S(2): 0.375 *
	LT	1.00	100	1,600	0.063	E-W(1): 0.319 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.294
	TH	3.00	790	4,800	0.194	V/C: 0.694
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	730	3,200	0.297	
	LT	1.00	270	1,600	0.169 *	
Eastbound	RT	0.00	180	0	0.000	ICU: 0.794
	TH	3.00	1,050	4,800	0.256 *	
	LT	1.00	160	1,600	0.100	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 32 - Glendale Ave & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.272
	TH	2.00	640	3,200	0.253 *	N-S(2):	0.328 *
	LT	1.00	100	1,600	0.063	E-W(1):	0.272
Westbound	RT	0.00	120	0	0.000	E-W(2):	0.360 *
	TH	2.00	830	3,200	0.297 *	V/C:	0.688
	LT	1.00	180	1,600	0.113	Lost Time:	0.100
Northbound	RT	1.00	70	1,600	0.000	ITS:	0.000
	TH	2.00	670	3,200	0.209		
	LT	1.00	120	1,600	0.075 *	ICU:	0.788
Eastbound	RT	1.00	90	1,600	0.019		
	TH	2.00	510	3,200	0.159	LOS:	C
	LT	1.00	100	1,600	0.063 *		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.344
	TH	2.00	870	3,200	0.325 *	N-S(2):	0.381 *
	LT	1.00	160	1,600	0.100	E-W(1):	0.341
Westbound	RT	0.00	110	0	0.000	E-W(2):	0.369 *
	TH	2.00	710	3,200	0.256 *	V/C:	0.750
	LT	1.00	150	1,600	0.094	Lost Time:	0.100
Northbound	RT	1.00	260	1,600	0.116	ITS:	0.000
	TH	2.00	780	3,200	0.244		
	LT	1.00	90	1,600	0.056 *	ICU:	0.850
Eastbound	RT	1.00	200	1,600	0.097		
	TH	2.00	790	3,200	0.247	LOS:	D
	LT	1.00	180	1,600	0.113 *		

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 33 - Chevy Chase Dr & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.394 *
	TH	1.00	360	1,600	0.313	N-S(2): 0.369
	LT	1.00	90	1,600	0.056 *	E-W(1): 0.247
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.397 *
	TH	2.00	980	3,200	0.322 *	V/C: 0.791
	LT	1.00	150	1,600	0.094	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	1.00	450	1,600	0.338 *	ICU: 0.891
	LT	1.00	90	1,600	0.056	LOS: D
Eastbound	RT	0.00	40	0	0.000	
	TH	2.00	450	3,200	0.153	
	LT	1.00	120	1,600	0.075 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.344 *
	TH	1.00	250	1,600	0.225	N-S(2): 0.263
	LT	1.00	100	1,600	0.063 *	E-W(1): 0.388 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.366
	TH	2.00	770	3,200	0.272	V/C: 0.732
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	130	0	0.000	ITS: 0.000
	TH	1.00	320	1,600	0.281 *	ICU: 0.832
	LT	1.00	60	1,600	0.038	LOS: D
Eastbound	RT	0.00	60	0	0.000	
	TH	2.00	900	3,200	0.300 *	
	LT	1.00	150	1,600	0.094	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 34 - Verdugo Rd & Colorado St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	190	0	0.000	N-S(1): 0.254
	TH	2.00	480	3,200	0.209 *	N-S(2): 0.397 *
	LT	1.00	140	1,600	0.088	E-W(1): 0.313
Westbound	RT	0.00	200	0	0.000	E-W(2): 0.425 *
	TH	2.00	740	3,200	0.294 *	V/C: 0.822
	LT	1.00	230	1,600	0.144	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	490	3,200	0.166	
	LT	1.00	300	1,600	0.188 *	ICU: 0.922
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	440	3,200	0.169	
	LT	1.00	210	1,600	0.131 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	140	0	0.000	N-S(1): 0.459 *
	TH	2.00	580	3,200	0.225	N-S(2): 0.319
	LT	1.00	320	1,600	0.200 *	E-W(1): 0.357
Westbound	RT	0.00	270	0	0.000	E-W(2): 0.459 *
	TH	2.00	700	3,200	0.303 *	V/C: 0.918
	LT	1.00	140	1,600	0.088	Lost Time: 0.100
Northbound	RT	0.00	230	0	0.000	ITS: 0.000
	TH	2.00	600	3,200	0.259 *	
	LT	1.00	150	1,600	0.094	ICU: 1.018
Eastbound	RT	0.00	130	0	0.000	
	TH	2.00	730	3,200	0.269	
	LT	1.00	250	1,600	0.156 *	LOS: F

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 35 - Pacific Ave & San Fernando Rd**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.30	70	477	0.138	N-S(1): 0.184 *
	TH	0.00	0	0	0.000	N-S(2): 0.138
	LT	1.70	400	2,179	0.184 *	E-W(1): 0.356 *
Westbound	RT	1.00	210	1,600	0.131	E-W(2): 0.282
	TH	2.00	840	3,200	0.263	V/C: 0.540
	LT	0.00	0	0	0.000 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.640
	TH	2.00	1,140	3,200	0.356 *	
	LT	1.00	30	1,600	0.019	LOS: B

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.16	30	253	0.116	N-S(1): 0.148 *
	TH	0.00	0	0	0.000	N-S(2): 0.116
	LT	1.84	350	2,358	0.148 *	E-W(1): 0.275
Westbound	RT	1.00	390	1,600	0.244	E-W(2): 0.281 *
	TH	2.00	880	3,200	0.275 *	V/C: 0.429
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.529
	TH	2.00	880	3,200	0.275	
	LT	1.00	10	1,600	0.006 *	LOS: A

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 36 - Central Ave & Maple St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.225
	TH	2.00	840	3,200	0.272 *	N-S(2): 0.278 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.200 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	50	1,600	0.169 *	V/C: 0.478
	LT	0.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	520	3,200	0.175	
	LT	1.00	10	1,600	0.006 *	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.578
	TH	1.00	20	1,600	0.031 *	
	LT	0.00	10	1,600	0.006	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.469 *
	TH	2.00	910	3,200	0.288	N-S(2): 0.301
	LT	1.00	130	1,600	0.081 *	E-W(1): 0.200 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.000
	TH	1.00	40	1,600	0.156 *	V/C: 0.669
	LT	0.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	2.00	1,120	3,200	0.388 *	
	LT	1.00	20	1,600	0.013	
Eastbound	RT	0.00	20	0	0.000	ICU: 0.769
	TH	1.00	30	1,600	0.044 *	
	LT	0.00	20	1,600	0.013	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 37 - Brand Blvd & Maple St  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.232
	TH	2.00	840	3,200	0.281 *	N-S(2): 0.319 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.231
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.263 *
	TH	1.00	150	1,600	0.238 *	V/C: 0.582
	LT	0.00	200	1,600	0.125	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	ITS: 0.000
	TH	2.00	620	3,200	0.213	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	50	0	0.000	ICU: 0.682
	TH	1.00	80	1,600	0.106	
	LT	0.00	40	1,600	0.025 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.438 *
	TH	2.00	950	3,200	0.316	N-S(2): 0.366
	LT	1.00	60	1,600	0.038 *	E-W(1): 0.250 *
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.207
	TH	1.00	110	1,600	0.169	V/C: 0.688
	LT	0.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	0.00	140	0	0.000	ITS: 0.000
	TH	2.00	1,140	3,200	0.400 *	
	LT	1.00	80	1,600	0.050	
Eastbound	RT	0.00	30	0	0.000	ICU: 0.788
	TH	1.00	160	1,600	0.156 *	
	LT	0.00	60	1,600	0.038	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 38 - San Fernando Rd & Chevy Chase Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.353
	TH	2.00	1,040	3,200	0.341 *	N-S(2): 0.372 *
	LT	1.00	200	1,600	0.125	E-W(1): 0.169
Westbound	RT	0.00	240	1,600	0.150 *	E-W(2): 0.188 *
	TH	2.00	150	1,600	0.094	V/C: 0.560
	LT	1.00	130	1,600	0.081	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	ITS: 0.000
	TH	2.00	700	3,200	0.228	ICU: 0.660
	LT	1.00	50	1,600	0.031 *	LOS: B
Eastbound	RT	0.00	110	0	0.000	
	TH	2.00	170	3,200	0.088	
	LT	1.00	60	1,600	0.038 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.466 *
	TH	2.00	930	3,200	0.313	N-S(2): 0.363
	LT	1.00	280	1,600	0.175 *	E-W(1): 0.219 *
Westbound	RT	0.00	190	1,600	0.119	E-W(2): 0.182
	TH	2.00	180	1,600	0.113	V/C: 0.685
	LT	1.00	200	1,600	0.125 *	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	830	3,200	0.291 *	ICU: 0.785
	LT	1.00	80	1,600	0.050	LOS: C
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	200	3,200	0.094 *	
	LT	1.00	100	1,600	0.063	

