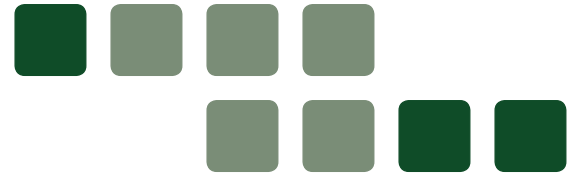


EIR APPENDIX F

Traffic Study

FINAL EXISTING CONDITIONS REPORT - BURBANK GENERAL PLAN



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CITY OF BURBANK

December 2011

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1. INTRODUCTION

This report summarizes the existing transportation system and operating conditions for the City of Burbank's General Plan. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at 35 key intersections. In addition, this document focuses on the existing transit, bicycle and pedestrian systems.

OVERVIEW OF BURBANK

The City of Burbank is located at the eastern end of the San Fernando Valley, approximately 12 miles northwest of downtown Los Angeles. Geographically, the City is bounded by the Verdugo Mountains to the north, the City of Los Angeles to the south and west, and the City of Glendale to the east. The City is fully developed, with a population of 102,968 people according to the U.S. Census (2008), and contains a wide array of existing residential, commercial, and industrial land uses. Due to location and developed transportation infrastructure, the city is accessible to Los Angeles and several communities throughout the valley. The city includes two major freeways, the Golden State (Interstate 5) Freeway and Ventura (California State Route 134) Freeway; various local and regional transit systems; over 20 miles of existing bicycle facilities, and a multitude of developed pedestrian facilities that support a fully functional multimodal transportation network connecting multiple neighborhoods in the City to neighboring communities. Bob Hope Airport, which provides intrastate and national air travel between the city of Burbank and various locations throughout California and the United States, is located in the northwest quadrant of the City.

STUDY PURPOSE

The purpose of the General Plan transportation analysis is to document the existing transportation setting and evaluate operational conditions based on proposed general plan land uses. Multiple transportation facilities were analyzed in the report, including existing arterial, freeway, transit, bicycle, and pedestrian facilities throughout the City of Burbank.

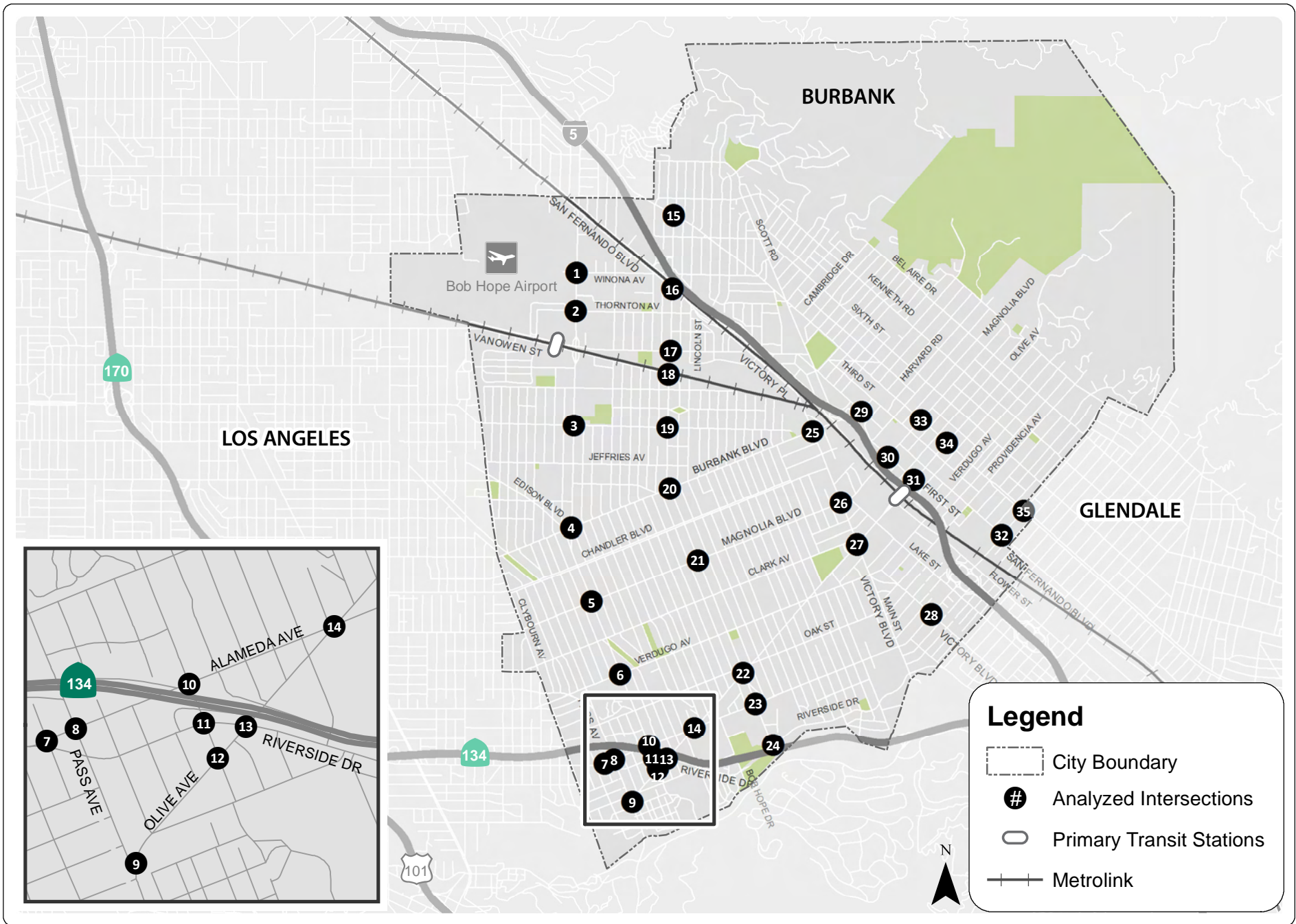
Intersection operating conditions and Measures of Effectiveness (MOEs) for existing traffic conditions were analyzed. A total of 35 signalized intersections within the City of Burbank (identified by the city's transportation staff) were analyzed, during the weekday morning peak hour (between 7:00 and 9:00 AM) and evening peak hour (between 4:00 and 6:00 PM):

1. Hollywood Way & Winona Avenue
2. Hollywood Way & Thornton Avenue
3. Hollywood Way & Victory Boulevard
4. Hollywood Way & Burbank Boulevard
5. Hollywood Way & Magnolia Boulevard
6. Hollywood Way & Verdugo Avenue
7. Riverside Drive & Alameda Avenue
8. Pass Avenue & Alameda Avenue
9. Pass Avenue & Olive Avenue
10. Hollywood Way & Alameda Avenue
11. Hollywood Way & Riverside Drive

12. Hollywood Way & Olive Avenue
13. Olive Avenue & Riverside Drive
14. Olive Avenue & Alameda Avenue
15. Buena Vista Street & Glenoaks Boulevard
16. Buena Vista Street & San Fernando Boulevard
17. Buena Vista Street & Empire Avenue
18. Buena Vista Street & Vanowen Street
19. Buena Vista Street & Victory Boulevard
20. Buena Vista Street & Burbank Boulevard
21. Buena Vista Street & Magnolia Boulevard
22. Buena Vista Street & Olive Avenue
23. Buena Vista Street & Alameda Avenue
24. Buena Vista Street/State Route 134 & Riverside Drive
25. Victory Boulevard/Victory Place & Burbank Boulevard
26. Victory Boulevard & Magnolia Boulevard
27. Victory Boulevard & Olive Avenue
28. Victory Boulevard & Alameda Avenue
29. San Fernando Boulevard & Burbank Boulevard
30. First Street & Magnolia Boulevard
31. First Street & Olive Avenue
32. San Fernando Boulevard & Alameda Avenue
33. Glenoaks Boulevard & Magnolia Boulevard
34. Glenoaks Boulevard & Olive Avenue
35. Glenoaks Boulevard & Alameda Avenue

An analysis was conducted to comply with the Los Angeles County Congestion Management Program (CMP) requirements. This analysis quantifies the potential impacts of the general plan on the regional freeway system in the project area, including impacts on the I-5 CMP freeway monitoring locations. There are no CMP intersection monitoring stations within the city boundaries. The freeway mainline location of Interstate 5 at Burbank Boulevard, CMP station number 1006, is analyzed.

A wide-ranging evaluation of current transit, bicycle, and pedestrian facilities are also included in this report. A review of existing bicycle routes and paths throughout the city is also included in the document. Finally, an evaluation of the existing pedestrian network including sidewalks, pedestrian corridors, and areas of high pedestrian activity are described as part of this document. The general plan area is illustrated in Figure 1.



2. EXISTING ENVIRONMENTAL SETTING

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections.

REGIONAL STREET SYSTEM

Interstate 5 (I-5), or the Golden State Freeway, is an eight-lane access freeway that operates in a north/south direction through California. The freeway provides regional access between the cities of Burbank, downtown Los Angeles, and Santa Clarita and extends from the Oregon border via Sacramento in the north and downtown Los Angeles, Orange County, and San Diego in the south.

State Route 134 (SR 134), or the Ventura Freeway, is a 10-lane (including carpool lanes) limited access freeway that operates in an east/west direction and passes through the southern edge of Burbank. The freeway provides regional access between the cities of Burbank, Glendale, Pasadena, and Los Angeles. It extends from Los Angeles in the west to Pasadena in the east.

US Route 101 (US 101), also referred to as the Hollywood Freeway between downtown Los Angeles and State Route 134/170 and the Ventura Freeway north of State Route 134/170, is a north/south 10-lane limited access freeway that extends north from downtown Los Angeles through coastal California to San Francisco. Just south of the SR 134/170 junction, the freeway joins with SR 170 and continues into downtown Los Angeles, where it intersects with I-5 and I-10. The freeway provides regional access from Burbank to the San Fernando Valley and Ventura County to the north, and to Hollywood and downtown Los Angeles to the south. This freeway does not operate within Burbank city limits.

LOCAL CITY STREETS

The following is a brief description of the Major Arterials, Secondary Arterials, and certain Collector Streets serving the City of Burbank:

- Hollywood Way – Hollywood Way is a four-lane Major Arterial roadway with a two-way center turn lane that operates in a north/south direction. It extends from the northern city limits to Olive Avenue. This arterial provides direct connection to I-5 and SR 134. North of Victory Boulevard, there are mostly commercial and industrial land uses along the roadway. The Bob Hope Airport is located on the west side of the street north of Vanowen Street. Along Hollywood Way, mostly residential land uses are located south of Victory Boulevard. Some commercial uses are concentrated around major intersections. The posted speed limit for this arterial is 35 miles per hour (mph) south of Vanowen and 40 mph north of Vanowen. There are bike lanes on Hollywood Way between Pacific Avenue and Tulare Street.
- Winona Avenue – Winona Avenue is a four-lane, east/west Collector Street that extends from Hollywood Way to San Fernando Boulevard. East of San Fernando Boulevard, Winona Street is a two-lane collector with no center turn lanes. The street terminates at Hollywood Way. There are mostly industrial land uses along Winona Avenue. The posted speed limit along Winona varies from 35 to 25 mph.
- Thornton Avenue – Thornton Avenue is a two-lane, east/west Collector Street with a center turn lane. It extends from Hollywood Way to Lincoln Street, just east of Buena Vista Street. At Hollywood Way, the street leads into the Bob Hope Airport. Near Hollywood Way, there are mostly industrial and commercial land uses, while the eastern end of the roadway, near Buena

Vista Street, is predominantly residential. On-street parking is generally provided on both sides of the street. The posted speed limit along Thornton is 30 mph.

- Empire Avenue – Empire Avenue is a four-lane Major Arterial with a center turn lane between Victory Place and the southern Airport Driveway Access Road and is a three-lane major arterial with a center turn lane west of the airport access road. On-street parking is permitted east of North Ontario Street. This avenue borders the Bob Hope Airport to the south, and has mostly industrial and commercial land uses. The posted speed limit is 35 mph.
- Victory Boulevard – Victory Boulevard is a four-lane east-west Major Arterial with center turn lane between Burbank Boulevard and the western city limits, and is a four-lane north/south Major Arterial with center turn lane between Burbank Boulevard/Victory Place and the southern city limits. On-street parking is permitted on both sides of the street, with two-hour parking restrictions on most blocks. There are mostly mixed commercial, office, and industrial uses along the roadway, with some limited multi-family and mixed residential. The posted speed limit is 35 mph. There are bike lanes on Victory Boulevard between Clybourn Avenue and Burbank Boulevard.
- Burbank Boulevard – Burbank Boulevard is a four-lane east-west Secondary Arterial with center turn lane between Victory Boulevard and the western city limits, a five- and six-lane east-west major arterial with center turn lane between Victory Boulevard and San Fernando Boulevard, and a four-lane east-west collector street with center turn lane between San Fernando Boulevard and Third Street. On-street parking is permitted on both sides of the street, with two-hour parking restrictions on some blocks. There are mostly commercial land uses along the roadway. The posted speed limit ranges from 25 to 35 mph.
- San Fernando Boulevard – San Fernando Boulevard is a four-lane, north/south Secondary Arterial with a center turn lane between the northern city limits and First Street, Downtown Collector between Magnolia and Verdugo, and Secondary Arterial between Verdugo and the southern city limits. From the northern city limits to the I-5 interchange, there is a two-way left-turn center lane; and on-street parking is generally permitted on the southwest side of the street, opposite the railroad tracks. This segment of the roadway traverses through mainly industrial land uses. East of the I-5 interchange, the roadway runs through mostly commercial land uses, including a shopping center. Between San Fernando Boulevard and Verdugo Avenue, San Fernando Boulevard is a Local Street. On-street parking is permitted on some blocks, including some blocks that have angled parking. Most of the on-street parking is time restricted and limited to one or two hours. The posted speed limit ranges from 25 to 35 mph.
- Magnolia Boulevard – Magnolia Boulevard is a four-lane Secondary Arterial with center turn lane between the western city limits and Glenoaks Boulevard, and a two-lane Collector Street east of Glenoaks Boulevard. West of Glenoaks Boulevard, the four-lane roadway has a two-way left-turn median, and traverses through mainly commercial land uses, including a shopping center east of I-5. There is also unmetered two-hour on-street parking available on most blocks, and the posted speed limit ranges from 30 to 35 mph. East of Glenoaks Boulevard, the roadway narrows to two lanes and traverses through residential development, and there is unmetered on-street parking with no posted restrictions.
- Verdugo Avenue – Verdugo Avenue is a two- to three-lane Collector Street with a center turn lane between the western city limits and Flower Street, and a Downtown Collector between Front Street and Glenoaks Boulevard. There are bike lanes on Verdugo from Hollywood Way to Olive Avenue and from Front Street to Glenoaks Boulevard. East of Glenoaks Boulevard, Verdugo Avenue is a Local Street. The roadway traverses through mostly residential areas, with some commercial land uses near major intersections. The posted speed limit is 35 mph.

