RTIP ID# *(required)* LA0C8046

TCWG Consideration Date May 28, 2019

Project Description *(clearly describe project)*

The proposed project would widen a 0.6-mile segment of Burbank Boulevard from Cleon Avenue to Lankershim Boulevard by approximately 13 feet on each side of the street. However, the east side of Vineland Avenue north of Burbank Boulevard would not be widened to avoid an adverse effect on the Circus Liquor Jr. Market sign (historic architectural resource). The widened portion of Burbank Boulevard would be restriped to include two lanes for through traffic, a left-turn lane, a bicycle lane, and a parking lane in each direction. Most of the sidewalk would be widened as part of the project. However, there would be some areas where the sidewalk would be reduced in width. Nonetheless, City of Los Angeles pedestrian safety requirements, including the required minimum width for sidewalks per the city's Standard Plan S-470-0, would continue to be met. Additional improvements would include adjusting multiple maintenance holes to bring them to grade, planting new trees, and relocating utilities, including power poles, streetlights, and traffic signals, where necessary.

The project may require the acquisition of one parcel at 11178 Burbank Boulevard (assessor's parcel number 2350005030) to accommodate the expanded right-of-way. It would also require approximately 17 permanent easements from other parcels. The business at 11178 Burbank Boulevard, located on the southeast corner of the intersection of Klump Avenue and Burbank Boulevard, would be fully acquired by the City and demolished to accommodate the expanded right-of-way.

Construction is anticipated to begin sometime in 2020 and have duration of approximately 24 months. During that time, at least one travel lane in each direction would be maintained. Street detours are not anticipated.

Type of Project *(use Table 1 on instruction sheet)*

Change to existing regionally significant street

County	**Narrative Location/Route & Postmiles**
Los Angeles	0.6-mile segment of Burbank Boulevard, from Cleon Avenue to Lankershim Boulevard (No Postmiles – not State Highway) **Caltrans Projects – EA#** N/A

Lead Agency: City of Los Angeles Bureau of Engineering

Contact Person	**Phone#**	**Fax#**	**Email**
Rusty Whisman	213-312-1778	N/A	rusty.whisman@icf.com

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

X Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: September 2019

NEPA Assignment – Project Type *(check appropriate box)*

Exempt	**Section 326 – Categorical Exemption**	**X Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 2006	January 2008	September 2013	July 2020
End	September 2019	September 2013	October 2019	June 2022

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of the project is to improve traffic flow, reduce traffic congestion, and provide street infrastructure improvements along Burbank Boulevard between Cleon Avenue and Lankershim Boulevard. Burbank Boulevard is classified as a Boulevard II. A Boulevard II is normally at least 80 feet wide; however, the segment of Burbank Boulevard between Lankershim Boulevard and Cleon Avenue is not a consistent width of at least 80 feet. By widening this segment, Burbank Boulevard would be at least 80 feet wide, thereby conforming to City of Los Angeles Class II Major Highway standards.

The proposed project aims to reduce congestion by removing an existing bottle-neck and maintaining an acceptable level of service along all of Burbank Boulevard.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Sensitive receptors in the vicinity of the project area (See Figure 1 for land uses in the vicinity of the project area) that could be affected by the proposed action include multi-family residential land uses located on Burbank Boulevard. Isolated heavy truck trips may occur in the project vicinity, as there are many commercial establishments along Burbank Avenue that require truck deliveries.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 1: Burbank Boulevard Opening Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic[a]	2022 No Build Conditions				2022 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Burbank Blvd, west of Lankershim Blvd	2.4%	A	B/C	34,346	831	A	E/E	43,472	1,052
Burbank Blvd, between Lankershim Blvd and Vineland Ave	2.7%	B	F/E	25,043	667	A	D/D	36,624	977
Burbank Blvd, east of Cleon Ave	3.3%	A	C/E	21,734	723	B	D/F	24,065	799

[a] Truck percentages were calculated using the data from the tables in Attachment B.
Source: Fehr & Peers 2019

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Table 2: Burbank Boulevard Horizon Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic[a]	2040 No Build Conditions				2040 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Burbank Blvd, west of Lankershim Blvd	2.4%	A	C/C	35,787	863	B	E/F	46,299	1,121
Burbank Blvd, between Lankershim Blvd and Vineland Ave	2.7%	B	F/E	25,452	678	A	E/D	40,471	1,076
Burbank Blvd, east of Cleon Ave	3.3%	B	D/F	23,564	783	B	E/F	26,679	885

[a] Truck percentages were calculated using the data from the tables in Attachment B.

Source: Fehr & Peers 2019

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 3: Cross-street Opening Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic[a]	2022 No Build Conditions				2022 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	4.4%	A	A/A	23,562	1,027	A	A/A	23,921	1,041
Lankershim Blvd, south of Burbank Blvd	2.6%	A	A/A	24,363	628	A	A/A	24,135	622
Tujunga Ave, north of Burbank Blvd	2.8%	A	A/B	9,536	269	A	A/B	9,841	275
Tujunga Ave, south of Burbank Blvd	3.7%	A	B/B	13,577	503	A	B/A	11,851	438
Vineland Ave, north of Burbank Blvd	3.0%	A	B/A	27,203	806	A	B/A	28,161	834
Vineland Ave, south of Burbank Blvd	2.7%	A	B/B	28,906	770	A	A/A	27,237	723

[a] Truck percentages were calculated using the data from the tables in Attachment B.