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 39 - Central Ave & Chevy Chase Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.231
	TH	2.00	700	3,200	0.244 *	N-S(2): 0.288 *
	LT	1.00	120	1,600	0.075	E-W(1): 0.260 *
Westbound	RT	0.00	140	0	0.000	E-W(2): 0.216
	TH	2.00	470	3,200	0.191	V/C: 0.548
	LT	1.00	190	1,600	0.119 *	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	420	3,200	0.156	ICU: 0.648
	LT	1.00	70	1,600	0.044 *	LOS: B
Eastbound	RT	0.00	80	0	0.000	
	TH	2.00	370	3,200	0.141 *	
	LT	1.00	40	1,600	0.025	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	60	0	0.000	N-S(1): 0.419 *
	TH	2.00	730	3,200	0.247	N-S(2): 0.360
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.279 *
Westbound	RT	0.00	160	0	0.000	E-W(2): 0.263
	TH	2.00	560	3,200	0.225	V/C: 0.698
	LT	1.00	140	1,600	0.088 *	Lost Time: 0.100
Northbound	RT	0.00	150	0	0.000	ITS: 0.000
	TH	2.00	910	3,200	0.331 *	ICU: 0.798
	LT	1.00	180	1,600	0.113	LOS: C
Eastbound	RT	0.00	60	0	0.000	
	TH	2.00	550	3,200	0.191 *	
	LT	1.00	60	1,600	0.038	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 40 - Brand Blvd & Chevy Chase Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.222
	TH	2.00	870	3,200	0.288 *	N-S(2): 0.357 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.390 *
Westbound	RT	0.00	280	0	0.000	E-W(2): 0.326
	TH	2.00	640	3,200	0.288	V/C: 0.747
	LT	1.00	370	1,600	0.231 *	Lost Time: 0.100
Northbound	RT	1.00	50	1,600	0.000	ITS: 0.000
	TH	2.00	550	3,200	0.172	
	LT	1.00	110	1,600	0.069 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.847
	TH	2.00	390	3,200	0.159 *	
	LT	1.00	60	1,600	0.038	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	110	0	0.000	N-S(1): 0.394
	TH	2.00	960	3,200	0.334 *	N-S(2): 0.472 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.300 *
Westbound	RT	0.00	150	0	0.000	E-W(2): 0.272
	TH	2.00	560	3,200	0.222	V/C: 0.772
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.063	ITS: 0.000
	TH	2.00	1,100	3,200	0.344	
	LT	1.00	220	1,600	0.138 *	
Eastbound	RT	0.00	140	0	0.000	ICU: 0.872
	TH	2.00	660	3,200	0.250 *	
	LT	1.00	80	1,600	0.050	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 41 - Glendale Ave & Chevy Chase Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	440	0	0.000	N-S(1): 0.197
	TH	2.00	830	3,200	0.397 *	N-S(2): 0.453 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.312
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.354 *
	TH	2.00	870	3,200	0.291 *	V/C: 0.807
	LT	1.00	290	1,600	0.181	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	310	3,200	0.166	
	LT	1.00	90	1,600	0.056 *	
Eastbound	RT	0.00	70	0	0.000	ICU: 0.907
	TH	2.00	350	3,200	0.131	
	LT	1.00	100	1,600	0.063 *	LOS: E

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	210	0	0.000	N-S(1): 0.400 *
	TH	2.00	640	3,200	0.266	N-S(2): 0.322
	LT	1.00	80	1,600	0.050 *	E-W(1): 0.369 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.319
	TH	2.00	470	3,200	0.169	V/C: 0.769
	LT	1.00	210	1,600	0.131 *	Lost Time: 0.100
Northbound	RT	0.00	270	0	0.000	ITS: 0.000
	TH	2.00	850	3,200	0.350 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	80	0	0.000	ICU: 0.869
	TH	2.00	680	3,200	0.238 *	
	LT	1.00	240	1,600	0.150	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 42 - Adams St & Chevy Chase Dr  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.051
	TH	1.00	70	1,600	0.131 *	N-S(2): 0.231 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.344 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	540	1,600	0.191 *	V/C: 0.575
	LT	0.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	1.00	70	1,600	0.028	ITS: 0.000
	TH	1.00	60	1,600	0.038	
	LT	1.00	160	1,600	0.100 *	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.675
	TH	2.00	350	1,600	0.153 *	
	LT	0.00	130	1,600	0.081	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.069
	TH	1.00	120	1,600	0.231 *	N-S(2): 0.262 *
	LT	0.00	20	1,600	0.013	E-W(1): 0.394 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.000
	TH	2.00	300	1,600	0.119 *	V/C: 0.656
	LT	0.00	60	1,600	0.038	Lost Time: 0.100
Northbound	RT	1.00	80	1,600	0.031	ITS: 0.000
	TH	1.00	90	1,600	0.056	
	LT	1.00	50	1,600	0.031 *	
Eastbound	RT	0.00	90	0	0.000	ICU: 0.756
	TH	2.00	610	1,600	0.275 *	
	LT	0.00	180	1,600	0.113	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 43 - Chevy Chase Dr & Acacia Ave  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,300 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,300 vph	1,600 vph	E-W Split Phase :	Y
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.189 *
	TH	2.00	380	2,600	0.158	N-S(2): 0.158
	LT	1.00	40	1,300	0.031 *	E-W(1): 0.523 *
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.000
	TH	1.00	140	1,300	0.454 *	V/C: 0.712
	LT	0.00	360	1,300	0.277	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	320	2,600	0.158 *	ICU: 0.812
	LT	0.00	0	0	0.000	LOS: D
Eastbound	RT	0.00	10	0	0.000	
	TH	1.00	40	1,300	0.069 *	
	LT	0.00	40	1,300	0.031	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.294 *
	TH	2.00	110	3,200	0.038	N-S(2): 0.038
	LT	1.00	70	1,600	0.044 *	E-W(1): 0.388 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.000
	TH	1.00	90	1,600	0.275 *	V/C: 0.682
	LT	0.00	280	1,600	0.175	Lost Time: 0.100
Northbound	RT	0.00	400	1,600	0.250 *	ITS: 0.000
	TH	2.00	270	1,600	0.169	ICU: 0.782
	LT	0.00	0	0	0.000	LOS: C
Eastbound	RT	0.00	20	0	0.000	
	TH	1.00	150	1,600	0.113 *	
	LT	0.00	10	1,600	0.006	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 44 - San Fernando Rd & Los Feliz Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	320	0	0.000	N-S(1): 0.188
	TH	2.00	710	3,200	0.322 *	N-S(2): 0.397 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.138
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.682 *
	TH	1.00	750	1,600	0.488 *	V/C: 1.079
	LT	1.00	20	1,600	0.013	Lost Time: 0.100
Northbound	RT	1.00	20	1,600	0.006	ITS: 0.000
	TH	2.00	440	3,200	0.138	
	LT	1.00	120	1,600	0.075 *	
Eastbound	RT	1.00	110	1,600	0.031	ICU: 1.179
	TH	2.00	400	3,200	0.125	
	LT	1.00	310	1,600	0.194 *	LOS: F

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	360	0	0.000	N-S(1): 0.253
	TH	2.00	580	3,200	0.294 *	N-S(2): 0.469 *
	LT	1.00	30	1,600	0.019	E-W(1): 0.281
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.756 *
	TH	1.00	750	1,600	0.500 *	V/C: 1.225
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	1.00	40	1,600	0.013	ITS: 0.000
	TH	2.00	750	3,200	0.234	
	LT	1.00	280	1,600	0.175 *	
Eastbound	RT	1.00	190	1,600	0.031	ICU: 1.325
	TH	2.00	820	3,200	0.256	
	LT	1.00	410	1,600	0.256 *	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 45 - Central Ave & Los Feliz Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	390	1,600	0.188	N-S(1): 0.253 *
	TH	2.00	320	3,200	0.100	N-S(2): 0.207
	LT	1.00	250	1,600	0.156 *	E-W(1): 0.231
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.394 *
	TH	1.00	450	1,600	0.281 *	V/C: 0.647
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	230	3,200	0.097 *	
	LT	1.00	30	1,600	0.019	
Eastbound	RT	1.00	40	1,600	0.016	ICU: 0.747
	TH	1.00	330	1,600	0.206	
	LT	1.00	180	1,600	0.113 *	LOS: C

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	370	1,600	0.128	N-S(1): 0.341 *
	TH	2.00	390	3,200	0.122	N-S(2): 0.159
	LT	1.00	230	1,600	0.144 *	E-W(1): 0.319
Westbound	RT	1.21	350	1,931	0.109	E-W(2): 0.387 *
	TH	0.79	230	1,269	0.181 *	V/C: 0.728
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	540	3,200	0.197 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	1.00	30	1,600	0.003	ICU: 0.828
	TH	1.00	470	1,600	0.294	
	LT	1.00	330	1,600	0.206 *	LOS: D

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 46 - Brand Blvd & Los Feliz Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	320	0	0.000	N-S(1):	0.240
	TH	2.00	940	3,200	0.394 *	N-S(2):	0.494 *
	LT	1.00	50	1,600	0.031	E-W(1):	0.519 *
Westbound	RT	0.00	30	0	0.000	E-W(2):	0.182
	TH	1.00	150	1,600	0.113	V/C:	1.013
	LT	1.00	450	1,600	0.281 *	Lost Time:	0.100
Northbound	RT	0.00	110	0	0.000	ITS:	0.000
	TH	2.00	560	3,200	0.209	ICU:	1.113
	LT	1.00	160	1,600	0.100 *	LOS:	F
Eastbound	RT	0.00	140	0	0.000		
	TH	1.00	240	1,600	0.238 *		
	LT	1.00	110	1,600	0.069		

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	170	0	0.000	N-S(1):	0.444 *
	TH	2.00	800	3,200	0.303	N-S(2):	0.384
	LT	1.00	170	1,600	0.106 *	E-W(1):	0.538 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.319
	TH	1.00	160	1,600	0.138	V/C:	0.982
	LT	1.00	230	1,600	0.144 *	Lost Time:	0.100
Northbound	RT	0.00	20	0	0.000	ITS:	0.000
	TH	2.00	1,060	3,200	0.338 *	ICU:	1.082
	LT	1.00	130	1,600	0.081	LOS:	F
Eastbound	RT	0.00	150	0	0.000		
	TH	1.00	480	1,600	0.394 *		
	LT	1.00	290	1,600	0.181		

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 47 - Glendale Ave & Los Feliz Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	SBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	500	1,600	0.150	N-S(1): 0.100
	TH	2.00	740	3,200	0.195 *	N-S(2): 0.258 *
	LT	0.00	10	1,600	0.006	E-W(1): 0.087
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.182 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.440
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	290	3,200	0.094	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.540
	TH	1.00	10	1,600	0.081	
	LT	1.00	260	1,600	0.163 *	LOS: A