- Riverside Drive – Riverside Drive is a four-lane Secondary Arterial with a center turn lane between Alameda Avenue and Buena Vista Street and a two-lane Collector Street with a center turn lane between Buena Vista Street and the southern city limits. There are bike lanes on Riverside Drive between Bob Hope drive and the southern city limits. The posted speed limit is 30 mph. The roadway traverses through some commercial and industrial land uses, as well as some residential areas.
- Alameda Avenue – Alameda Avenue is a four-lane east/west Major Arterial with a center turn lane between Riverside Drive and Glenoaks Boulevard. There is no center turn lane between San Fernando Boulevard and Glenoaks Boulevard. The posted speed limit is 35 mph. The roadway traverses through mostly commercial and industrial land uses.
- Pass Avenue – Pass Avenue is a four-lane Collector Street between Toluca Park Drive and Olive Avenue. There is a center turn lane between Toluca Park Drive and Riverside Drive. North of Verdugo Avenue Pass Avenue is a Local Street. South of Verdugo Avenue, the roadway widens to four lanes, with a two-way left-turn center lane provided on some blocks, and runs through mostly commercial and industrial land uses. On-street parking is available, with time restrictions on some blocks. The posted speed limit ranges from 25 to 35 mph.
- Olive Avenue – Olive Avenue is a six-lane Major Arterial with a center turn lane between the southern city limits and Riverside Drive. There is an AM peak period parking restriction in the southbound direction between Riverside Drive and Maple Street. Olive Avenue is a four-lane Major Arterial with a center turn lane between Riverside Drive and Glenoaks Boulevard. East of Glenoaks Boulevard, Olive is a two- and four-lane Collector Street. The posted speed limit is 35 mph. The roadway traverses through mostly commercial land uses, including the City's commercial center. East of Glenoaks Boulevard, the roadway runs through mainly residential areas.
- Buena Vista Street – Buena Vista Street is a four-lane Secondary Arterial with a center turn lane between State Route 134/Riverside Drive and the northbound I-5 Ramps. Between the northbound I-5 ramps and Kenneth Road Buena Vista Street is a two-lane collector street. There is a center turn lane between the northbound I-5 ramps and Glenoaks Boulevard. North of Kenneth Road, Buena Vista Street is a local street. The roadway traverses through mostly residential areas, with some commercial uses near major intersections. The posted speed limit is 35 mph.
- Glenoaks Boulevard – Glenoaks Boulevard is a four-lane Major Arterial with a center turn lane between Providencia Avenue and the northern city limits, and is a six-lane major arterial with a center median between the southern city limits and Providencia Avenue. The roadway traverses through a mix of mostly residential and commercial land uses. The posted speed limit ranges from 30 to 35 mph.
- Vanowen Street – Vanowen Street is a two-lane Collector Street with center turn lane between the western city limits and Hollywood Way, and a four-lane Collector Street with a center turn lane between Hollywood Way and Buena Vista Street. The roadway traverses through mostly commercial and industrial land uses, as well as some residential areas. The posted speed limit is 40 mph.
- First Street – First Street is a four-lane, north/south, secondary Arterial Street with a center turn lane between San Fernando Boulevard and Verdugo Avenue. No parking is permitted. South of Verdugo Avenue, First Street is a Local Street. The roadway mostly traverses through the City's commercial and shopping center. The posted speed limit is 30 mph.

In addition to the streets listed above, the following streets are classified as Collector Streets:

- Clybourn Avenue between the northern city limits and Sherman Way, between Victory Boulevard and Verdugo Avenue, and between Riverside Drive and Warner Boulevard
- Lincoln Street between San Fernando Boulevard and Empire Avenue
- Pacific Avenue between Maple Street and Keystone Street
- Jeffries Avenue between Clybourn Avenue and Buena Vista Street
- Edison Boulevard between the western city limits and Hollywood Way
- Chandler Boulevard between the western city limits and Victory Boulevard
- Clark Avenue between the western city limits and Victory Boulevard
- Oak Street between Pass Avenue and Main Street
- Bob Hope Drive between Alameda Avenue and Riverside Drive
- Victory Place between San Fernando Boulevard and Burbank Boulevard
- Main Street between Victory Boulevard and Riverside Drive
- Lake Street between Magnolia Boulevard and the southern city limits
- Flower Street between Olive Avenue and the southern city limits
- Scott Road between the western city limits and San Fernando Boulevard
- Kenneth Road between Glenoaks Boulevard and the southern city limits
- Third Street between Amherst Drive and Delaware Road and between Verdugo Avenue and Providencia Avenue
- Amherst Drive between San Fernando Boulevard and Glenoaks Boulevard
- Bel Aire Drive between Cambridge Drive and the southern city limits
- Sixth Street between Scott Road and the southern city limits
- Harvard Road between Third Street and Bel Aire Drive
- Cypress Avenue between Glenoaks Boulevard and Kenneth Road
- Providencia Avenue between San Fernando Boulevard and Kenneth Road
- Cohasset Street between Hollywood Way and Glenoaks Boulevard

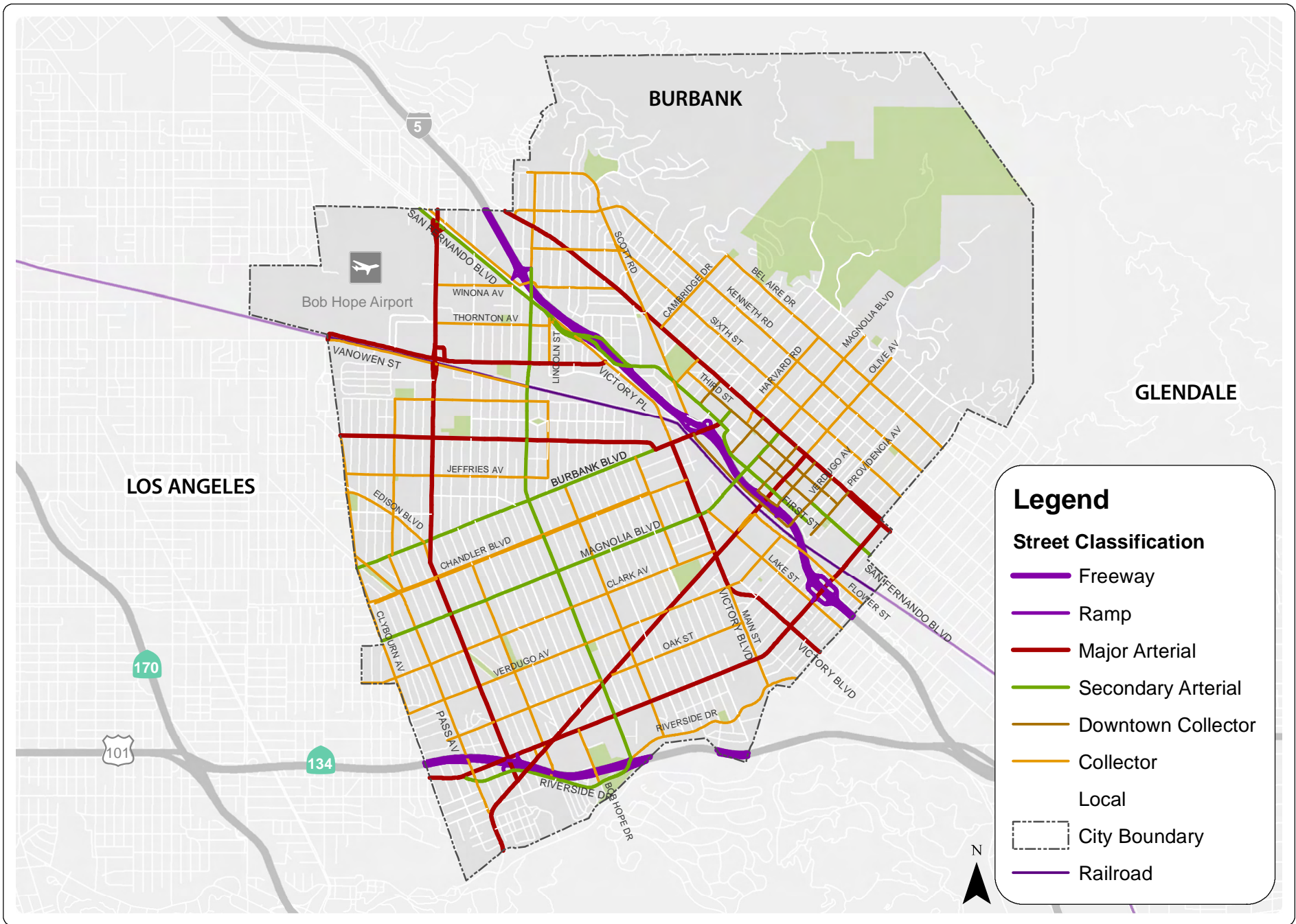
In addition to the streets listed above, the following streets are classified as Downtown Collector Streets:

- Third Street between Delaware Road and Verdugo Avenue
- Cypress Avenue between Glenoaks Boulevard and First Street
- Orange Grove Avenue between Glenoaks Boulevard and Bonnywood Place
- Angeleno Avenue between Glenoaks Boulevard and Bonnywood Place
- Verdugo Avenue between Glenoaks Boulevard and Front Street
- Front Street between Burbank Boulevard and Verdugo Avenue
- Bonnywood Place between Angeleno Avenue and Orange Grove Avenue

All other streets in Burbank are classified as Local Streets. Figure 2 illustrates City of Burbank's existing street classification hierarchy.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing intersection peak hour traffic volumes, a description of the methodology used to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections. Lane configurations are provided in Appendix A and traffic volumes are provided in Appendix B.



Existing Traffic Volumes – Intersections

Traffic volumes at the 35 study intersections were collected during the morning and afternoon peak hours, from 7:00 to 9:00 AM and from 4:00 to 6:00 PM, respectively. 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.

The majority of the traffic counts were conducted in 2011, and were provided by the City of Burbank staff. No roadway construction or incidents occurred in the immediate areas of the count locations during the count periods. Local schools were also in session on the days of the counts. The weekday traffic volumes, illustrated in Appendix B, represent for the purposes of this analysis the existing 2011 conditions.

Level of Service Methodology

Level of service (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 in urban areas. LOS definitions for signalized intersections can be found in Table 1.

The City of Burbank requires the use of Critical Movement Analysis (CMA) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) to evaluate the operations of intersections. The CMA method of intersection capacity analysis determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS for turning movements and intersection characteristics at signalized intersections.

Traffic for Windows was selected as the software to calculate the intersection LOS for this analysis. Traffic for Windows is an interactive computer software program that evaluates and forecasts traffic operating conditions at typical four-leg intersections.

Intersection Level of Service Analysis

The traffic volumes presented in Appendix B were analyzed using the CMA analysis described above to determine the current operating conditions at the 35 analyzed intersections. At signalized intersections, the calculation is expressed in a V/C ratio for critical movements where the volumes at the intersection are compared to the actual capacity of the intersection.

Table 2 and Figure 3 summarize the results of this analysis indicating the existing morning and evening peak hour V/C ratio and corresponding LOS at each of the analyzed intersections. Appendix C contains the LOS worksheets. As indicated in the table, two of the 35 study intersections operate at LOS of E either in the AM or PM peak or in both peak hours:

- Hollywood Way & Victory Boulevard
- Buena Vista Street & Magnolia Boulevard

The remaining 33 study intersections operate at LOS D or better under existing peak hour traffic conditions.

TABLE 1 - LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

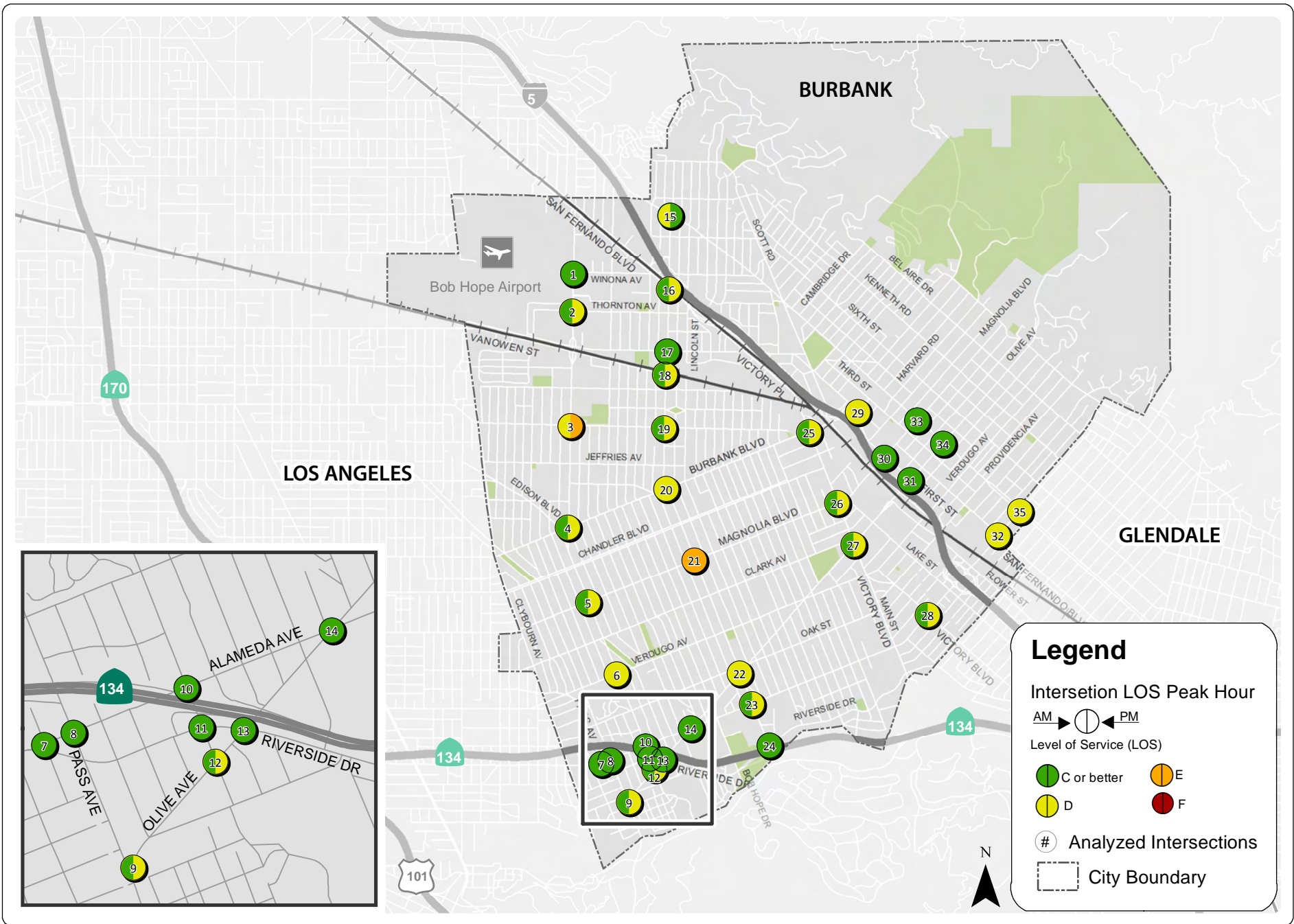
Level of Service	Volume-to-Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*. Transportation Research Board, 1980.

TABLE 2 - EXISTING INTERSECTION LEVEL OF SERVICE

Intersection	Peak Hour	Existing		Intersection	Peak Hour	Existing	
		V/C	LOS			V/C	LOS
1. Hollywood Way Winona Ave	AM PM	0.426 0.583	A A	19. Buena Vista St Victory Blvd	AM PM	0.761 0.848	C D
2. Hollywood Way Thorton Ave	AM PM	0.731 0.813	C D	20. Buena Vista St Burbank Blvd	AM PM	0.826 0.839	D D
3. Hollywood Way Victory Blvd	AM PM	0.873 0.953	D E	21. Buena Vista St Magnolia Blvd	AM PM	0.954 0.984	E E
4. Hollywood Way Burbank Blvd	AM PM	0.721 0.850	C D	22. Buena Vista St Olive Ave	AM PM	0.873 0.896	D D
5. Hollywood Way Magnolia Blvd	AM PM	0.766 0.894	C D	23. Buena Vista St Alameda Ave	AM PM	0.743 0.859	C D
6. Hollywood Way Verdugo Ave	AM PM	0.805 0.893	D D	24. Buena Vista St Riverside Dr [a]	AM PM	0.758 0.720	C C
7. Riverside Dr Alameda Ave	AM PM	0.507 0.754	A C	25. Victory Blvd/Victory Pl Burbank Blvd	AM PM	0.693 0.831	B D
8. Pass Ave Alameda Ave	AM PM	0.672 0.559	B A	26. Victory Blvd Magnolia Blvd	AM PM	0.551 0.875	A D
9. Pass Ave Olive Ave	AM PM	0.761 0.815	C D	27. Victory Blvd Olive Ave	AM PM	0.742 0.883	C D
10. Hollywood Way Alameda Ave	AM PM	0.697 0.779	B C	28. Victory Blvd Alameda Ave	AM PM	0.674 0.839	B D
11. Hollywood Way Riverside Dr	AM PM	0.512 0.621	A B	29. San Fernando Blvd Burbank Blvd [a]	AM PM	0.888 0.873	D D
12. Hollywood Way Olive Ave	AM PM	0.685 0.810	B D	30. First St Magnolia Blvd [a]	AM PM	0.399 0.662	A B
13. Olive Ave Riverside Dr	AM PM	0.546 0.536	A A	31. First St Olive Ave [a]	AM PM	0.537 0.744	A C
14. Olive Ave Alameda Ave	AM PM	0.581 0.674	A B	32. San Fernando Blvd Alameda Blvd [a]	AM PM	0.839 0.843	D D
15. Buena Vista St Glenoaks Blvd	AM PM	0.820 0.730	D C	33. Glenoaks Blvd Magnolia Blvd	AM PM	0.650 0.681	B B
16. Buena Vista St San Fernando Blvd	AM PM	0.669 0.814	B D	34. Glenoaks Blvd Olive Ave	AM PM	0.749 0.757	C C
17. Buena Vista St Empire Ave	AM PM	0.616 0.663	B B	35. Glenoaks Blvd Alameda Ave	AM PM	0.845 0.870	D D
18. Buena Vista St Vanowen St	AM PM	0.620 0.827	B D				

Note: [a] No Computerized Signal Control System (CSCS) capacity credit applied.