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,600	0.000	N-S(1): 0.315 *
	TH	2.00	600	3,200	0.133	N-S(2): 0.189
	LT	0.00	10	1,600	0.006 *	E-W(1): 0.162
Westbound	RT	0.00	10	0	0.000	E-W(2): 0.300 *
	TH	1.00	10	1,600	0.019 *	V/C: 0.615
	LT	0.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	2.00	980	3,200	0.309 *	
	LT	1.00	90	1,600	0.056	
Eastbound	RT	0.00	240	0	0.000	ICU: 0.715
	TH	1.00	10	1,600	0.156	
	LT	1.00	450	1,600	0.281 *	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 48 - Central Ave & San Fernando Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.172 *
	TH	0.31	50	500	0.100	N-S(2): 0.000
	LT	1.69	270	2,160	0.125 *	E-W(1): 0.232
Westbound	RT	0.00	260	0	0.000	E-W(2): 0.338 *
	TH	2.00	460	3,200	0.225 *	V/C: 0.510
	LT	1.00	30	1,600	0.019	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	80	1,600	0.047 *	
	LT	0.00	30	1,600	0.019	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.610
	TH	2.00	640	3,200	0.213	
	LT	1.00	180	1,600	0.113 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	240	1,600	0.094	N-S(1): 0.202 *
	TH	0.29	50	471	0.106	N-S(2): 0.000
	LT	1.71	290	2,184	0.133 *	E-W(1): 0.247
Westbound	RT	0.00	390	0	0.000	E-W(2): 0.482 *
	TH	2.00	790	3,200	0.369 *	V/C: 0.684
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	40	0	0.000	ITS: 0.000
	TH	2.00	130	1,600	0.069 *	
	LT	0.00	50	1,600	0.031	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.784
	TH	2.00	670	3,200	0.222	
	LT	1.00	180	1,600	0.113 *	LOS: C

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 49 - Brand Blvd & San Fernando Rd**  
**Description: Proposed Project (2040)**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.323
	TH	3.00	860	4,800	0.181 *	N-S(2): 0.375 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.469 *
Westbound	RT	1.00	130	1,600	0.034	E-W(2): 0.162
	TH	2.00	500	3,200	0.156	V/C: 0.844
	LT	1.00	380	1,600	0.238 *	Lost Time: 0.100
Northbound	RT	0.00	260	0	0.000	ITS: 0.000
	TH	3.00	840	4,800	0.229	
	LT	1.00	310	1,600	0.194 *	
Eastbound	RT	0.00	240	0	0.000	ICU: 0.944
	TH	2.00	500	3,200	0.231 *	
	LT	1.00	10	1,600	0.006	LOS: E

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.419 *
	TH	3.00	840	4,800	0.181	N-S(2): 0.356
	LT	1.00	160	1,600	0.100 *	E-W(1): 0.484 *
Westbound	RT	1.00	270	1,600	0.119	E-W(2): 0.240
	TH	2.00	750	3,200	0.234	V/C: 0.903
	LT	1.00	360	1,600	0.225 *	Lost Time: 0.100
Northbound	RT	0.00	420	0	0.000	ITS: 0.000
	TH	3.00	1,110	4,800	0.319 *	
	LT	1.00	280	1,600	0.175	
Eastbound	RT	0.00	290	0	0.000	ICU: 1.003
	TH	2.00	540	3,200	0.259 *	
	LT	1.00	10	1,600	0.006	LOS: F

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 50 - Glendale Ave & San Fernando Rd  
**Description:** Proposed Project (2040)

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.091	N-S(1): 0.242 *
	TH	0.07	20	112	0.178	N-S(2): 0.000
	LT	1.93	550	2,470	0.223 *	E-W(1): 0.250
Westbound	RT	0.00	450	0	0.000	E-W(2): 0.469 *
	TH	2.00	790	3,200	0.388 *	V/C: 0.711
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.811
	TH	2.00	770	3,200	0.244	
	LT	1.00	130	1,600	0.081 *	LOS: D

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	380	1,600	0.144	N-S(1): 0.218 *
	TH	0.08	20	125	0.159	N-S(2): 0.000
	LT	1.92	490	2,460	0.199 *	E-W(1): 0.262
Westbound	RT	0.00	560	0	0.000	E-W(2): 0.672 *
	TH	2.00	990	3,200	0.484 *	V/C: 0.890
	LT	1.00	10	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	1.00	10	1,600	0.019 *	
	LT	0.00	10	1,600	0.006	
Eastbound	RT	0.00	10	0	0.000	ICU: 0.990
	TH	2.00	810	3,200	0.256	
	LT	1.00	300	1,600	0.188 *	LOS: E

\* - Denotes critical movement

**Project Title: South Glendale Community Plan**  
**Intersection: 3 - Brand Blvd & Glenoaks Blvd**  
**Description: Proposed Project (2040) with Mitigations**

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time: AM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	190	1,600	0.088	N-S(1): 0.215
	TH	2.00	790	3,200	0.247 *	N-S(2): 0.372 *
	LT	1.00	50	1,600	0.031	E-W(1): 0.153
Westbound	RT	0.00	90	0	0.000	E-W(2): 0.304 *
	TH	2.00	680	3,200	0.241 *	V/C: 0.676
	LT	1.00	70	1,600	0.044	Lost Time: 0.100
Northbound	RT	1.00	90	1,600	0.034	ITS: 0.000
	TH	2.00	590	3,200	0.184	
	LT	2.00	320	2,560	0.125 *	
Eastbound	RT	1.00	40	1,600	0.000	ICU: 0.776
	TH	2.00	350	3,200	0.109	
	LT	1.00	100	1,600	0.063 *	LOS: C

**Date/Time: PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	210	1,600	0.069	N-S(1): 0.278
	TH	2.00	930	3,200	0.291 *	N-S(2): 0.350 *
	LT	1.00	110	1,600	0.069	E-W(1): 0.276 *
Westbound	RT	0.00	70	0	0.000	E-W(2): 0.259
	TH	2.00	360	3,200	0.134	V/C: 0.626
	LT	1.00	100	1,600	0.063 *	Lost Time: 0.100
Northbound	RT	1.00	140	1,600	0.056	ITS: 0.000
	TH	2.00	670	3,200	0.209	
	LT	2.00	150	2,560	0.059 *	
Eastbound	RT	1.00	20	1,600	0.000	ICU: 0.726
	TH	2.00	680	3,200	0.213 *	
	LT	1.00	200	1,600	0.125	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 6 - Central Ave & Goode Ave  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,300 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	340	0	0.000	N-S(1): 0.275
	TH	2.00	420	3,200	0.238 *	N-S(2): 0.351 *
	TH/ LT	1.00	150	1,600	0.094	E-W(1): 0.188 *
Westbound	RT	1.00	150	1,600	0.094	E-W(2): 0.150
	TH	1.96	470	3,133	0.150	V/C: 0.539
	LT	1.04	250	1,333	0.188 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	2.00	580	3,200	0.181	ICU: 0.639
	LT	2.00	290	2,560	0.113 *	LOS: B
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	260	0	0.000	N-S(1): 0.352
	TH	2.00	530	3,200	0.247 *	N-S(2): 0.521 *
	TH/ LT	1.00	190	1,300	0.146	E-W(1): 0.192
Westbound	RT	1.00	210	1,600	0.131	E-W(2): 0.213 *
	TH	2.00	680	3,200	0.213 *	V/C: 0.734
	LT	1.00	250	1,300	0.192	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ITS: 0.000
	TH	2.00	660	3,200	0.206	ICU: 0.834
	LT	2.00	570	2,080	0.274 *	LOS: D
Eastbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 11 - Glendale Ave & Monterey Rd  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,300 vph	1,300 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	EBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	760	1,300	0.585 *	N-S(1): 0.377
	TH	2.00	810	2,600	0.312	N-S(2): 0.722 *
	LT	0.00	0	0	0.000	E-W(1): 0.321 *
Westbound	RT	0.00	40	0	0.000	E-W(2): 0.313
	TH	1.00	310	1,300	0.269	V/C: 1.043
	LT	1.00	150	1,600	0.094 *	Lost Time: 0.100
Northbound	RT	0.00	350	0	0.000	ITS: 0.000
	TH	2.00	630	2,600	0.377	ICU: 1.143
	LT	2.00	350	2,560	0.137 *	LOS: F
Eastbound	RT	1.59	470	2,071	0.090	
	TH	0.41	120	529	0.227 *	
	LT	1.00	70	1,600	0.044	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	350	1,300	0.269	N-S(1): 0.481 *
	TH	3.00	630	3,900	0.251	N-S(2): 0.414
	LT	0.00	0	0	0.000 *	E-W(1): 0.458 *
Westbound	RT	0.00	20	0	0.000	E-W(2): 0.352
	TH	1.00	250	1,300	0.208	V/C: 0.939
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	0.00	160	0	0.000	ITS: 0.000
	TH	2.00	1,090	2,600	0.481 *	ICU: 1.039
	LT	2.00	370	2,560	0.145	LOS: F
Eastbound	RT	1.62	900	2,108	0.282	
	TH	0.38	210	492	0.427 *	
	LT	1.00	230	1,600	0.144	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 25 - Verdugo Rd & Broadway  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.344 *
	TH	2.00	570	3,200	0.191	N-S(2): 0.254
	LT	1.00	30	1,600	0.019 *	E-W(1): 0.219 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.160
	TH	2.00	440	3,200	0.147	V/C: 0.563
	LT	1.00	210	1,600	0.131 *	Lost Time: 0.100
Northbound	RT	1.00	200	1,600	0.059	ITS: 0.000
	TH	1.00	520	1,600	0.325 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	0.00	40	0	0.000	ICU: 0.663
	TH	2.00	240	3,200	0.088 *	
	LT	1.00	20	1,600	0.013	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.484 *
	TH	2.00	640	3,200	0.225	N-S(2): 0.294
	LT	1.00	200	1,600	0.125 *	E-W(1): 0.363 *
Westbound	RT	0.00	100	0	0.000	E-W(2): 0.222
	TH	2.00	430	3,200	0.166	V/C: 0.847
	LT	1.00	230	1,600	0.144 *	Lost Time: 0.100
Northbound	RT	1.00	690	1,600	0.359 *	ITS: 0.000
	TH	1.00	470	1,600	0.294	
	LT	1.00	110	1,600	0.069	
Eastbound	RT	0.00	150	0	0.000	ICU: 0.947
	TH	2.00	550	3,200	0.219 *	
	LT	1.00	90	1,600	0.056	LOS: E

\* - Denotes critical movement



**Project Title:** South Glendale Community Plan  
**Intersection:** 26 - Harvey Dr & Wilson Ave  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	Y
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	0 %	0 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR,			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	200	0	0.000	N-S(1): 0.442 *
	TH	2.00	880	3,200	0.338 *	N-S(2): 0.000
	LT	1.00	530	1,600	0.331	E-W(1): 0.125
Westbound	RT	2.00	740	3,200	0.066	E-W(2): 0.219 *
	TH	2.00	360	3,200	0.113 *	V/C: 0.661
	LT	1.00	90	1,600	0.056	Lost Time: 0.100
Northbound	RT	0.00	10	0	0.000	ITS: 0.000
	TH	3.00	430	4,800	0.104 *	ICU: 0.761
	LT	0.00	60	1,600	0.038	LOS: C
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	200	3,200	0.069	
	LT	1.00	170	1,600	0.106 *	

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.368 *
	TH	2.00	520	3,200	0.172 *	N-S(2): 0.000
	LT	1.00	170	1,600	0.106	E-W(1): 0.232 *
Westbound	RT	2.00	240	3,200	0.022	E-W(2): 0.169
	TH	2.00	360	3,200	0.113	V/C: 0.600
	LT	1.00	180	1,600	0.113 *	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	ITS: 0.000
	TH	3.00	780	4,800	0.196 *	ICU: 0.700
	LT	0.00	40	1,600	0.025	LOS: B
Eastbound	RT	0.00	100	0	0.000	
	TH	2.00	280	3,200	0.119 *	
	LT	1.00	90	1,600	0.056	

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 30 - Central Ave & Colorado St  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :	NBR, SBR, WBR			
FF Movements:				

**Date/Time:** AM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	70	1,600	0.000	N-S(1): 0.175
	TH	2.00	570	3,200	0.178 *	N-S(2): 0.268 *
	LT	1.00	80	1,600	0.050	E-W(1): 0.219
Westbound	RT	1.00	90	1,600	0.006	E-W(2): 0.238 *
	TH	3.00	930	4,800	0.194 *	V/C: 0.506
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	100	0	0.000	ITS: 0.000
	TH	2.00	300	3,200	0.125	
	LT	2.00	230	2,560	0.090 *	
Eastbound	RT	0.00	210	0	0.000	ICU: 0.606
	TH	3.00	690	4,800	0.188	
	LT	1.00	70	1,600	0.044 *	LOS: B

**Date/Time:** PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	160	1,600	0.019	N-S(1): 0.384 *
	TH	2.00	760	3,200	0.238	N-S(2): 0.371
	LT	1.00	170	1,600	0.106 *	E-W(1): 0.310 *
Westbound	RT	1.00	280	1,600	0.069	E-W(2): 0.239
	TH	3.00	760	4,800	0.158	V/C: 0.694
	LT	1.00	90	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	0.00	220	0	0.000	ITS: 0.000
	TH	2.00	670	3,200	0.278 *	
	LT	2.00	340	2,560	0.133	
Eastbound	RT	0.00	220	0	0.000	ICU: 0.794
	TH	3.00	1,000	4,800	0.254 *	
	LT	1.00	130	1,600	0.081	LOS: C

\* - Denotes critical movement

**Project Title:** South Glendale Community Plan  
**Intersection:** 45 - Central Ave & Los Feliz Rd  
**Description:** Proposed Project (2040) with Mitigations

	AM	PM		
Thru Lane:	1,600 vph	1,600 vph	N-S Split Phase :	N
Left Lane:	1,600 vph	1,600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	0 %	V/C Round Off (decs.) :	3
OLA Movements :				
FF Movements:				

**Date/Time:** AM PEAK HOUR

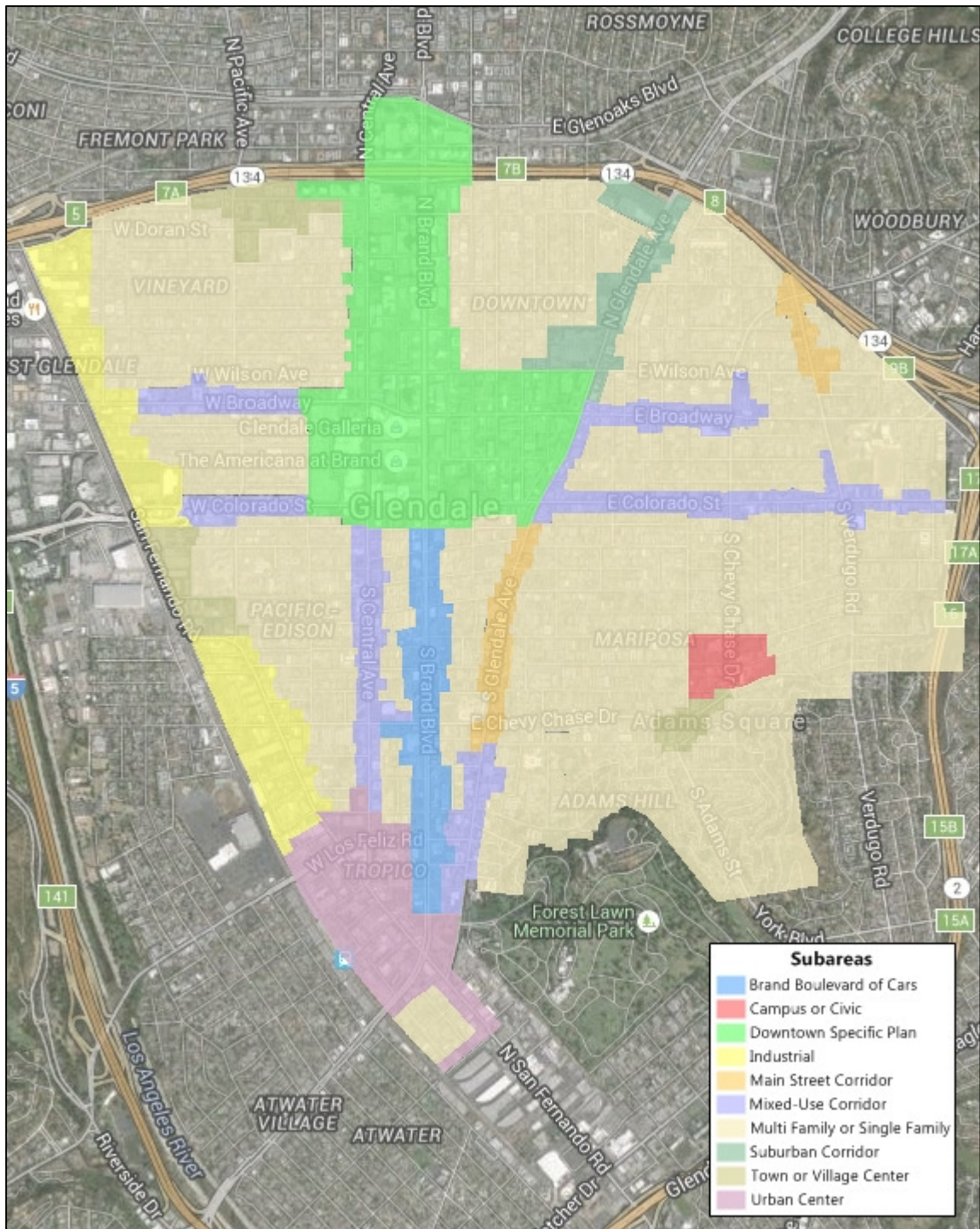
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	390	1,600	0.188	N-S(1): 0.195
	TH	1.00	320	1,600	0.200 *	N-S(2): 0.219 *
	LT	2.00	250	2,560	0.098	E-W(1): 0.231
Westbound	RT	1.00	70	1,600	0.000	E-W(2): 0.394 *
	TH	1.00	450	1,600	0.281 *	V/C: 0.613
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ITS: 0.000
	TH	2.00	230	3,200	0.097	
	LT	1.00	30	1,600	0.019 *	
Eastbound	RT	1.00	40	1,600	0.016	ICU: 0.713
	TH	1.00	330	1,600	0.206	
	LT	1.00	180	1,600	0.113 *	LOS: C