EXISTING FREEWAY CONDITIONS

The following sections include a summary of the data collection process, the methodology used in determining freeway LOS, and the freeway performance criteria.

Data Collection and Methodology

Data from the Performance Measurement System (PeMS) 2010 data was used for evaluating freeway mainline segments at the CMP location in Burbank. Morning and evening peak hour information and traffic volumes per direction were collected from the PeMS database and represent the 85th percentile values.

The CMP is a state-mandated program administered by the Los Angeles County Metropolitan Transportation Authority (Metro) that provides a mechanism for coordinating land use and development decisions. CMP statute requires establishment of LOS standards to measure congestion on the system. LOS ranges from LOS A to F, with LOS A representing free-flow conditions and LOS F representing a high level of congestion.

In accordance with the CMP guidelines, freeway (mainline) operating conditions during peak periods were evaluated using the general procedures established by the CMP. Freeway mainline LOS is estimated through calculation of the demand-to-capacity (D/C). Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. The LOS criteria for freeway segments using D/C ratios as the performance measure are shown in Table 3. Capacity was determined based on the existing number of lanes and a single-lane capacity of 2,000 vehicles per hour per lane.

Highways and roadways designated in the CMP network are required to operate at LOS E, except where base year LOS is worse than LOS E. In such cases, the base year LOS is the standard.¹

Freeway Segment Analysis

Freeway segment volumes based on PeMS data were used to establish the existing conditions during the AM and PM peak hours. Table 4 presents the freeway segment LOS for existing conditions. This analysis concluded that the CMP freeway segment in the City of Burbank operates at acceptable LOS (LOS E or better) during the AM and PM peak hours.

¹ Significance criteria for CMP routes provided by 2010 Congestion Management Program for Los Angeles County.

TABLE 3 – LEVEL OF SERVICE THRESHOLDS FOR CMP FREEWAY MAINLINE SEGMENTS

Level of Service	Demand-to-Capacity Ratio (D/C)
A	0.00-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

Source: *Congestion Management Program*, Metro, 2010

TABLE 4 – EXISTING FREEWAY SEGMENT LEVEL OF SERVICE

CMP Fwy. Station	Dir	Lanes	Capacity	Daily Volume	AM Peak Hour			PM Peak Hour		
					Volume	D/C	LOS	Volume	D/C	LOS
I-5 Burbank Bl.	NB	4	8,000	204,373	6,833	0.854	D	6,784	0.848	D
	SB	4	8,000		6,598	0.825	D	5,299	0.662	C

VEHICLE MILES OF TRAVEL ANALYSIS

This section summarizes the methodology for estimating General Plan area vehicle miles of travel (VMT) and presents the results for existing conditions.

Methodology for Estimating VMT

To estimate VMT, the locally-validated citywide travel demand model was used. VMT estimates were developed by isolating only those trips that start or end within the City boundaries, also known as the Origin-Destination (OD) Method. The speed and length of these trips (including the portion of the trip on roadways outside the City of Burbank) were used to develop the VMT estimates. Since this VMT estimate will be used for a greenhouse gas analysis, the data is stratified by five-mile speed bins.

The Origin-Destination (OD) method used to compute VMT tracks the all vehicle trips generated by City of Burbank across the entire regional network. This method allows for the isolation of different types of VMT as follows:

- Internal-internal (II) VMT – Includes all trips that begin and end entirely within the geographic area of study.
- One-half of internal-external (IX) VMT – Includes one-half of trips with an origin within the geographic area of study and a destination outside of this area. This assumes that the geographic area under study shares half the responsibility for trips traveling to other areas.
- One-half of external-internal (XI) VMT – Includes one-half of trips with an origin outside of the geographic area of study and a destination within this area. Similar to the IX trips, the geographic area of study shares the responsibility of trips traveling from other areas.
- External-external (XX) VMT – Trips through the geographic area of study are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the XX VMT is not attributed to the City of Burbank.

VMT RESULTS

Table 5 shows the results of the project-related VMT analysis.

TABLE 5 – EXISTING VEHICLE MILES OF TRAVEL

2010 Daily VMT By 5mph Speed Stratification					
Speed (mph)	Class	Burbank VMT [a]	IXXI VMT [b]	Total VMT	% per Speed Bin
0	1	437	10,064	10,502	0.2%
5	2	1,963	64,534	66,496	1.5%
10	3	2,854	204,616	207,469	4.7%
15	4	64,140	384,914	449,054	10.2%
20	5	313,414	425,149	738,563	16.8%
25	6	505,971	421,648	927,618	21.1%
30	7	287,217	360,030	647,247	14.7%
35	8	64,805	196,231	261,037	5.9%
40	9	57,188	154,465	211,653	4.8%
45	10	27,631	240,485	268,115	6.1%
50	11	19,513	105,792	125,305	2.8%
55	12	15,285	301,138	316,423	7.2%
60	13	60,895	109,234	170,130	3.9%
65	14	8	8	16	0.0%
Total		1,421,321	2,978,308	4,399,628	100%

Note:

[a] Internal Burbank VMT

[b] Fifty percent (50%) of External-Internal and Internal-External VMT

EXISTING TRANSIT NETWORK

The City of Burbank includes a wide ranging public transportation system, including local shuttle services, regional bus routes, light rail, subway, and commuter rail. Figure 4 illustrates the existing transit network.

BurbankBus

BurbankBus is the City’s local transit service, which provides weekday, peak-period service connecting the Downtown Burbank Metrolink Station to major destinations, including the Media District, Downtown Burbank, the North Hollywood (NoHo) Metro Rail Station, and the Empire Area. The NoHo Station provides connection to the Metro Red and Orange lines. Currently, the commuter-oriented service provides the local connection to regional Metrolink rail service and serves the major employment areas of Burbank. The BurbankBus system operates four fixed-route public transit bus routes; these are summarized in Table 6.

TABLE 6 – BURBANKBUS ROUTES

Origin	Destination	Peak Headways
North Hollywood Station	Empire	16 minutes
Empire	Downtown	18 minutes
Metrolink Station	Media District	12 minutes
North Hollywood Station	Media District	12 minutes
Source: BurbankBus 2010		

A paratransit service is available for senior and disabled passengers for travel in the City of Burbank. A special weekday bus service for youth, ages 10 to 18 years, is available during the summer months and provides service to schools, libraries, parks, and other youth-oriented destinations within the City.

Metropolitan Transportation Authority (Metro)

Metro operates several bus routes that service local destinations in Burbank. Metro operates nine local bus routes and one rapid bus route that provide transit coverage in a general north/south and east/west orientation. In addition, two of Metro’s local bus routes (#154 and #183) provide direct connection to the Metro North Hollywood Red Line/Orange Line Station. The Metro routes that serve Burbank are summarized in Table 7 below.

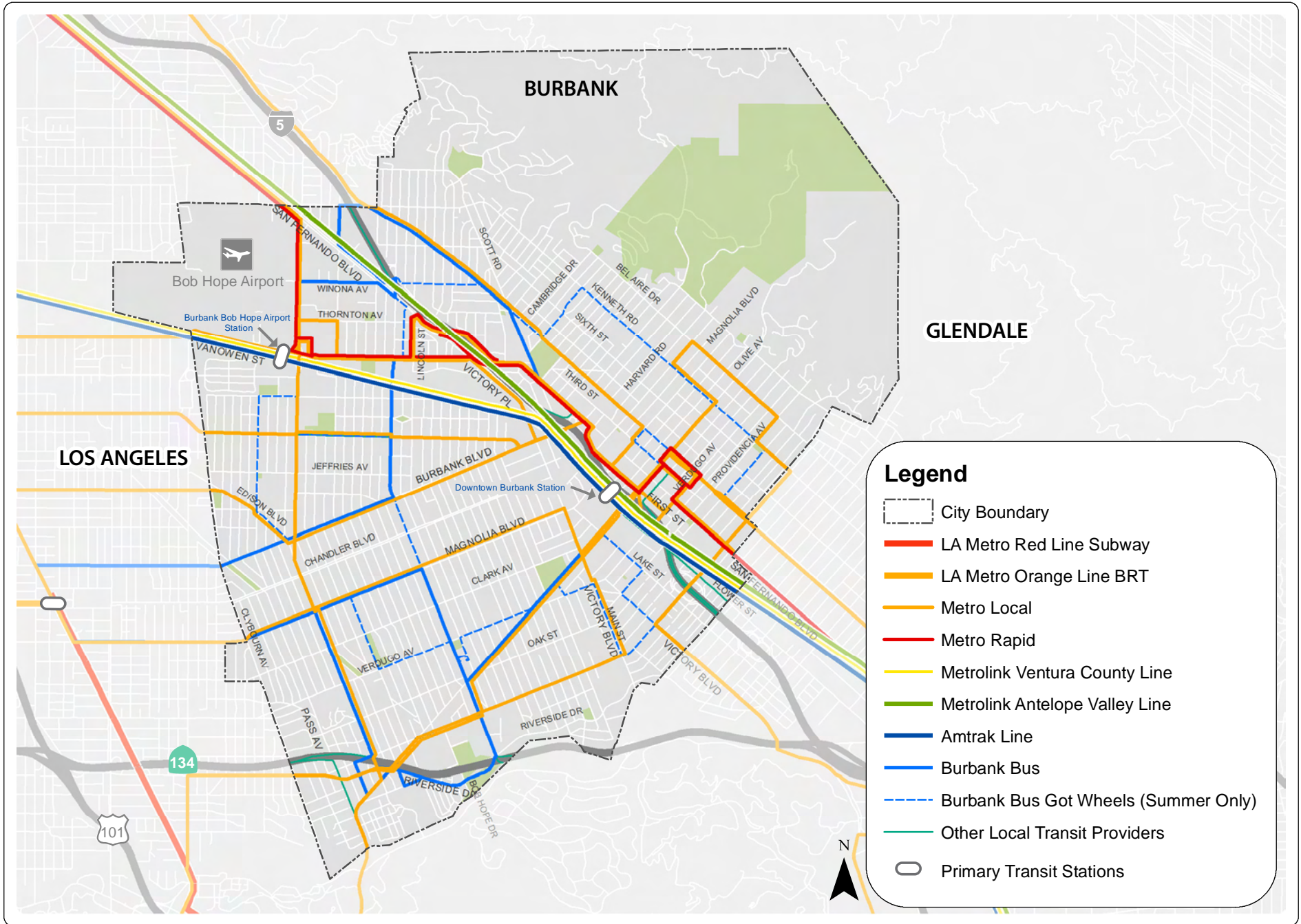


TABLE 7 – METRO BUS ROUTES

Route	Service	Dir.	Service Route	Peak
92	Local	N-S	Downtown Burbank, Glendale, Los Angeles via Glenoaks Blvd.	15 min
94	Local	N-S	Sun Valley, Downtown Burbank, Glendale, Los Angeles via San Fernando Blvd., Hollywood Way, and Empire Ave.	15 min
96	Local	N-S	Downtown Burbank, Griffith Park, Los Angeles via South Victory Blvd.	30 min
154	Local	E-W	Downtown Burbank, North Hollywood, Van Nuys, Tarzana via Burbank Blvd. and Edison Blvd.	60 min
155	Local	E-W	Downtown Burbank, Universal City, Sherman Oaks via Olive Ave. and Riverside Dr.	30 min
164	Local	E-W	Downtown Burbank, North Hollywood, Van Nuys, West Hills via West Victory Blvd.	15 min
165	Local	E-W	Downtown Burbank, North Hollywood, Van Nuys, West Hills via Vanowen St.	15 min
183	Local	E-W	Glendale, Downtown Burbank, North Hollywood, Sherman Oaks via Magnolia Blvd.	30 min
222	Local	N-S	Sun Valley, Burbank, Hollywood via Hollywood Way	30 min
292	Local	N-S	Sylmar, Sun Valley, Downtown Burbank via Glenoaks Blvd.	30 min
794	Rapid	E-W	Sylmar, Downtown Burbank, Glendale, Downtown Los Angeles via San Fernando Blvd., Hollywood Way, and Empire Ave. Sylmar	15 min

LADOT Commuter Express

The Los Angeles Department of Transportation (LADOT) Commuter Express provides two bus routes that connect Downtown Burbank to several neighborhoods within Los Angeles and additional communities.

Commuter Express Route 549 provides bus transit connection from the Encino and San Fernando Valley neighborhoods in Los Angeles to the southern portions of Burbank, with bus stop locations near SR 134 at Pass Avenue and Hollywood Way, respectively. The bus route operates during the morning and evening peak commute periods with headways of approximately 25 to 30 minutes.

Metrolink Commuter Rail

Metrolink Commuter Rail service provides transit connections to several communities in Southern California, including Ventura, Orange County, Santa Clarita, the Inland Empire, and the Antelope Valley.

Two commuter routes serve the greater Burbank area. The Downtown Burbank Metrolink Station is located along Front Street near the Olive Avenue overpass north of Verdugo Avenue. The station serves as a transfer point for the Metrolink Antelope Valley and Ventura County lines.

The Antelope Valley Line originates from Los Angeles Union Station and traverses north/south adjacent to the Golden State and Antelope Valley Freeways (California State Route 14) in Los Angeles County and provides direct connection to the Downtown Burbank Station. The commuter rail line operates during the weekday and weekend; with approximately 30- to 40-minute frequencies during the weekday, and every one hour to two hours during the weekend.

The Ventura County Line originates at Los Angeles Union Station and operates in an east/west orientation, providing a direct connection to the Downtown Burbank Station and terminating in the eastern portion of Ventura County. The commuter rail line operates during the weekday, with approximately 20- to 40-minute frequencies. The line does not currently operate during the weekend. The Ventura County Line also provides service to the Bob Hope Airport Metrolink Station, which is located in the western portion of the City on Empire Avenue west of Hollywood Way and is within walking distance of the Bob Hope Airport terminal.

Amtrak

Amtrak provides passenger rail service across the entire U.S. and interregional transit connectivity to several communities. The Amtrak “Pacific Surfliner” service provides rail connections from the Bob Hope Airport Station and connects Burbank to Ventura, Santa Barbara, San Luis Obispo, Orange County and San Diego. In addition, Amtrak bus service offers a connection to the Amtrak San Joaquin route, which serves many Central Valley cities.