**Date/Time:** PM PEAK HOUR

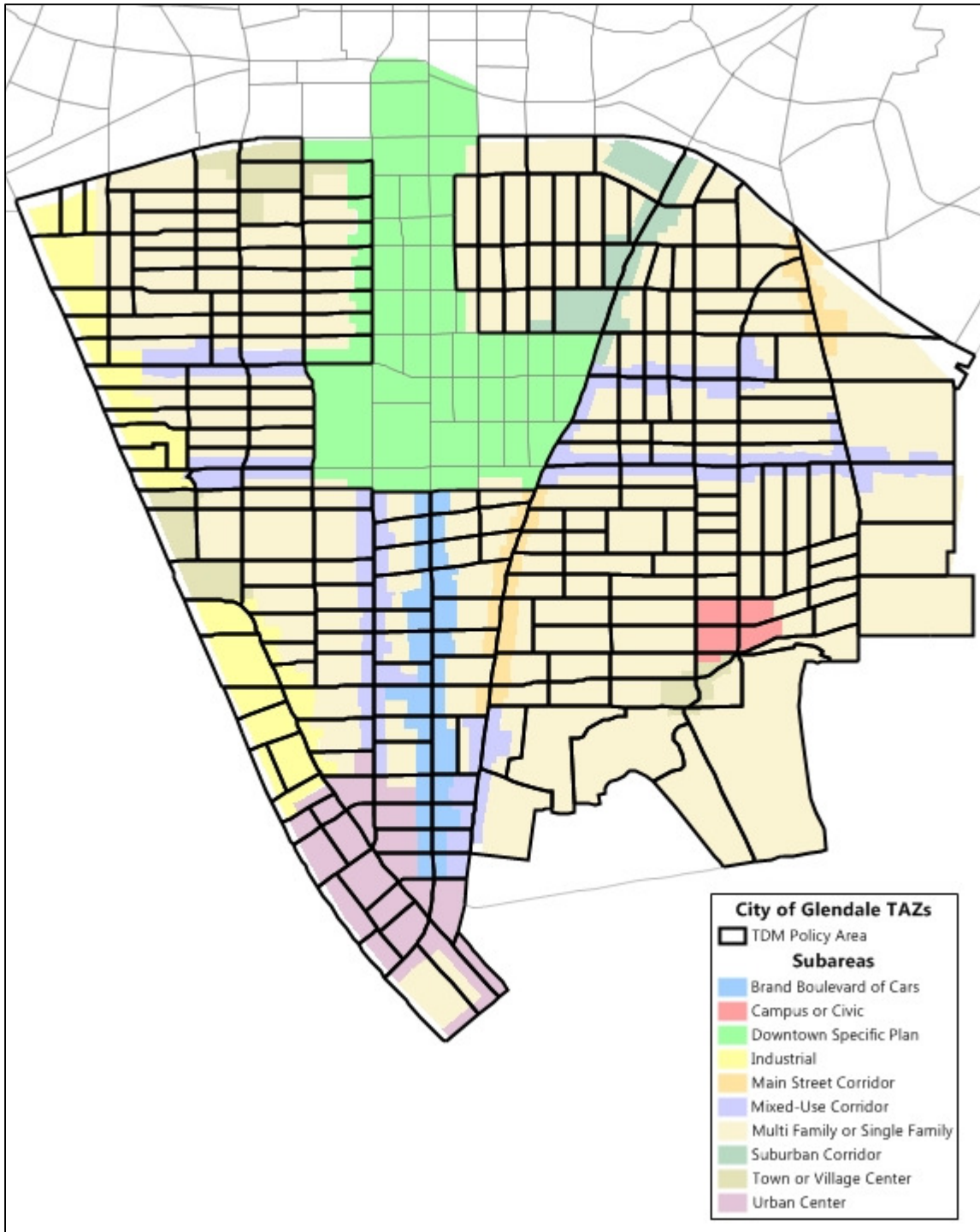
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	370	1,600	0.128	N-S(1): 0.287 *
	TH	1.00	390	1,600	0.244	N-S(2): 0.275
	LT	2.00	230	2,560	0.090 *	E-W(1): 0.319
Westbound	RT	1.21	350	1,931	0.136	E-W(2): 0.387 *
	TH	0.79	230	1,269	0.181 *	V/C: 0.674
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	90	0	0.000	ITS: 0.000
	TH	2.00	540	3,200	0.197 *	
	LT	1.00	50	1,600	0.031	
Eastbound	RT	1.00	30	1,600	0.003	ICU: 0.774
	TH	1.00	470	1,600	0.294	
	LT	1.00	330	1,600	0.206 *	LOS: C