BICYCLE NETWORK

The City of Burbank has 18 designated bikeways, including Class I, II, and III facilities. Existing bikeway mileage in Burbank is comprised of 2.88 miles of Class I; 4.50 miles of Class II; and 11.64 miles of Class III bikeways; totaling existing bikeway mileage of 22.30 miles.²

According to *City of Burbank Bicycle Master Plan* (2009); each designated bicycle facility in Burbank includes unique design and operational components.³ Brief descriptions of each bikeway are provided below:

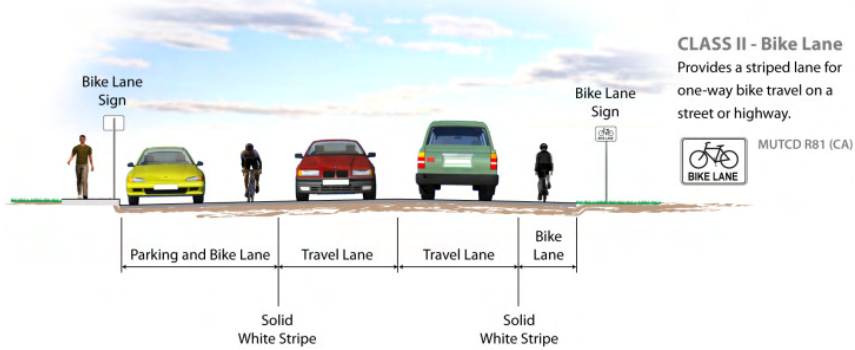
- **Class I Bikeway** – often referred to as a “bike path,” this facility provides for bicycle travel on a paved right-of-way completely separated from any street or highway.



² Existing bikeway inventory and mileage provided by *City of Burbank Bicycle Master Plan* (December 15, 2009).

³ Detailed illustrations, design guidelines, and bicycle improvements are summarized in *City of Burbank Bicycle Master Plan*.

- **Class II Bikeway** – often referred to as a “bike lane,” this facility provides a striped and stenciled lane for one-way bike travel on a street or highway.



- **Class III Bikeway** – often referred to as a “bike route,” this facility provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage.

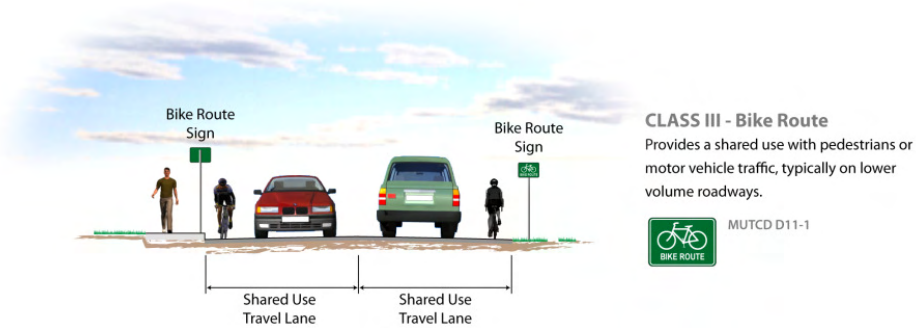


Table 8 provides a complete inventory of existing bikeways in Burbank, and these bike facilities are shown in Figure 5.

A citywide bicycle parking program has been implemented to construct and manage bicycle parking facilities throughout the City of Burbank. The program has installed 175 inverted “U-shaped” racks throughout the City in major employment centers, retail districts, and commercial corridors, parks, public institutions, and transportation centers. Major corridors with bicycle racks include Olive Avenue, Magnolia Boulevard, Burbank Boulevard, Victory Boulevard, Glenoaks Boulevard, and Riverside Drive.⁴

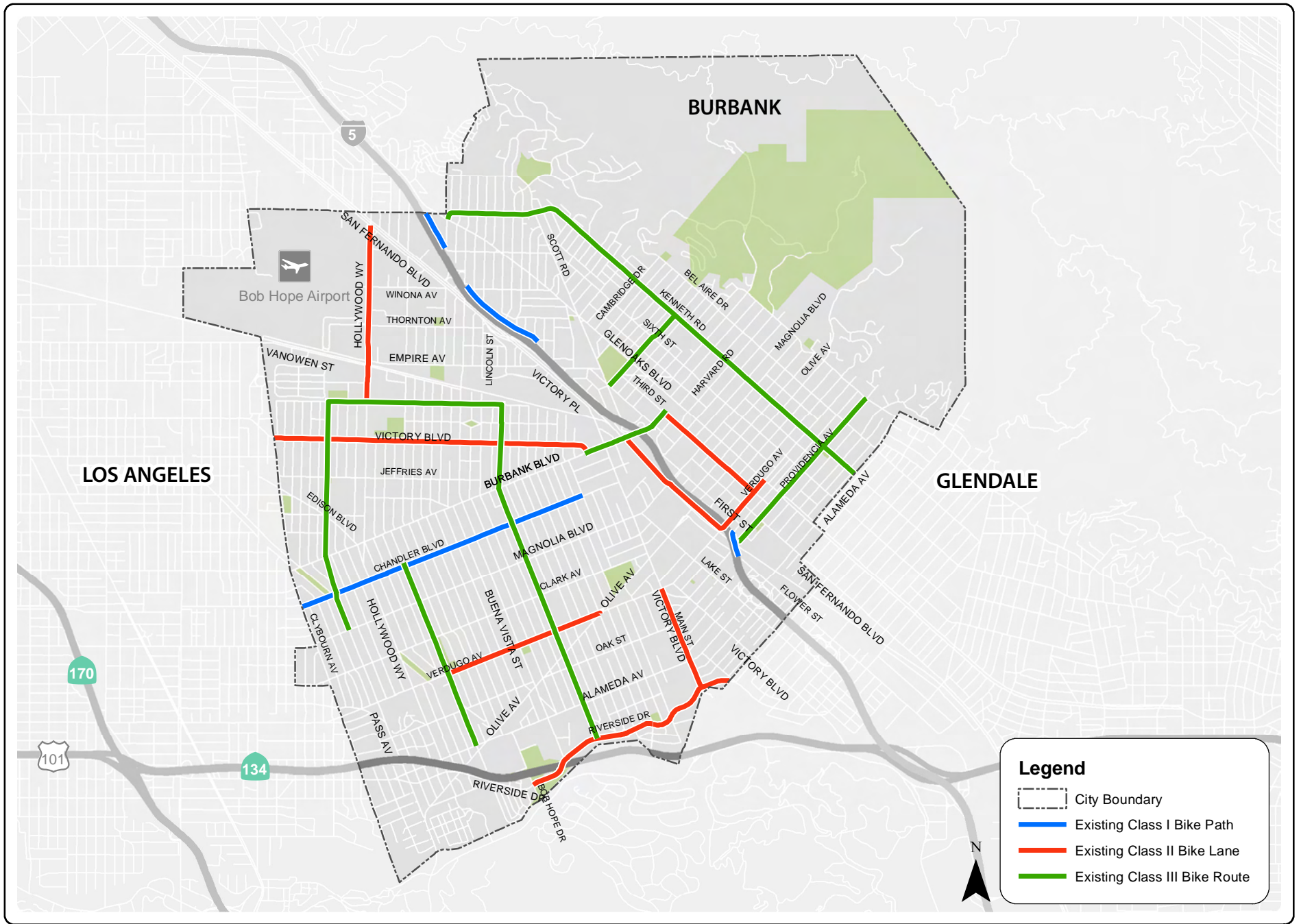
In the effort to promote multimodal connectivity, several transit providers have included bicycle racks on transit vehicles to encourage riders to utilize other modes of transportation. Currently, BurbankBus and Metro buses have bicycle racks, commonly located in the front portion of the transit vehicle. Rail operators, including Metrolink, permit bicycles onboard and Amtrak vehicles include bicycle parking on their trains. Furthermore, the Burbank Metrolink station currently provides a secure parking facility for up to 50 bicycles.⁵

⁴ City of Burbank Bicycle Master Plan.

⁵ City of Burbank Bicycle Master Plan.

TABLE 8 – BURBANK BICYCLE FACILITIES

Class	Street/Path	Origin	Destination	Length (mi)
I	Chandler Bikeway	Clybourn Avenue	Mariposa Street	1.98
I	Burbank Channel Bike Path – North 1	Cohasset Street	Tulare Avenue	0.3
I	Burbank Channel Bike Path – North 2	Buena Vista Street/Winona Avenue	Jackson Street	0.6
II	Riverside Drive	Bob Hope Drive	Glendale City limit	1.6
II	Main Street	Alameda Drive	Riverside Drive	0.2
II	Third Street	Verdugo Avenue	Burbank Boulevard	0.79
II	Verdugo Avenue	First Street	Glenoaks Boulevard	0.41
		Hollywood Way	Olive Avenue	1.32
II	Hollywood Way	Pacific Avenue	Cohasset Street	1.01
II	Victory boulevard	Clybourn Avenue	Burbank Boulevard	2.1
II	Front Street	Burbank Boulevard	Downtown Metrolink	0.64
III	Keystone Street	Pacific Avenue	Riverside Drive	2.32
III	California Street	Chandler Boulevard	Alameda Avenue	1.28
III	Maple Street/Pass Avenue	Pacific Avenue	Magnolia Avenue	1.53
III	Pacific Avenue	Maple Street	Keystone Street	1.14
III	Burbank boulevard	Victory boulevard	Third Street	0.54
III	Amherst Drive	Kenneth Road	San Fernando Road	0.64
III	Providencia Avenue	Bonnywood Place	Sunset Canyon Drive	1.33
III	Kenneth Road	Glenoaks Boulevard	Glendale City Limit	3.4



PEDESTRIAN NETWORK

The majority of arterials and local streets include a developed pedestrian network, interconnected by a variety of paved sidewalks and painted crosswalks. Specific corridors, including Magnolia Boulevard, Burbank Boulevard, Victory Boulevard, Glenoaks Boulevard, and portions of downtown Burbank are comprised of wide sidewalks to accommodate significant pedestrian activity.⁶

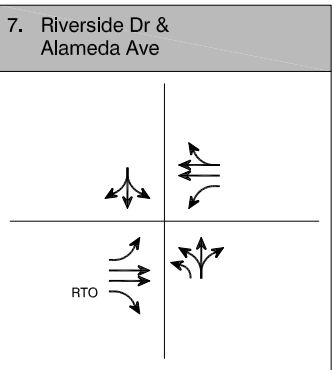
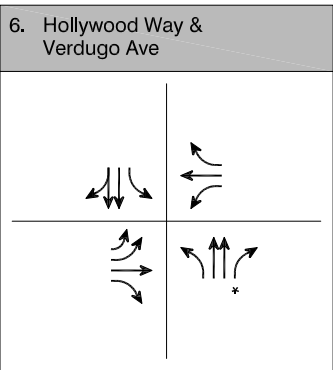
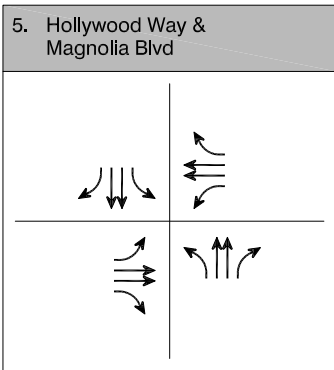
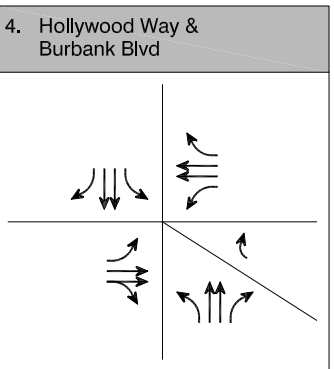
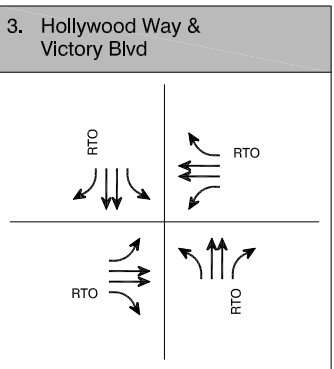
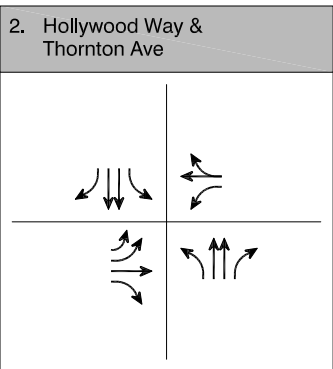
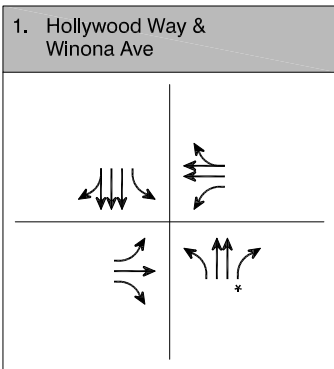
Table 9 provides an inventory of pedestrian facilities, including crosswalks, pedestrian signals, and curb ramps at each study intersection.

⁶ General findings provided by Burbank 2035: City of Burbank General Plan Mobility Element Public Review Draft (October 2008).

TABLE 9 – BURBANK PEDESTRIAN FACILITIES

Intersection	North-South			East-West			Intersection	North-South			East-West		
	Cross-Walk	Ped Signal	Curb Ramps	Cross-Walk	Ped Signal	Curb Ramps		Cross-Walk	Ped Signal	Curb Ramps	Cross-Walk	Ped Signal	Curb Ramps
1. Hollywood Way Winona Ave	✓	✓	✓	✓	✓	✓	19. Buena Vista St Victory Blvd	✓	✓	✓	✓	✓	✓
2. Hollywood Way Thorton Ave	✓	✓	✓	✓	✓	✓	20. Buena Vista St Burbank Blvd	✓	✓	✓	✓	✓	✓
3. Hollywood Way Victory Blvd	✓	✓	✓	✓	✓	✓	21. Buena Vista St Magnolia Blvd	✓	✓	✓	✓	✓	✓
4. Hollywood Way Burbank Blvd	✓	✓	✓	✓	✓	✓	22. Buena Vista St Olive Ave	✓	✓	✓	✓	✓	✓
5. Hollywood Way Magnolia Blvd	✓	✓	✓	✓	✓	✓	23. Buena Vista St Alameda Ave	✓	✓	✓	✓	✓	✓
6. Hollywood Way Verdugo Ave	✓	✓	✓	✓	✓	✓	24. Buena Vista St Riverside Dr	Southbound only			Westbound only		
7. Riverside Dr Alameda Ave	✓	✓	✓	Westbound only			25. Victory Blvd/Victory Pl Burbank Blvd	✓	✓	✓	Eastbound only		
8. Pass Ave Alameda Ave	✓	✓	✓	✓	✓	✓	26. Victory Blvd Magnolia Blvd	✓	✓	✓	✓	✓	✓
9. Pass Ave Olive Ave	✓	✓	✓	Westbound only			27. Victory Blvd Olive Ave	✓	✓	✓	✓	✓	✓
10. Hollywood Way Alameda Ave	✓	✓	✓	✓	✓	✓	28. Victory Blvd Alameda Ave	✓	✓	✓	✓	✓	✓
11. Hollywood Way Riverside Dr	✓	✓	✓	✓	✓	✓	29. San Fernando Blvd Burbank Blvd	✓	✓	✓	✓	✓	✓
12. Hollywood Way Olive Ave	✓	✓	✓	✓	✓	✓	30. First St Magnolia Blvd	✓	✓	✓	Westbound only		
13. Olive Ave Riverside Dr	✓	✓	✓	✓	✓	✓	31. First St Olive Ave	✓	✓	✓	✓	✓	✓
14. Olive Ave Alameda Ave	✓	✓	✓	Westbound only			32. San Fernando Blvd Alameda Blvd	✓	✓	✓	✓	✓	✓
15. Buena Vista St Glenoaks Blvd	✓	✓	✓	✓	✓	✓	33. Glenoaks Blvd Magnolia Blvd	✓	✓	✓	✓	✓	✓
16. Buena Vista St San Fernando Blvd	Northbound only			✓	✓	✓	34. Glenoaks Blvd Olive Ave	✓	✓	✓	✓	✓	✓
17. Buena Vista St Empire Ave	✓	✓	✓	✓	✓	✓	35. Glenoaks Blvd Alameda Ave	✓	✓	✓	✓	✓	✓
18. Buena Vista St Vanowen St	✓	✓	✓	Westbound only									