\* - Denotes critical movement

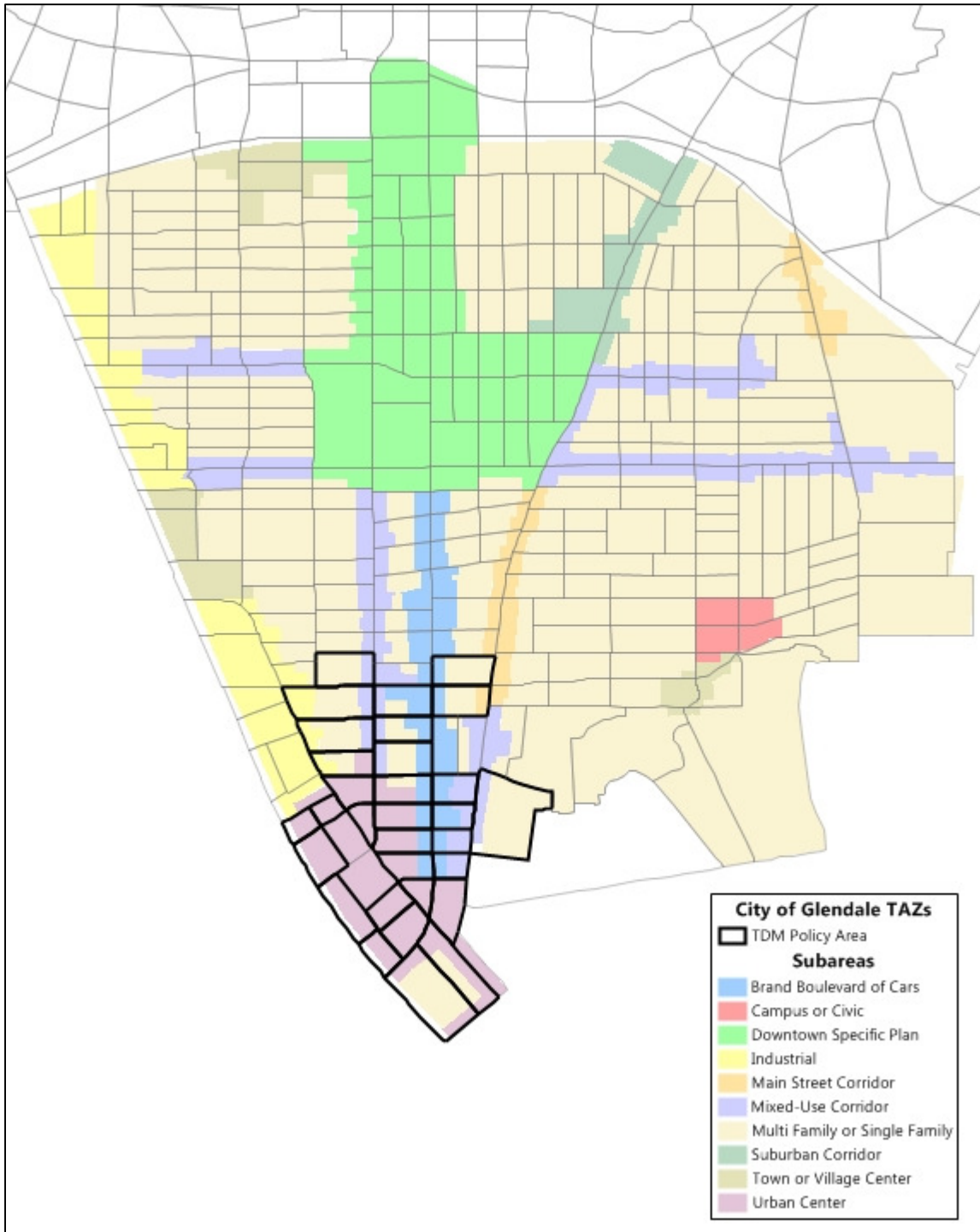
**ATTACHMENT C:  
TDM STRATEGY MAPS**



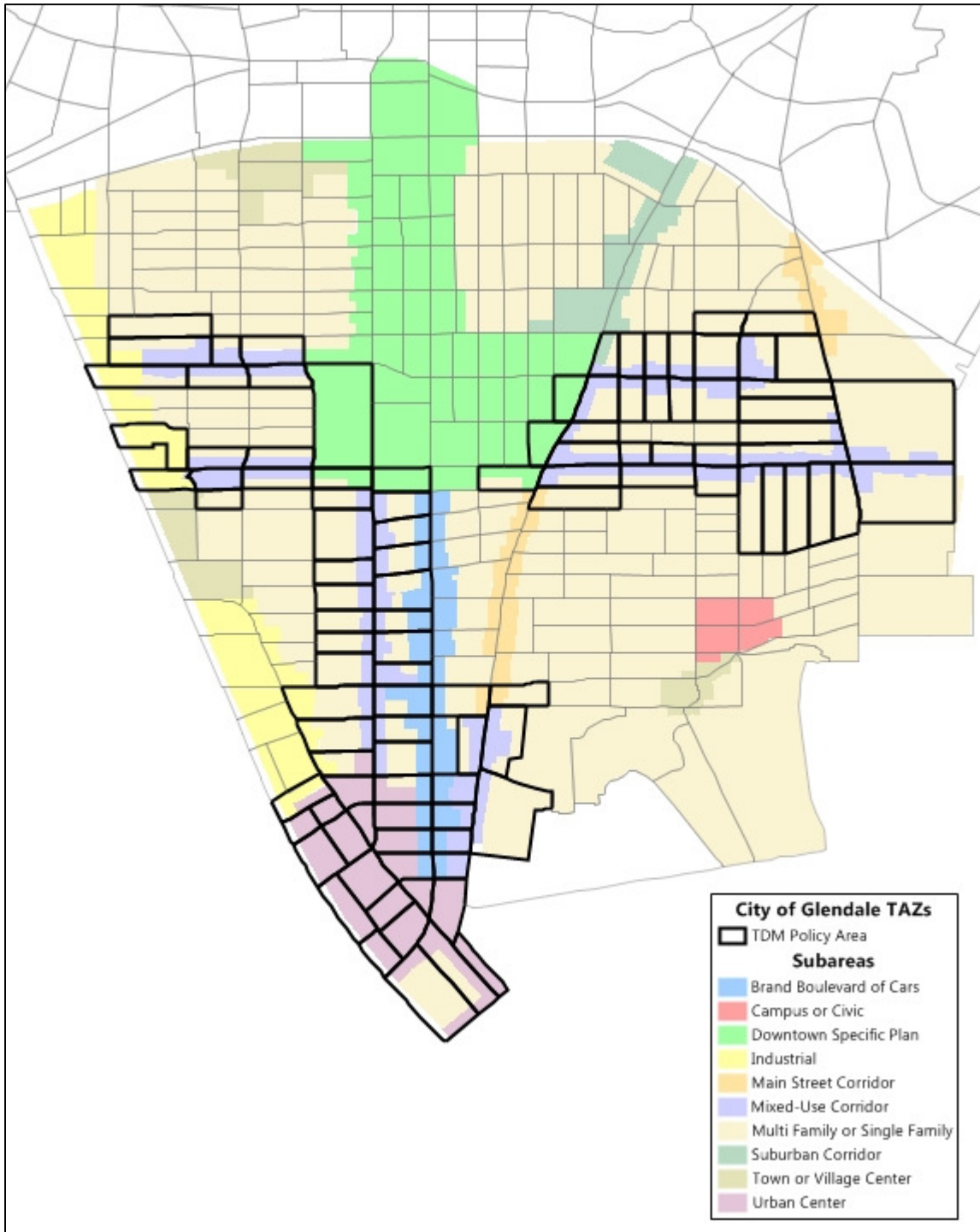
South Glendale Community Plan Subareas



2040 TDM Policy Area: 3.2.2 Traffic Calming

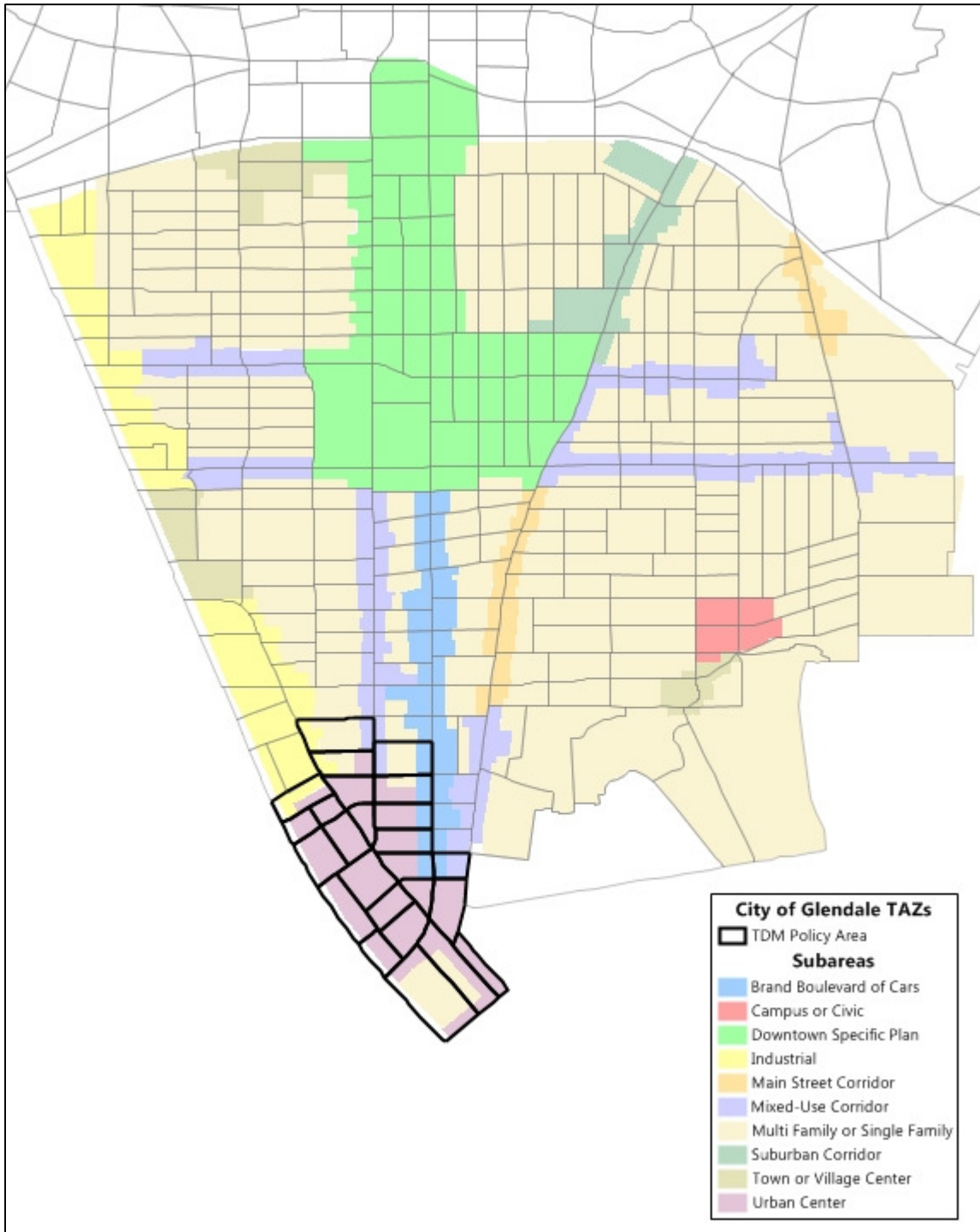


**2040 TDM Policy Area: 3.2.5 Bike Lanes**

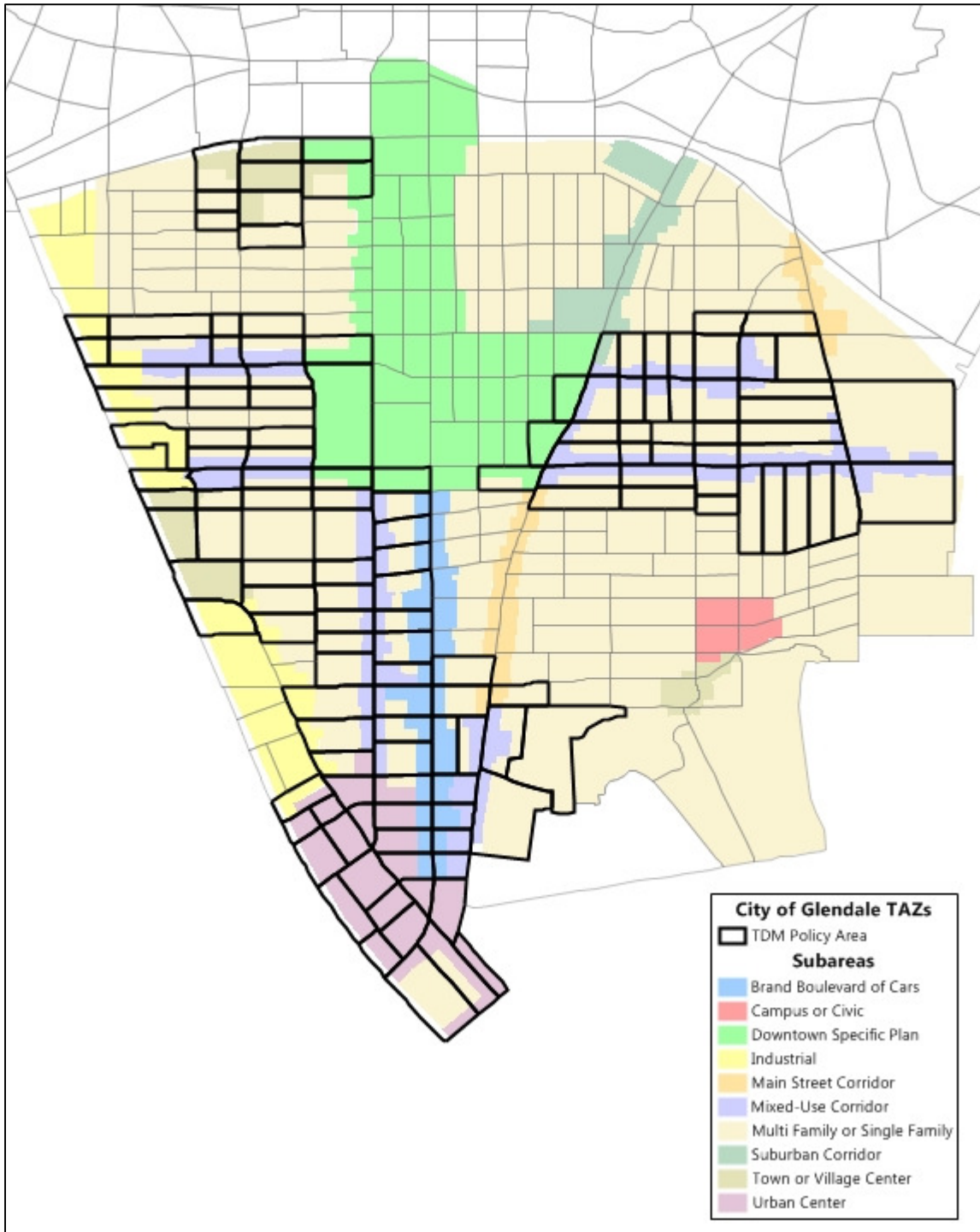


2040 TDM Policy Area: 3.3.1 Parking Supply

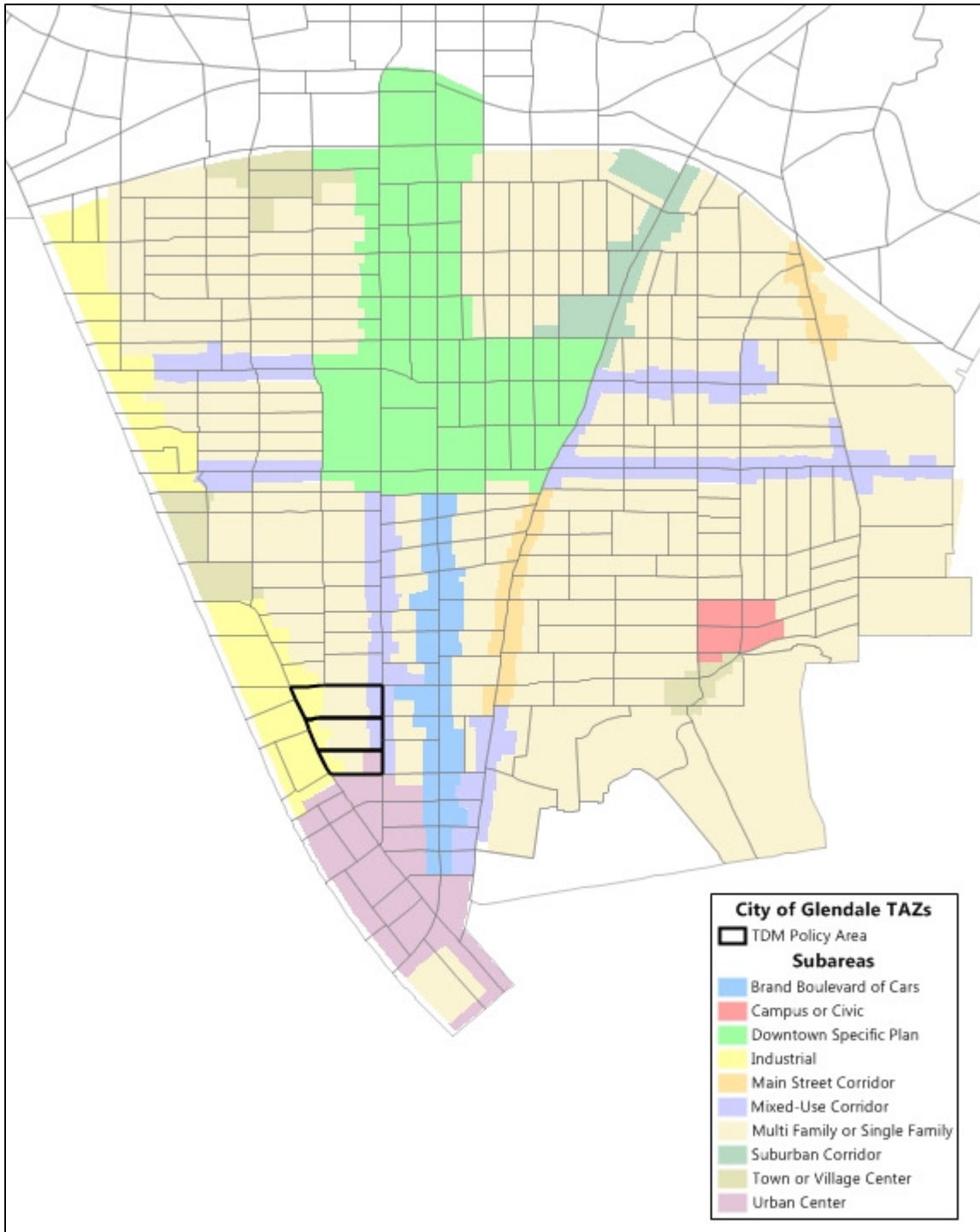




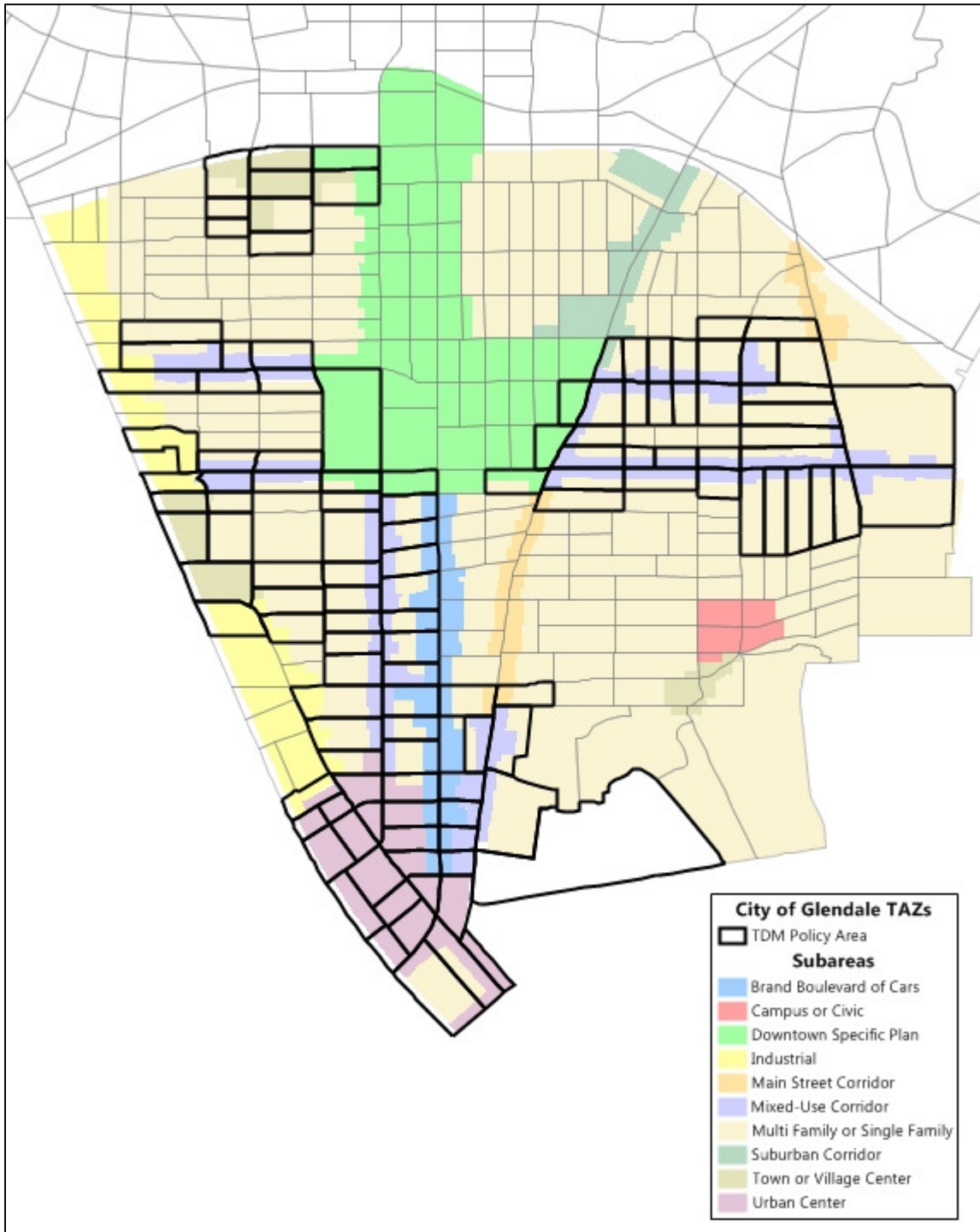
2040 TDM Policy Area: 3.3.3 Parking Pricing (Alternative 1)



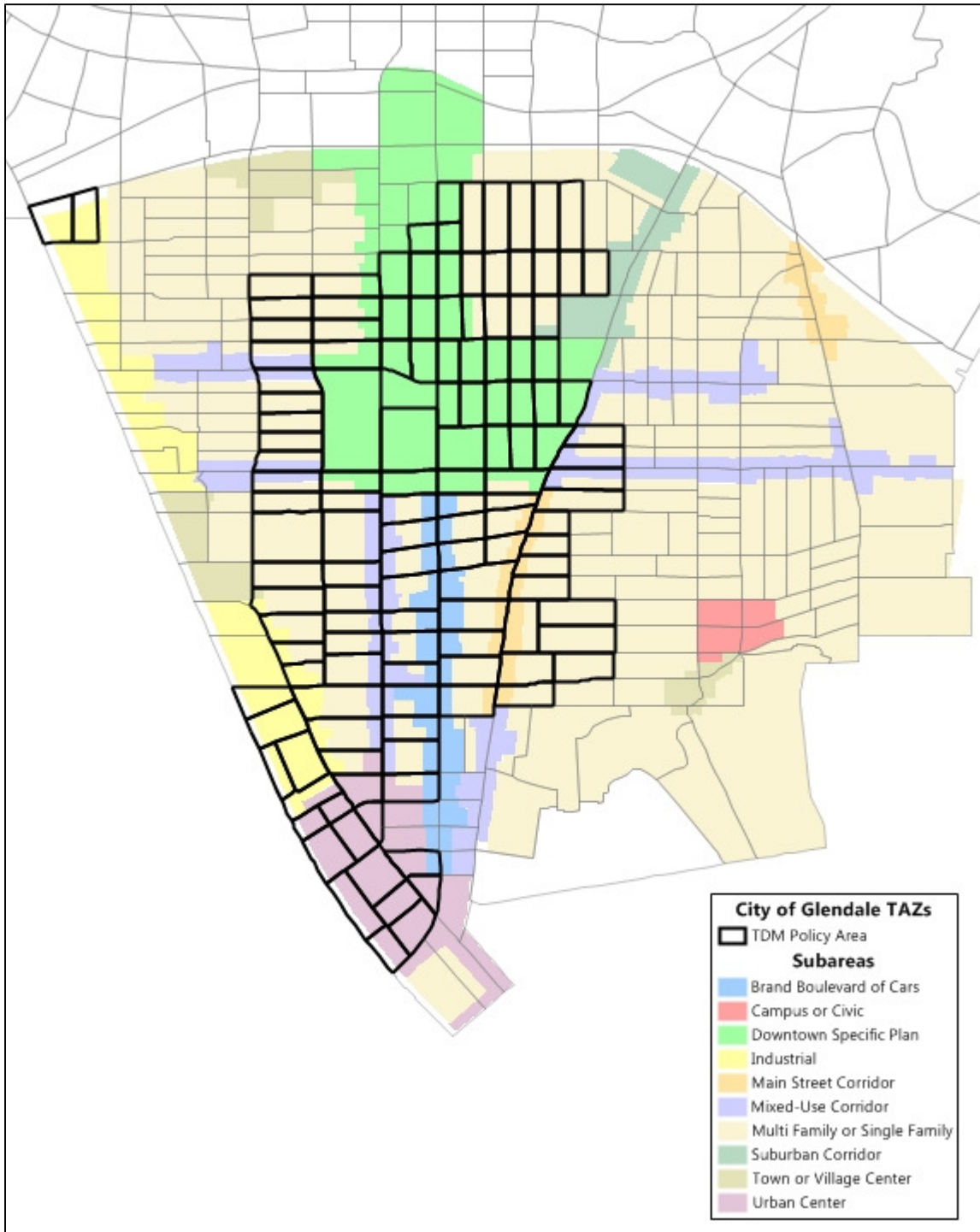
2040 TDM Policy Area: 3.3.3 Parking Pricing (Alternatives 2 and 3)