**APPENDIX A:
LANE CONFIGURATIONS**



LEGEND

NOTE: All intersections are signaled

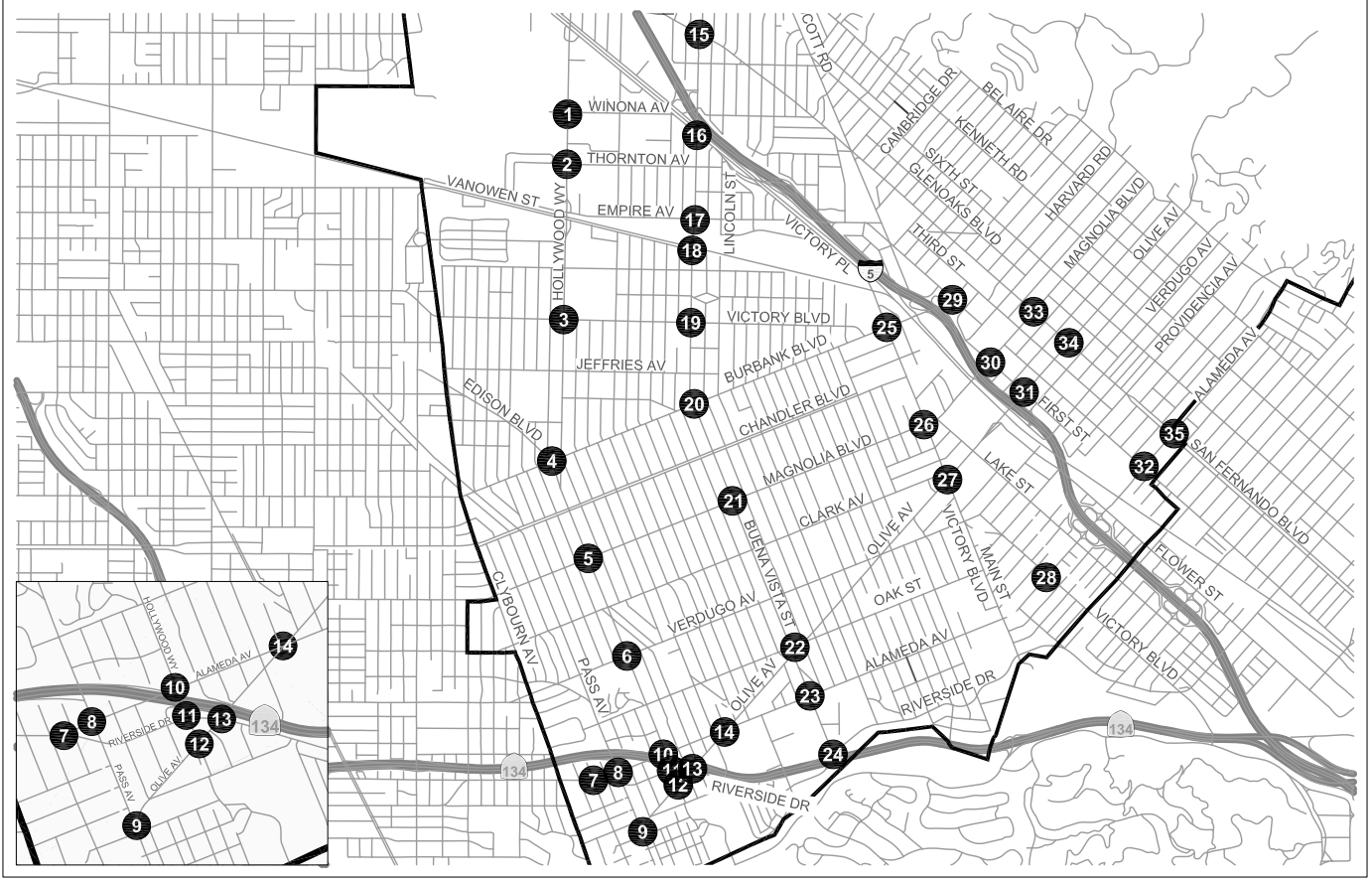
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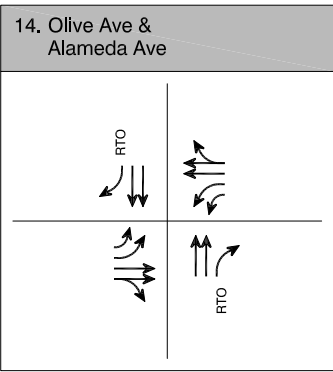
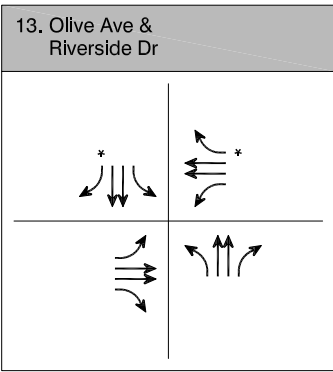
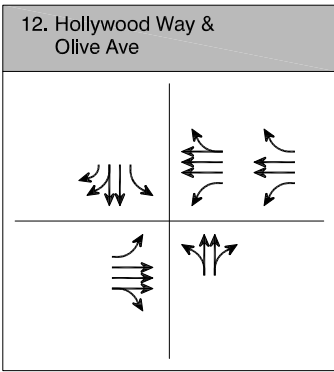
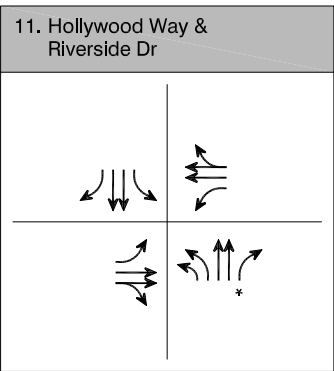
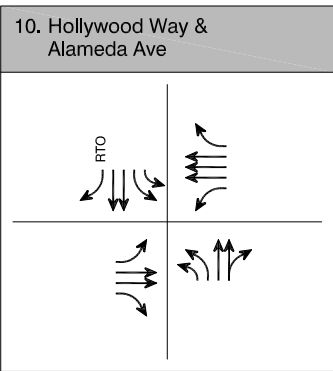
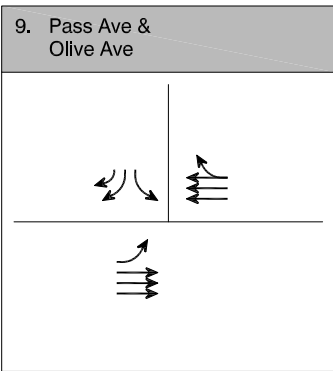
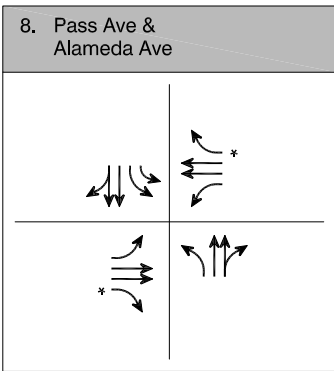
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NRTOR **No Right-Turn On Red**

Free **Free Right-Turn Lane**

Not to Scale





LEGEND

NOTE: All Intersections are signalized

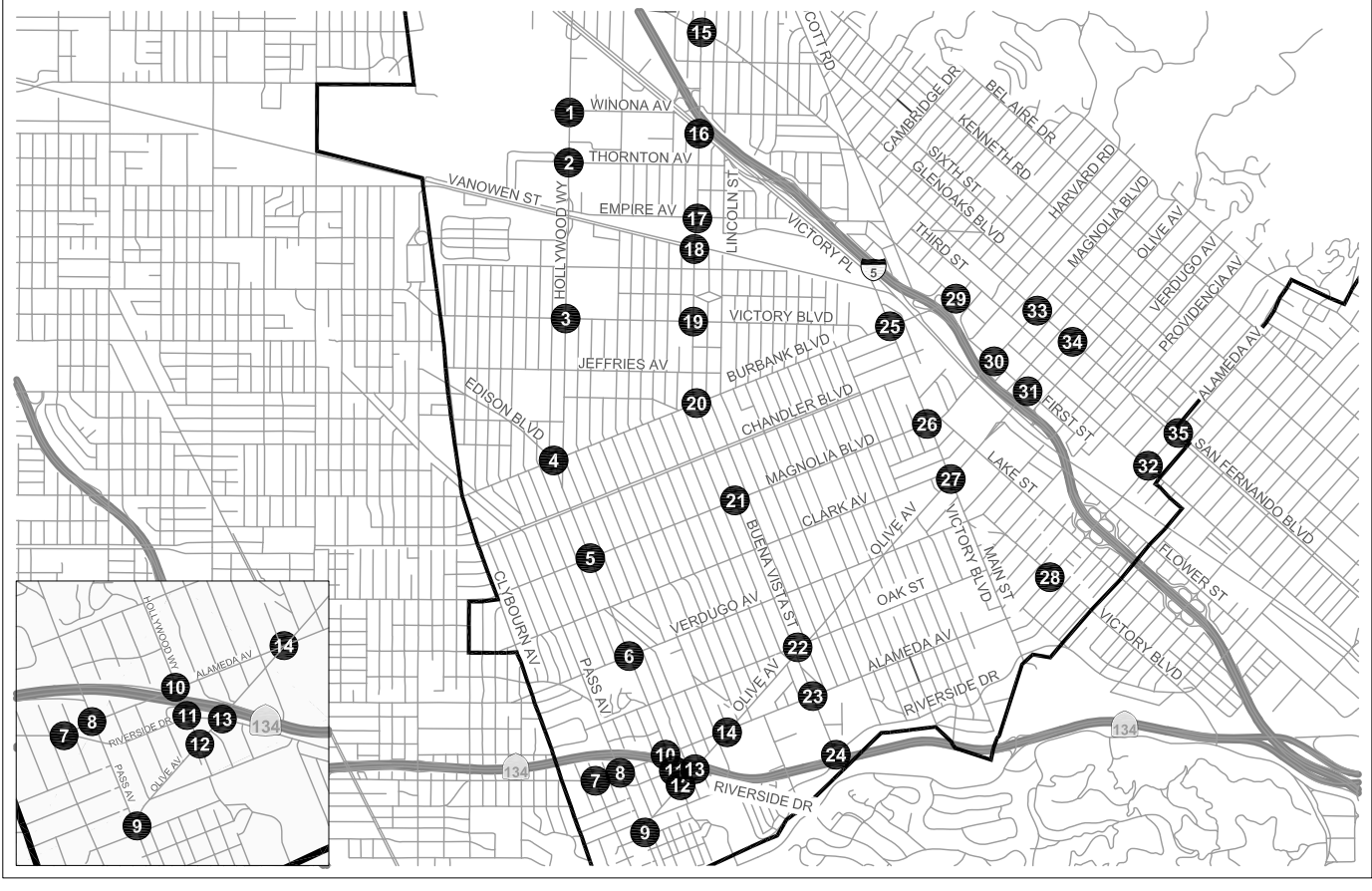
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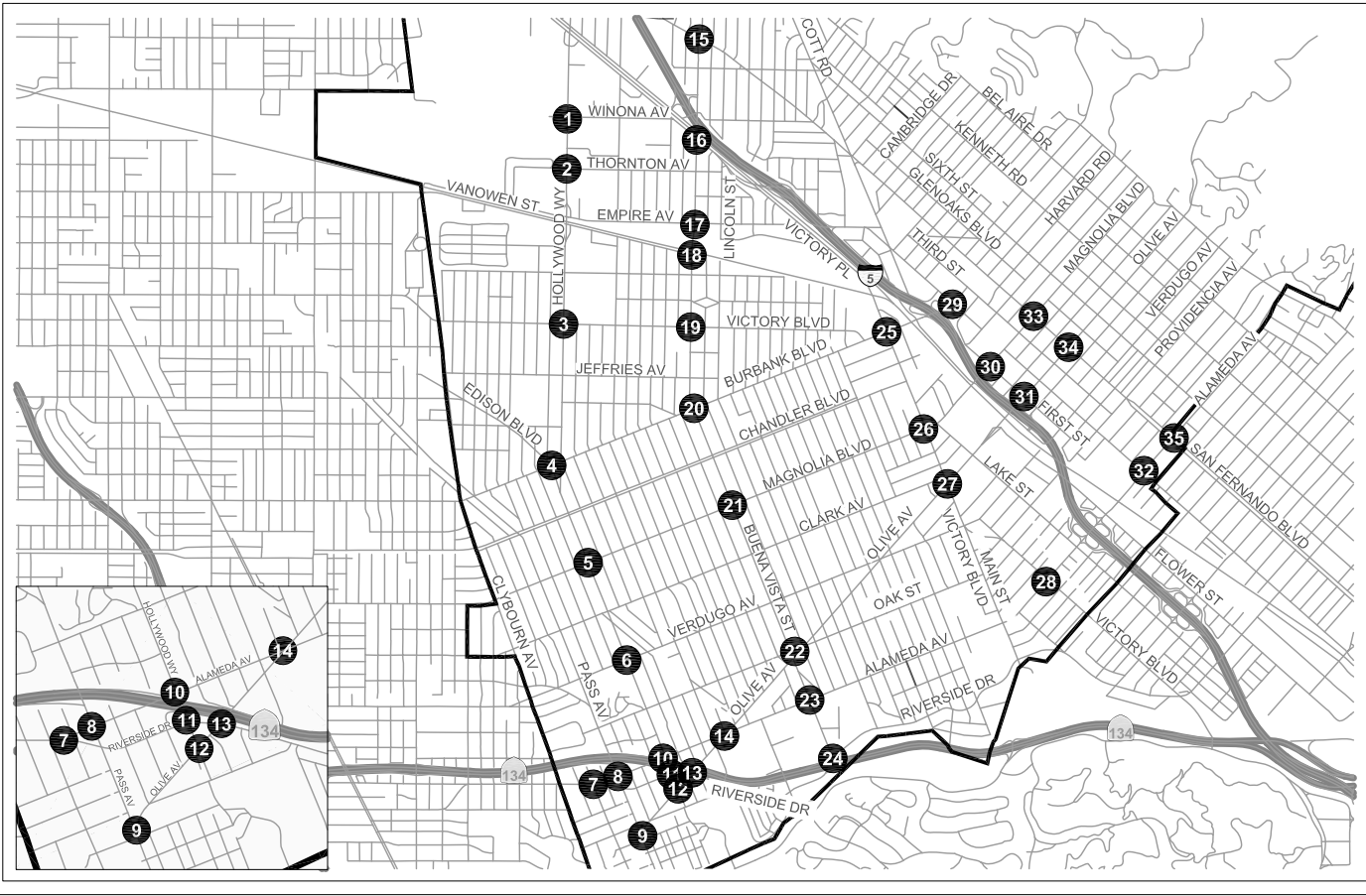
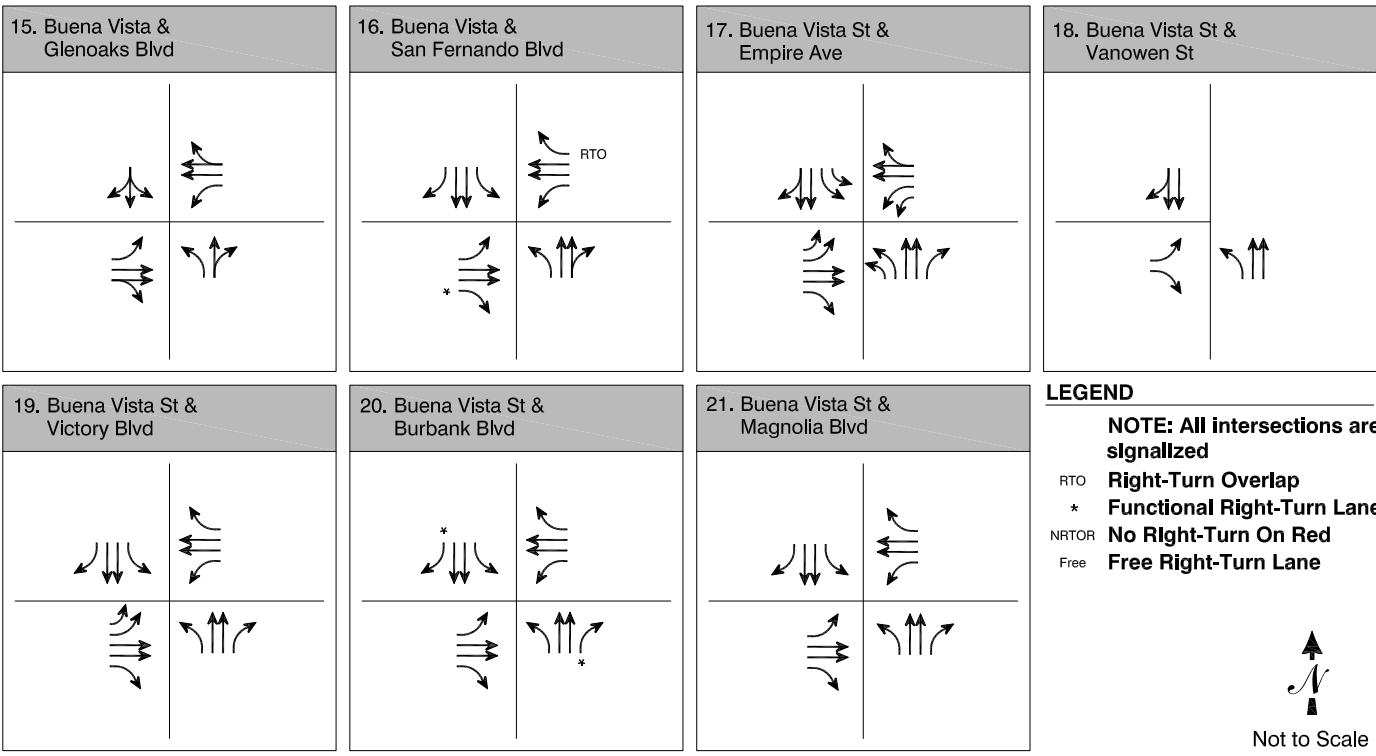
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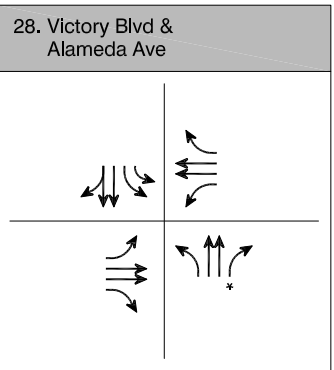
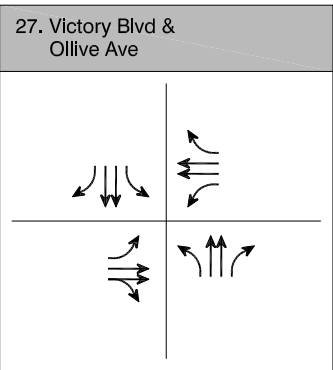
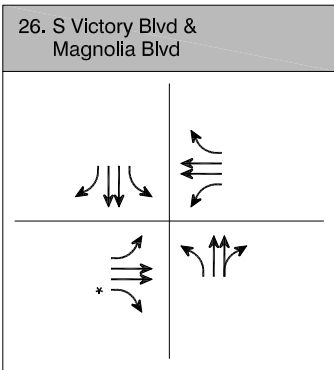
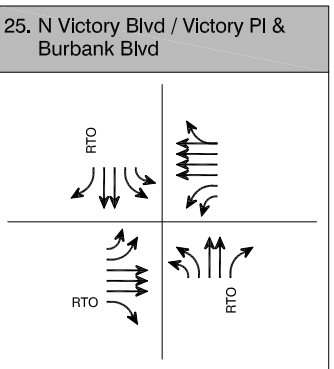
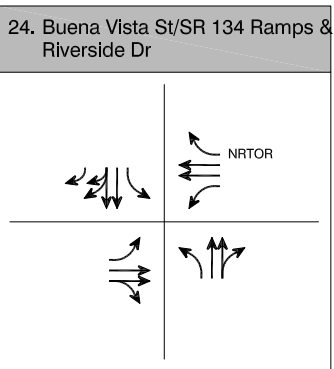
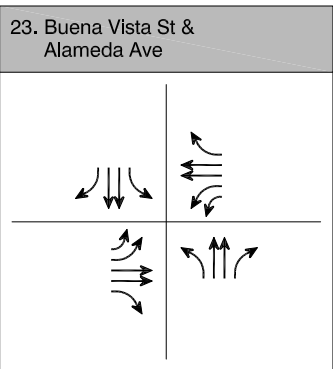
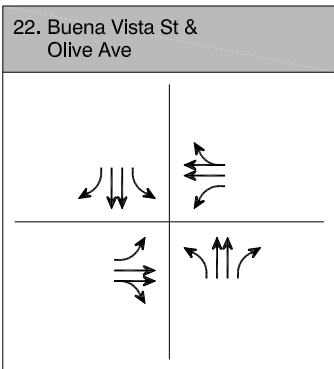
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Free **Free Right-Turn Lane**

Not to Scale








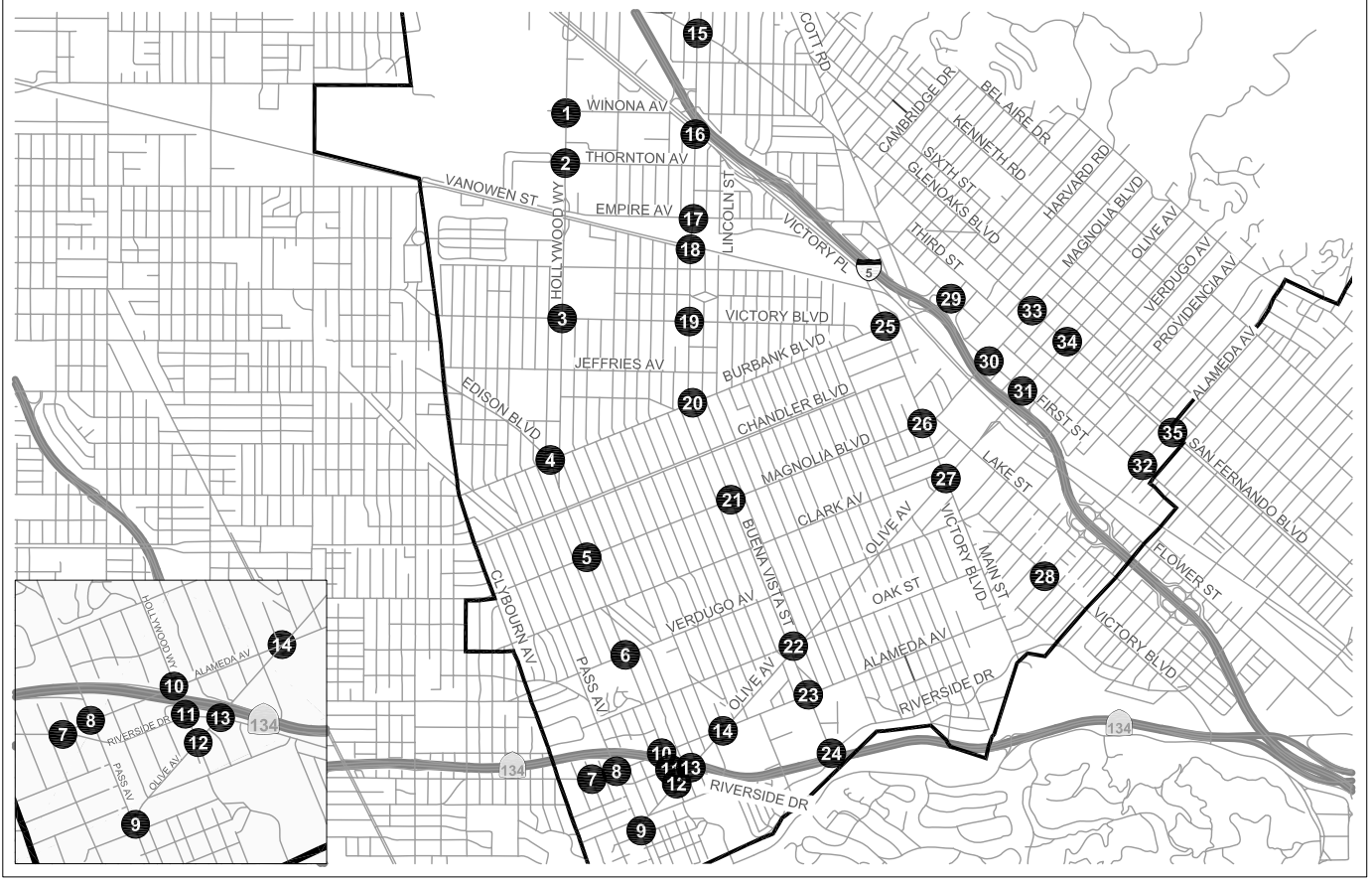
LEGEND

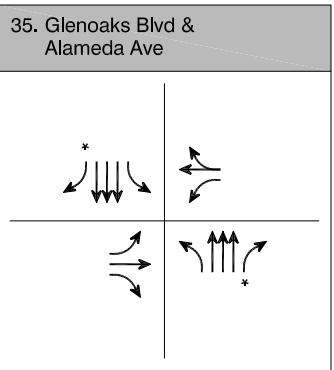
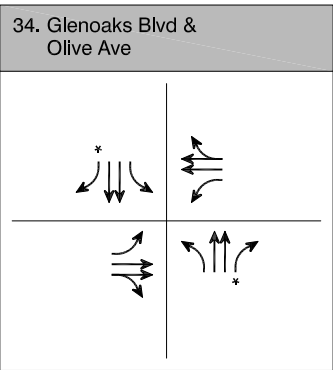
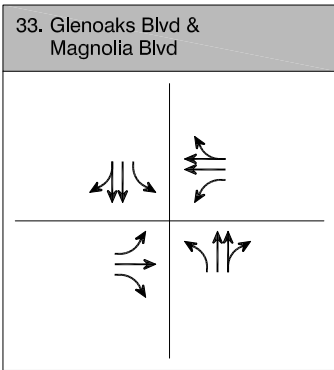
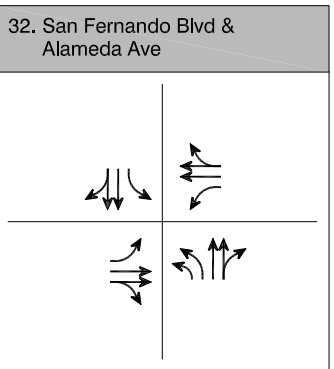
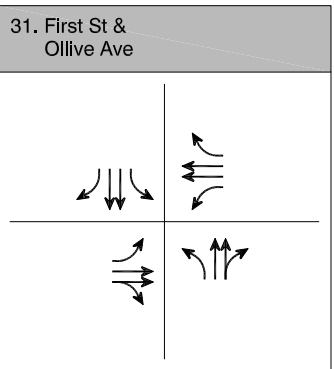
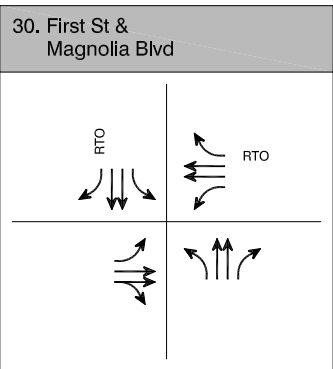
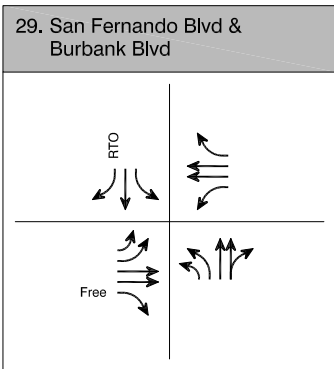
NOTE: All intersections are signalized

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- * **Functional Right-Turn Lane**
- NRTOR **No Right-Turn On Red**
- Free **Free Right-Turn Lane**