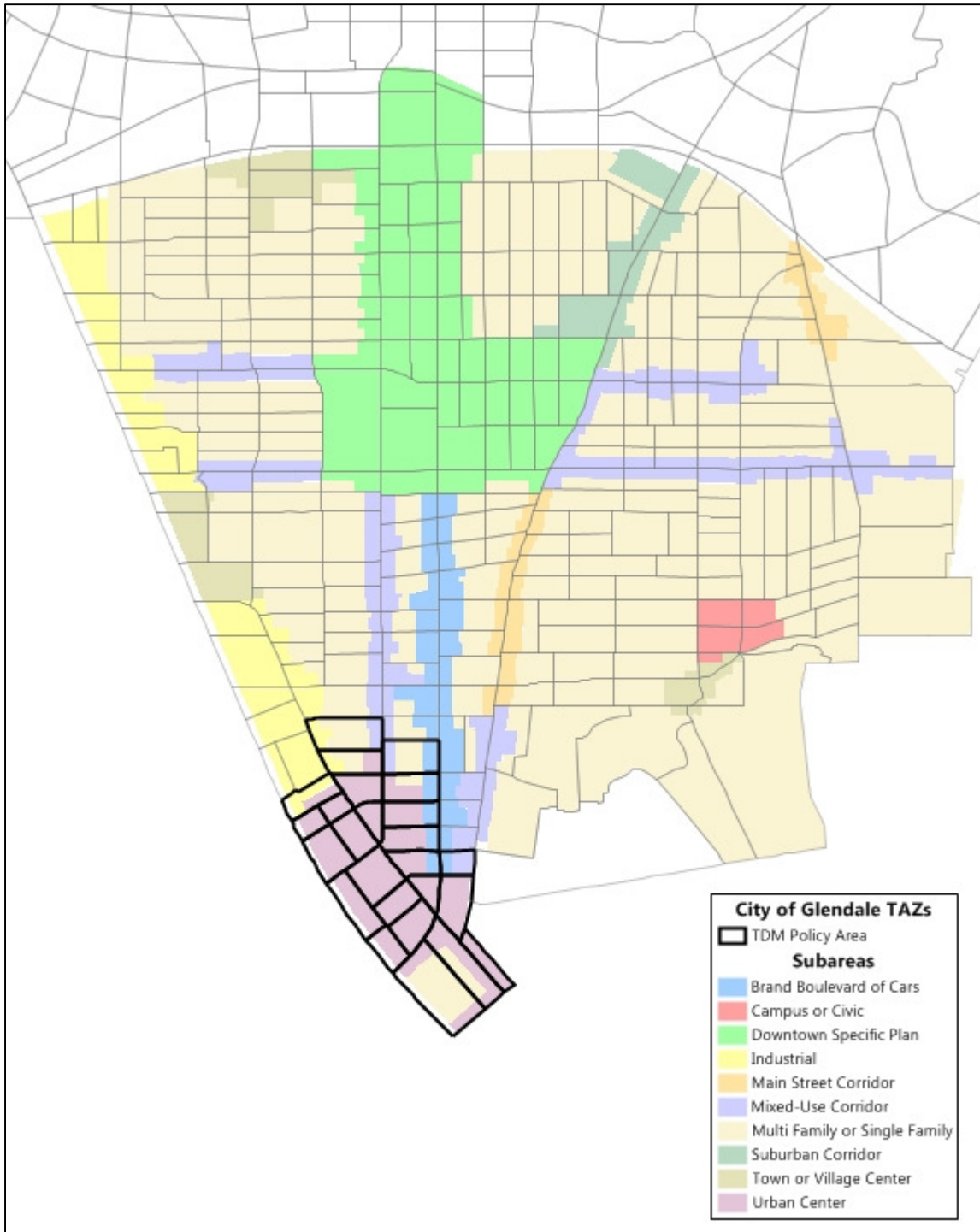
**2040 TDM Policy Area: 3.3.4 Parking Permits**



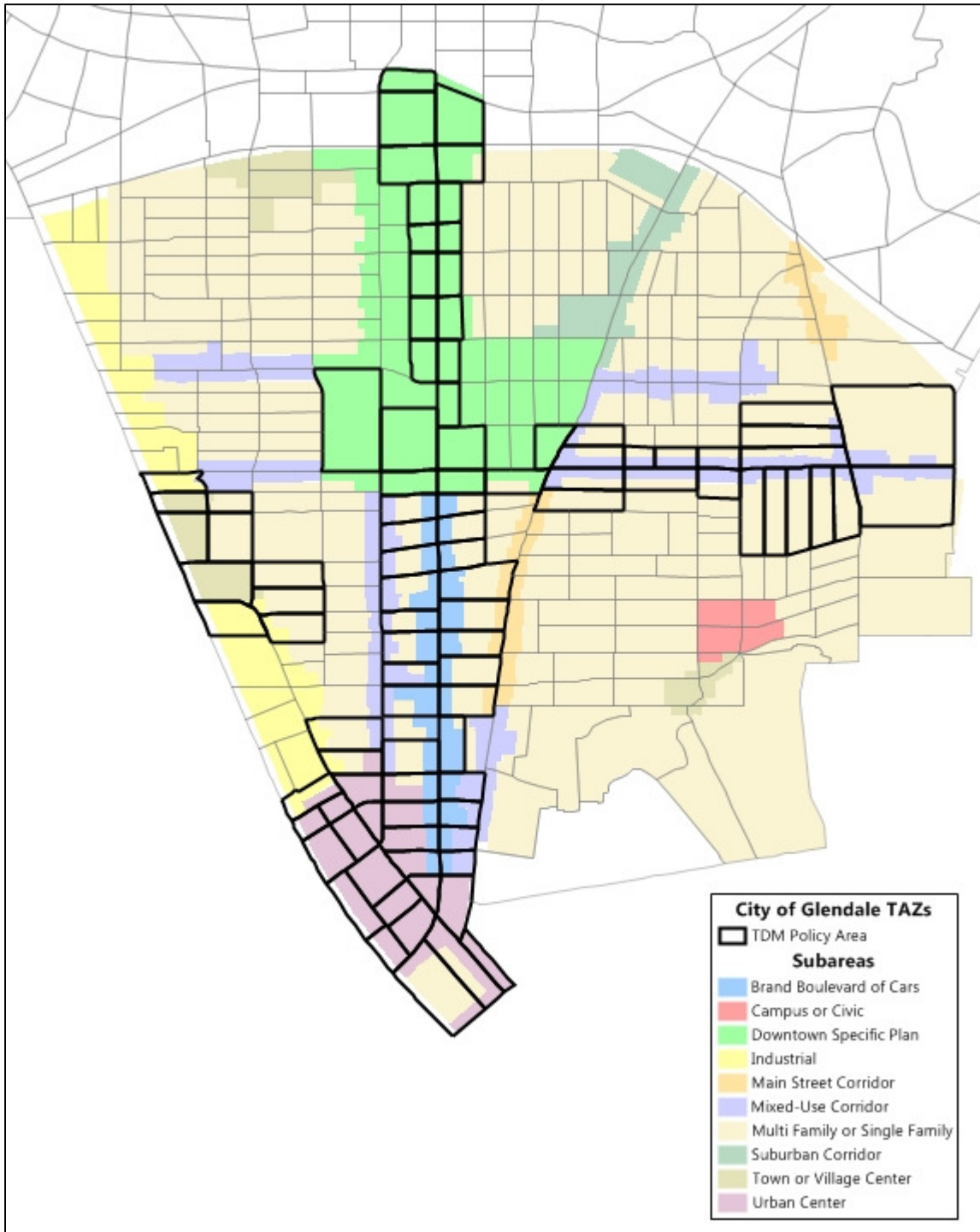
2040 TDM Policy Area: 3.4.9 Car-Sharing



2040 TDM Policy Area: 3.4.12 Bike-Sharing



2040 TDM Policy Area: 3.5.4 Transit (Alternative 1)



2040 TDM Policy Area: 3.5.4 Transit (Alternatives 2 and 3)