Not to Scale



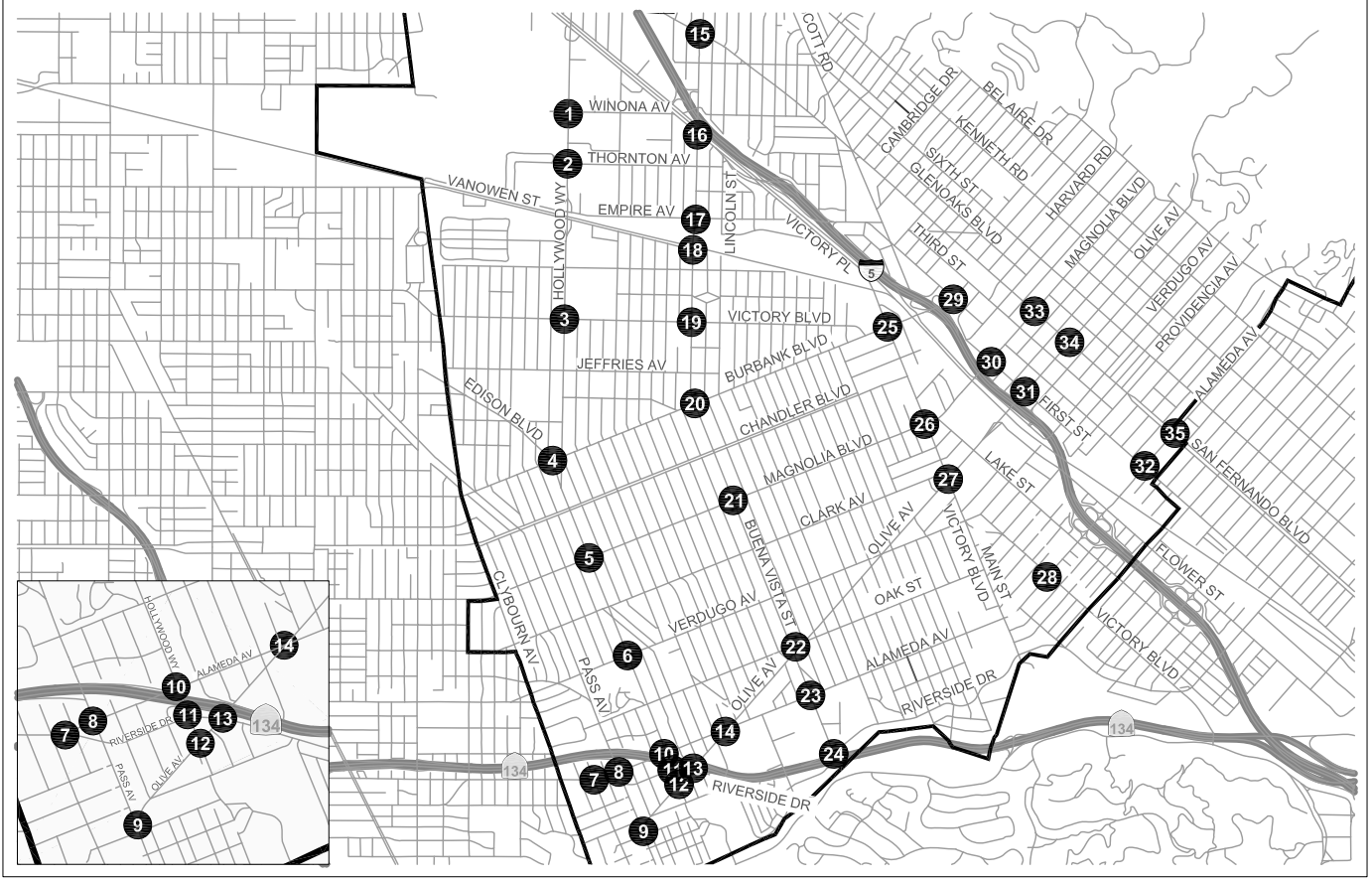


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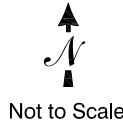
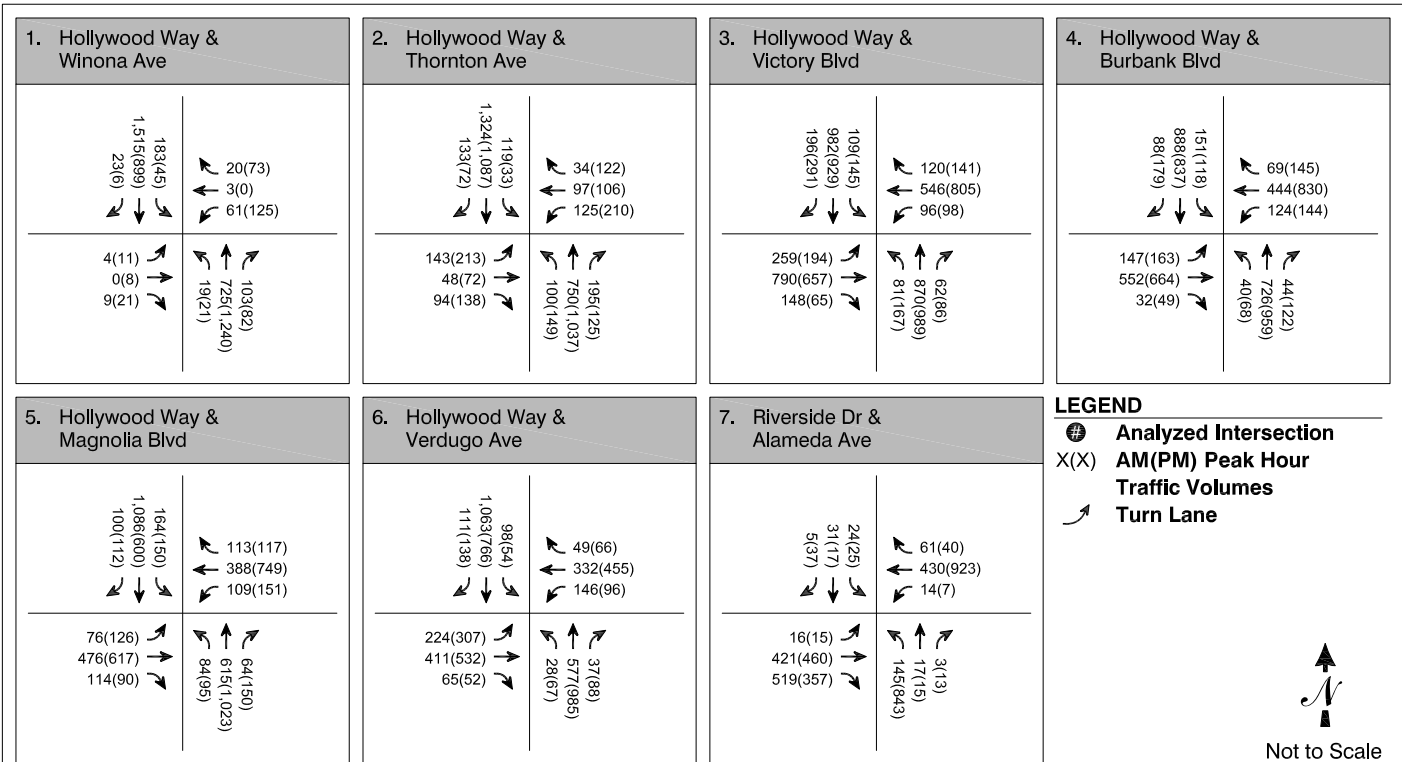
NOTE: All Intersections are signalized

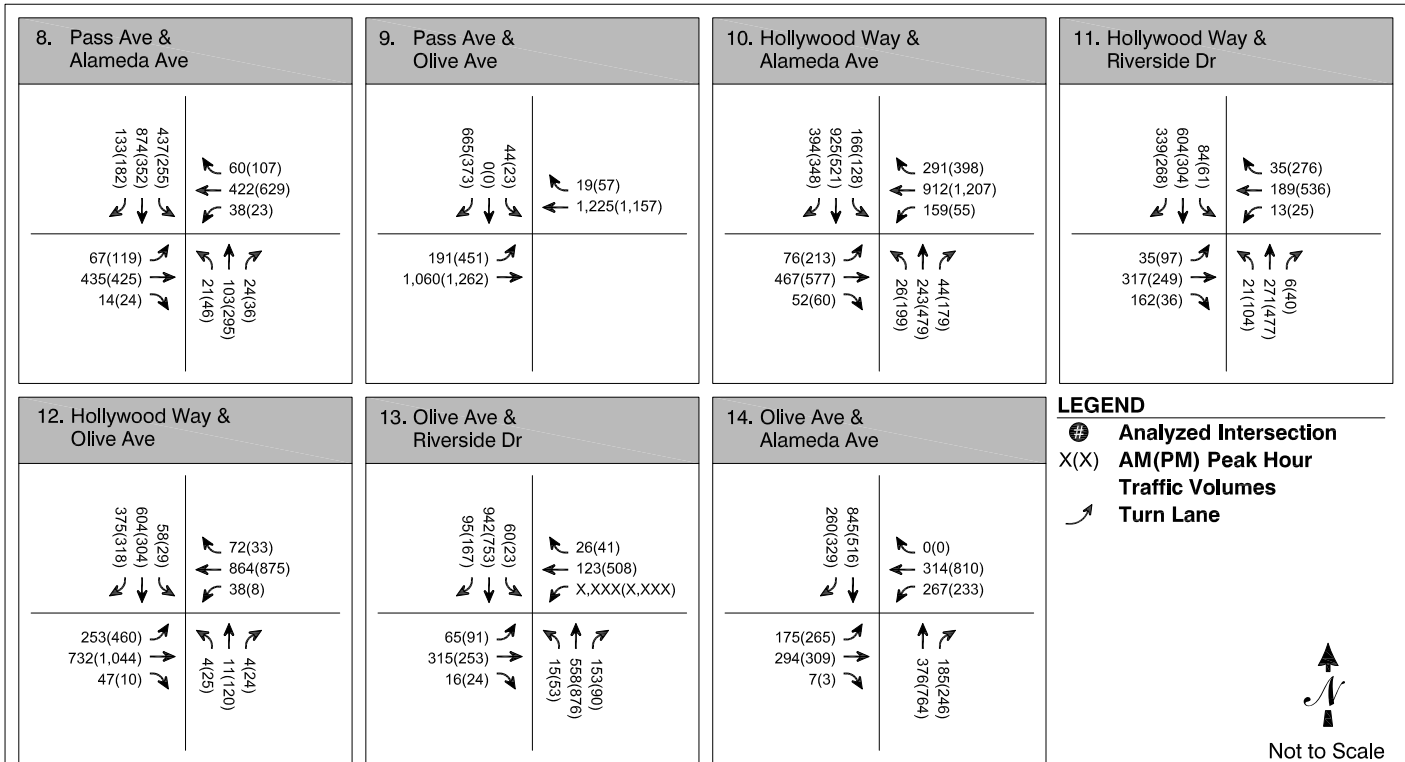
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- NRTOR **No Right-Turn On Red**
- Free **Free Right-Turn Lane**

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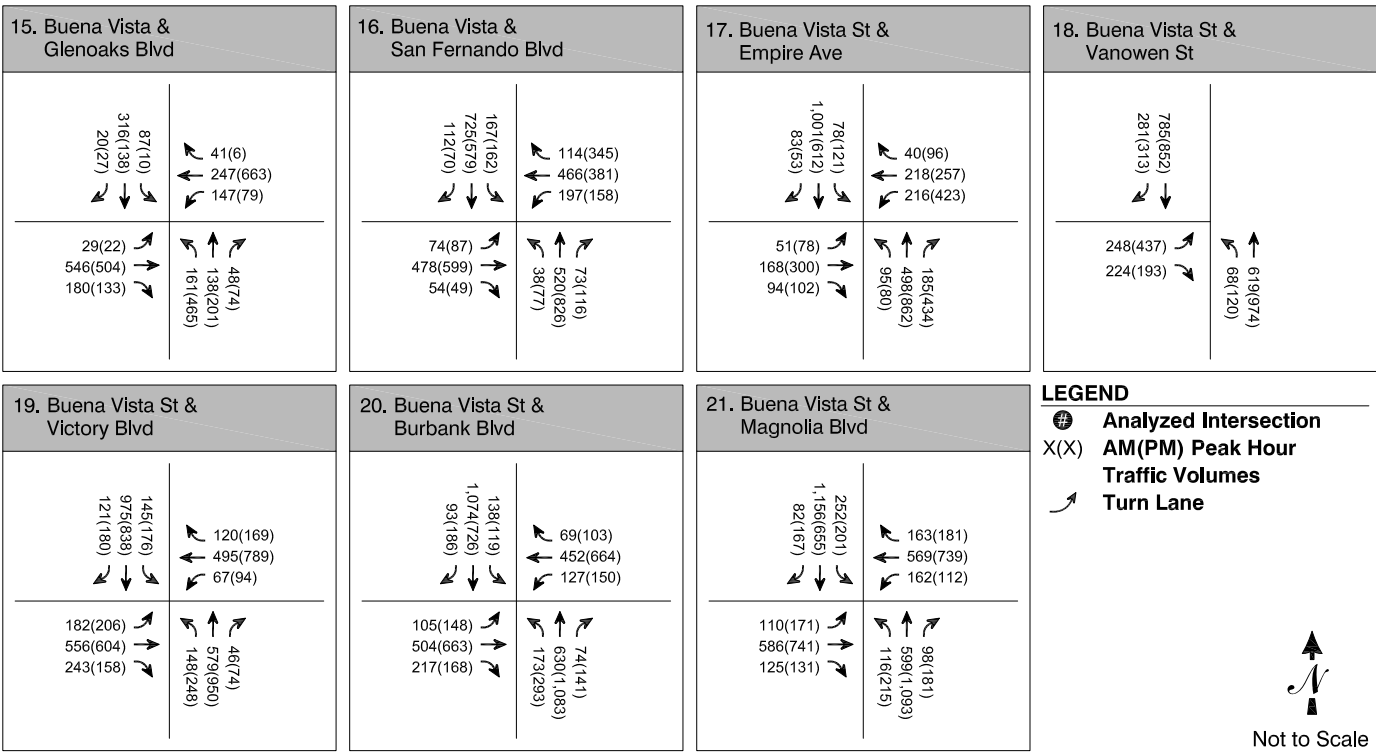
**APPENDIX B:
WEEKDAY TRAFFIC VOLUMES**

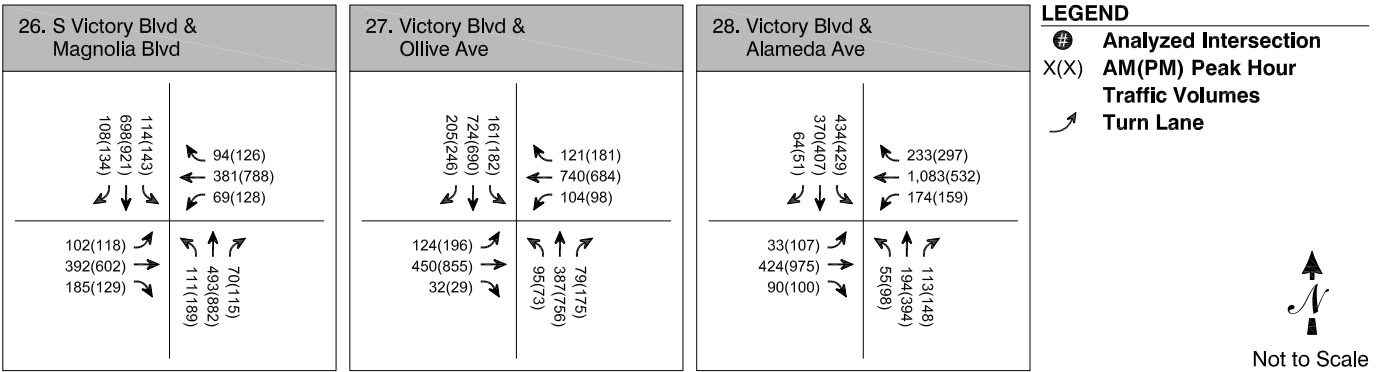
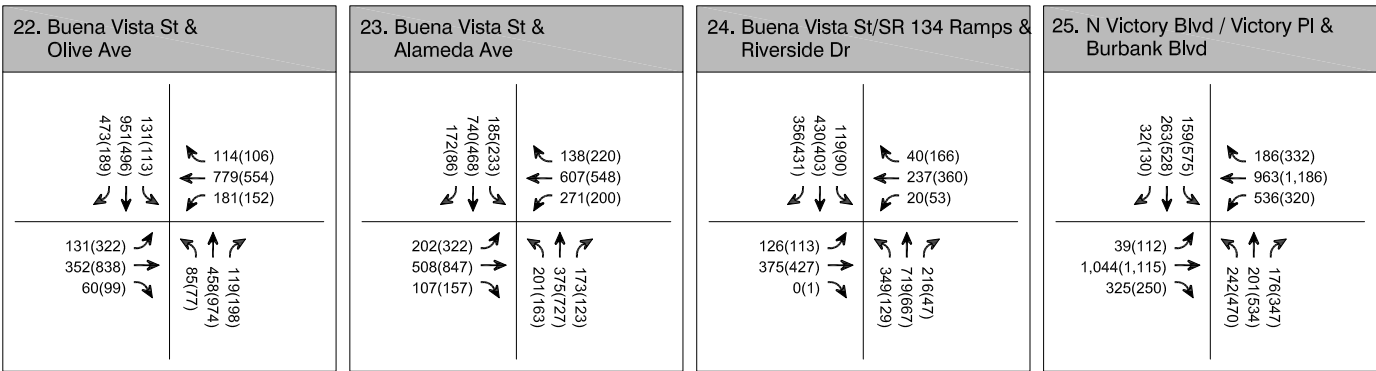


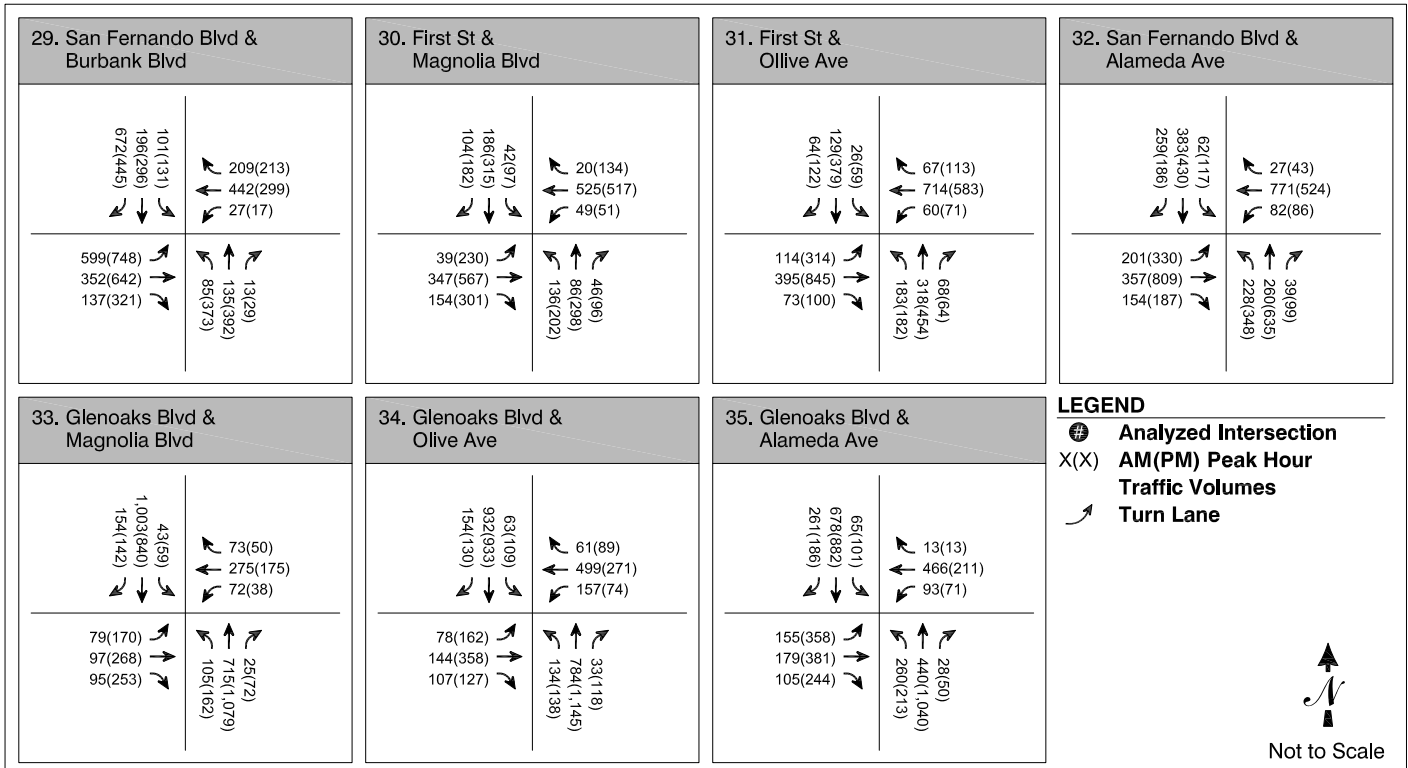


Not to Scale









**APPENDIX C:
LOS WORKSHEETS**

Scenario Report

Scenario:	Existing AM
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Hollywood Way & Winona Ave	A	xxxxx 0.426	A	xxxxx 0.426	+ 0.000 V/C
# 2 Hollywood Way & Thorton Ave	C	xxxxx 0.731	C	xxxxx 0.731	+ 0.000 V/C
# 3 Hollywood Way & Victory Blvd	D	xxxxx 0.873	D	xxxxx 0.873	+ 0.000 V/C
# 4 Hollywood Way & Burbank Blvd	C	xxxxx 0.721	C	xxxxx 0.721	+ 0.000 V/C
# 5 Hollywood Way & Magnolia Blvd	C	xxxxx 0.766	C	xxxxx 0.766	+ 0.000 V/C
# 6 Hollywood Way & Verdugo Ave	D	xxxxx 0.805	D	xxxxx 0.805	+ 0.000 V/C
# 7 Riverside Dr & Alameda Ave	A	xxxxx 0.507	A	xxxxx 0.507	+ 0.000 V/C
# 8 Pass Ave & Alameda Ave	B	xxxxx 0.672	B	xxxxx 0.672	+ 0.000 V/C
# 9 Pass Ave & Olive Ave	C	xxxxx 0.761	C	xxxxx 0.761	+ 0.000 V/C
# 10 Hollywood Way & Alameda Ave	B	xxxxx 0.697	B	xxxxx 0.697	+ 0.000 V/C
# 11 Hollywood Way & Riverside Dr	A	xxxxx 0.512	A	xxxxx 0.512	+ 0.000 V/C
# 12 Hollywood Way & Olive Ave	B	xxxxx 0.685	B	xxxxx 0.685	+ 0.000 V/C
# 13 Olive Ave & Riverside Dr	A	xxxxx 0.546	A	xxxxx 0.546	+ 0.000 V/C
# 14 Olive Ave & Alameda Ave	A	xxxxx 0.581	A	xxxxx 0.581	+ 0.000 V/C
# 15 Buena Vista St & Glenoaks Blvd	D	xxxxx 0.820	D	xxxxx 0.820	+ 0.000 V/C
# 16 Buena Vista St & San Fernando	B	xxxxx 0.669	B	xxxxx 0.669	+ 0.000 V/C
# 17 Buena Vista St & Empire Ave	B	xxxxx 0.616	B	xxxxx 0.616	+ 0.000 V/C
# 18 Buena Vista St & Vanowen St	B	xxxxx 0.620	B	xxxxx 0.620	+ 0.000 V/C
# 19 Buena Vista St & Victory Blvd	C	xxxxx 0.761	C	xxxxx 0.761	+ 0.000 V/C
# 20 Buena Vista St & Burbank Blvd	D	xxxxx 0.826	D	xxxxx 0.826	+ 0.000 V/C
# 21 Buena Vista St & Magnolia Blvd	E	xxxxx 0.954	E	xxxxx 0.954	+ 0.000 V/C
# 22 Buena Vista St & Olive Ave	D	xxxxx 0.873	D	xxxxx 0.873	+ 0.000 V/C
# 23 Buena Vista St & Alameda Ave	C	xxxxx 0.743	C	xxxxx 0.743	+ 0.000 V/C
# 24 Buena Vista St & Riverside Dr	C	xxxxx 0.758	C	xxxxx 0.758	+ 0.000 V/C
# 25 Victory Blvd/Victory Pl & Burb	B	xxxxx 0.693	B	xxxxx 0.693	+ 0.000 V/C
# 26 Victory Blvd & Magnolia Blvd	A	xxxxx 0.551	A	xxxxx 0.551	+ 0.000 V/C
# 27 Victory Blvd & Olive Ave	C	xxxxx 0.742	C	xxxxx 0.742	+ 0.000 V/C
# 28 Victory Blvd & Alameda Ave	B	xxxxx 0.674	B	xxxxx 0.674	+ 0.000 V/C
# 29 San Fernando Blvd & Burbank Bl	D	xxxxx 0.888	D	xxxxx 0.888	+ 0.000 V/C
# 30 First St & Magnolia Blvd	A	xxxxx 0.399	A	xxxxx 0.399	+ 0.000 V/C
# 31 First St & Olive Ave	A	xxxxx 0.537	A	xxxxx 0.537	+ 0.000 V/C
# 32 San Fernando Blvd & Alameda Bl	D	xxxxx 0.839	D	xxxxx 0.839	+ 0.000 V/C
# 33 Glenoaks Blvd & Magnolia Blvd	B	xxxxx 0.650	B	xxxxx 0.650	+ 0.000 V/C
# 34 Glenoaks Blvd & Olive Ave	C	xxxxx 0.749	C	xxxxx 0.749	+ 0.000 V/C
# 35 Glenoaks Blvd & Alameda Ave	D	xxxxx 0.845	D	xxxxx 0.845	+ 0.000 V/C

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Hollywood Way & Winona Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns for Street Name (Hollywood Way, Winona Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Hollywood Way & Thorton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Table with columns for Street Name (Hollywood Way, Thorton Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis metrics: Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hollywood Way & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Victory Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Ovl), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Hollywood Way & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Table with columns for Street Name (Hollywood Way, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Hollywood Way & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Table with columns for Street Name (Hollywood Way, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hollywood Way & Verdugo Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Verdugo Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis metrics: Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Riverside Dr & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name (Riverside Dr, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Pass Ave & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Table with columns for Street Name (Pass Ave, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Pass Ave & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Table with columns for Street Name (Pass Ave, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Hollywood Way & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Table with columns for Street Name (Hollywood Way, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Hollywood Way & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name (Hollywood Way, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hollywood Way & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with columns for Street Name (Hollywood Way, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Olive Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with columns for Street Name (Olive Ave, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Olive Ave & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Table with columns for Street Name (Olive Ave, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Buena Vista St & Glenoaks Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Glenoaks Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted), Rights (Include), and various traffic metrics like Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Buena Vista St & San Fernando Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Y+R, Lanes. Rows include Buena Vista St and San Fernando Blvd with North, South, East, and West bounds.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Buena Vista St & Empire Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with columns for Street Name (Buena Vista St, Empire Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Buena Vista St & Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with columns for Street Name (Buena Vista St, Vanowen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Buena Vista St & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Table with columns for Street Name (Buena Vista St, Victory Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Buena Vista St & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Buena Vista St & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Buena Vista St, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Buena Vista St & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 179 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns showing capacity analysis metrics: Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Buena Vista St & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Table with columns for Street Name (Buena Vista St, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 13 columns showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis metrics: Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Buena Vista St & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Table with columns for Street Name (Buena Vista St, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Victory Blvd/Victory Pl & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics and 12 rows of data including Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics and 4 rows of data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics and 4 rows of data including Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Victory Blvd & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Table with columns for Street Name (Victory Blvd, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Victory Blvd & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Table with columns for Street Name (Victory Blvd, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Victory Blvd & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Table with columns for Street Name (Victory Blvd, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 San Fernando Blvd & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (San Fernando Blvd, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 First St & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name (First St, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 First St & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Table with columns for Street Name (First St, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 San Fernando Blvd & Alameda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Table with columns for Street Name (San Fernando Blvd, Alameda Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Glenoaks Blvd & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Table with columns for Street Name (Glenoaks Blvd, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Glenoaks Blvd & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

Table with columns for Street Name (Glenoaks Blvd, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Glenoaks Blvd & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

Table with columns for Street Name (Glenoaks Blvd, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

Scenario Report

Scenario: Existing PM

Command: Default Command
Volume: Default Volume
Geometry: Default Geometry
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Hollywood Way & Winona Ave	A	xxxxx 0.583	A	xxxxx 0.583	+ 0.000 V/C
# 2 Hollywood Way & Thorton Ave	D	xxxxx 0.813	D	xxxxx 0.813	+ 0.000 V/C
# 3 Hollywood Way & Victory Blvd	E	xxxxx 0.953	E	xxxxx 0.953	+ 0.000 V/C
# 4 Hollywood Way & Burbank Blvd	D	xxxxx 0.850	D	xxxxx 0.850	+ 0.000 V/C
# 5 Hollywood Way & Magnolia Blvd	D	xxxxx 0.894	D	xxxxx 0.894	+ 0.000 V/C
# 6 Hollywood Way & Verdugo Ave	D	xxxxx 0.893	D	xxxxx 0.893	+ 0.000 V/C
# 7 Riverside Dr & Alameda Ave	C	xxxxx 0.754	C	xxxxx 0.754	+ 0.000 V/C
# 8 Pass Ave & Alameda Ave	A	xxxxx 0.559	A	xxxxx 0.559	+ 0.000 V/C
# 9 Pass Ave & Olive Ave	D	xxxxx 0.815	D	xxxxx 0.815	+ 0.000 V/C
# 10 Hollywood Way & Alameda Ave	C	xxxxx 0.779	C	xxxxx 0.779	+ 0.000 V/C
# 11 Hollywood Way & Riverside Dr	B	xxxxx 0.621	B	xxxxx 0.621	+ 0.000 V/C
# 12 Hollywood Way & Olive Ave	D	xxxxx 0.810	D	xxxxx 0.810	+ 0.000 V/C
# 13 Olive Ave & Riverside Dr	A	xxxxx 0.536	A	xxxxx 0.536	+ 0.000 V/C
# 14 Olive Ave & Alameda Ave	B	xxxxx 0.674	B	xxxxx 0.674	+ 0.000 V/C
# 15 Buena Vista St & Glenoaks Blvd	C	xxxxx 0.730	C	xxxxx 0.730	+ 0.000 V/C
# 16 Buena Vista St & San Fernando	D	xxxxx 0.814	D	xxxxx 0.814	+ 0.000 V/C
# 17 Buena Vista St & Empire Ave	B	xxxxx 0.663	B	xxxxx 0.663	+ 0.000 V/C
# 18 Buena Vista St & Vanowen St	D	xxxxx 0.827	D	xxxxx 0.827	+ 0.000 V/C
# 19 Buena Vista St & Victory Blvd	D	xxxxx 0.848	D	xxxxx 0.848	+ 0.000 V/C
# 20 Buena Vista St & Burbank Blvd	D	xxxxx 0.839	D	xxxxx 0.839	+ 0.000 V/C
# 21 Buena Vista St & Magnolia Blvd	E	xxxxx 0.984	E	xxxxx 0.984	+ 0.000 V/C
# 22 Buena Vista St & Olive Ave	D	xxxxx 0.896	D	xxxxx 0.896	+ 0.000 V/C
# 23 Buena Vista St & Alameda Ave	D	xxxxx 0.859	D	xxxxx 0.859	+ 0.000 V/C
# 24 Buena Vista St & Riverside Dr	C	xxxxx 0.720	C	xxxxx 0.720	+ 0.000 V/C
# 25 Victory Blvd/Victory Pl & Burb	D	xxxxx 0.831	D	xxxxx 0.831	+ 0.000 V/C
# 26 Victory Blvd & Magnolia Blvd	D	xxxxx 0.875	D	xxxxx 0.875	+ 0.000 V/C
# 27 Victory Blvd & Olive Ave	D	xxxxx 0.883	D	xxxxx 0.883	+ 0.000 V/C
# 28 Victory Blvd & Alameda Ave	D	xxxxx 0.839	D	xxxxx 0.839	+ 0.000 V/C
# 29 San Fernando Blvd & Burbank Bl	D	xxxxx 0.873	D	xxxxx 0.873	+ 0.000 V/C
# 30 First St & Magnolia Blvd	B	xxxxx 0.662	B	xxxxx 0.662	+ 0.000 V/C
# 31 First St & Olive Ave	C	xxxxx 0.744	C	xxxxx 0.744	+ 0.000 V/C
# 32 San Fernando Blvd & Alameda Bl	D	xxxxx 0.843	D	xxxxx 0.843	+ 0.000 V/C
# 33 Glenoaks Blvd & Magnolia Blvd	B	xxxxx 0.681	B	xxxxx 0.681	+ 0.000 V/C
# 34 Glenoaks Blvd & Olive Ave	C	xxxxx 0.757	C	xxxxx 0.757	+ 0.000 V/C
# 35 Glenoaks Blvd & Alameda Ave	D	xxxxx 0.870	D	xxxxx 0.870	+ 0.000 V/C

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Hollywood Way & Winona Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name (Hollywood Way, Winona Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Hollywood Way & Thorton Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Thorton Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Hollywood Way & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.953
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Hollywood Way, Victory Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Ovl), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Hollywood Way & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Hollywood Way & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Hollywood Way & Verdugo Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Verdugo Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Riverside Dr & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Table with columns for Street Name (Riverside Dr, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Pass Ave & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Table with columns for Street Name (Pass Ave, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 Pass Ave & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

Table with columns for Street Name (Pass Ave, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Hollywood Way & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Table with columns for Street Name (Hollywood Way, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Hollywood Way & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with columns for Street Name (Hollywood Way, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hollywood Way & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Table with columns for Street Name (Hollywood Way, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Olive Ave & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns for Street Name (Olive Ave, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Olive Ave & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Table with columns for Street Name (Olive Ave, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Ovl, Include), and various traffic metrics like Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Buena Vista St & Glenoaks Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Table with columns for Street Name (Buena Vista St, Glenoaks Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Buena Vista St & San Fernando Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Table with columns for Street Name (Buena Vista St, San Fernando Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include, Ovl), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Buena Vista St & Empire Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Table with columns for Street Name (Buena Vista St, Empire Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Buena Vista St & Vanowen St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Vanowen St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Buena Vista St & Victory Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Victory Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Buena Vista St & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Buena Vista St & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with columns for Street Name (Buena Vista St, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Buena Vista St & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 Buena Vista St & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Table with columns for Street Name (Buena Vista St, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Buena Vista St & Riverside Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.720
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Table with columns for Street Name (Buena Vista St, Riverside Dr), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Permitted), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Victory Blvd/Victory Pl & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 12 columns representing different volume metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Victory Blvd & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.875
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Victory Blvd, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Victory Blvd & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Table with columns for Street Name (Victory Blvd, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module:

Table with 13 columns showing traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 13 columns showing saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns showing capacity analysis metrics: Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Victory Blvd & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

Table with columns for Street Name (Victory Blvd, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit, Protected), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 San Fernando Blvd & Burbank Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 179 Level Of Service: D

Table with columns for Street Name (San Fernando Blvd, Burbank Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 First St & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Table with columns for Street Name (First St, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include, Ovl), and various traffic metrics like Min. Green, Y+R, Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #31 First St & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Table with columns for Street Name (First St, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected), Rights (Include), and various traffic metrics like Min. Green, Y+R, and Lanes.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Volume, and Crit Moves for each approach.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 San Fernando Blvd & Alameda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Table with columns for Street Name (San Fernando Blvd, Alameda Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Table for Volume Module with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table for Saturation Flow Module with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Table for Capacity Analysis Module with columns for Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Glenoaks Blvd & Magnolia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Table with columns for Street Name (Glenoaks Blvd, Magnolia Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat, Crit Volume, and Crit Moves.

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Intersection #34 Glenoaks Blvd & Olive Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

Table with columns for Street Name (Glenoaks Blvd, Olive Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Prot+Permit), Rights (Include), Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Glenoaks Blvd & Alameda Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 Level Of Service: D

Table with columns for Street Name (Glenoaks Blvd, Alameda Ave), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, Y+R, Lanes.

Volume Module: Table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.