Source: Fehr & Peers 2019

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Table 4: Cross-street Horizon Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic[a]	2040 No Build Conditions				2040 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	4.4%	A	A/A	27,670	1,204	A	A/A	28,159	1,226
Lankershim Blvd, south of Burbank Blvd	2.6%	A	B/A	28,290	729	A	A/A	27,983	720
Tujunga Ave, north of Burbank Blvd	2.8%	A	A/C	11,218	314	A	A/C	11,059	310
Tujunga Ave, south of Burbank Blvd	3.7%	A	B/B	14,157	524	A	C/B	13,566	502
Vineland Ave, north of Burbank Blvd	3.0%	A	B/B	29,827	882	A	C/B	31,449	930
Vineland Ave, south of Burbank Blvd	2.7%	A	C/B	31,636	840	A	B/B	29,001	772

[a] Truck percentages were calculated using the data from the tables in Attachment B.

Source: Fehr & Peers 2019

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

As detailed above under *Purpose and Need,* the project aims to reduce congestion by removing an existing bottle-neck to maintain an acceptable level of service along Burbank Boulevard, and to conform to City of Los Angeles Boulevard II standards. Widening Burbank Boulevard would provide additional capacity to peak hour traffic. At the 2022 opening year, ADT on the segments adjacent to Burbank Boulevard would increase by as much as 958 over no build conditions (Vineland Avenue north of Burbank Boulevard). However, no deterioration in peak hour or daily roadway segment LOS are projected to occur.

In the horizon year, ADT on the segments adjacent to Burbank Boulevard would increase by as much as 1,622 over No Build conditions (Vineland Avenue north of Burbank Boulevard). However, only the Vineland Avenue segments north and south of Burbank Boulevard would experience a deterioration in segment LOS, both of which are expected to have a LOS of C during the AM peak hour relative to a LOS of B under the No Build Conditions. No changes in daily roadway segment LOS are projected to occur.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The proposed project is not a project of air quality concern because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern:

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

The project is not a new or expanded highway project (it is a change to an existing regionally significant street). In addition, Table 12 in Attachment A (Table 1 above) indicates maximum ADT in the opening year (2022) would be 43,472 on the Burbank Boulevard segment west of Lankershim Boulevard, with maximum truck ADT at 1,052, corresponding to a truck percentage of 2.4%. Table 14 in Attachment A (Table 2 above) indicates that, in the horizon year (2040), maximum ADT would be 46,299 on the Burbank Boulevard segment west of Lankershim Boulevard, with maximum truck ADT at 1,121, corresponding to a truck percentage of 2.4%. Maximum truck ADT for both opening and horizon years would be well below the EPA's POAQC guidance criteria of 125,000 and 8% trucks (10,000 truck ADT) along all roadway segments.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project

Tables 12 and 14 in Attachment A (Tables 1 and 2 above) indicate that the project affects roadway segments that are at Level-of-Service D, E, and F during one or more peak hours. Increased capacity due to the widening of Burbank Boulevard would improve LOS within the project limits (Burbank Boulevard segment between Lankershim Boulevard and Vineland Avenue), but the increased volumes would result in poorer LOS for the segments to the east and west of the project limits on Burbank Boulevard. However, under the Build Alternative, maximum truck ADT in the project area is 1,052 in the opening year and 1,226 in the horizon year (1,121 on Burbank Boulevard), which is below the EPA's POAQC guidance criteria of 10,000 truck ADT.

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

The proposed project does not include the construction of a new bus or rail terminal.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location

The proposed project does not expand an existing bus or rail terminal.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
EXISTING CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,086	11	44	3	2,144
PM	2,174	9	33	1	2,217
DAILY	32,619	147	622	40	33,428
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,521	5	45	1	1,572
PM	1,474	4	24	-	1,502
DAILY	23,416	91	518	32	24,057
Burbank Boulevard east of Cleon Avenue					
AM	1,134	20	32	5	1,191
PM	1,470	10	30	3	1,513
DAILY	20,229	172	481	42	20,924
Lankershim Boulevard north of Burbank Boulevard					
AM	1,449	30	50	3	1,532
PM	1,463	23	40	1	1,527
DAILY	21,765	308	654	28	22,755
Lankershim Boulevard south of Burbank Boulevard					
AM	1,443	9	42	1	1,495
PM	1,430	3	23	4	1,460
DAILY	22,139	74	467	43	22,723
Tujunga Avenue north of Burbank Boulevard					
AM	576	2	19	1	598
PM	850	2	13	4	869
DAILY	8,994	24	214	22	9,254
Tujunga Avenue south of Burbank Boulevard					
AM	898	6	37	3	944
PM	797	5	19	1	822
DAILY	12,784	82	379	29	13,274
Vineland Avenue north of Burbank Boulevard					
AM	1,884	8	57	5	1,954
PM	1,774	7	31	-	1,812
DAILY	25,756	150	613	22	26,541
Vineland Avenue south of Burbank Boulevard					
AM	1,887	6	61	2	1,956
PM	1,891	1	31	1	1,924
DAILY	27,269	56	647	41	28,013

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
EXISTING + PROJECT CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,804	14	61	4	2,883
PM	2,878	12	45	2	2,937
DAILY	41,524	188	792	51	42,555
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	2,499	8	74	2	2,583
PM	2,449	6	39	-	2,494
DAILY	34,688	135	767	47	35,637
Burbank Boulevard east of Cleon Avenue					
AM	1,316	23	37	6	1,382
PM	1,650	11	33	3	1,697
DAILY	22,482	191	535	46	23,254
Lankershim Boulevard north of Burbank Boulevard					
AM	1,475	31	51	3	1,560
PM	1,489	23	40	1	1,553
DAILY	22,109	313	666	28	23,116
Lankershim Boulevard south of Burbank Boulevard					
AM	1,425	9	41	1	1,476
PM	1,401	3	22	4	1,430
DAILY	21,916	74	463	43	22,496
Tujunga Avenue north of Burbank Boulevard					
AM	596	2	20	1	619
PM	847	2	13	4	866
DAILY	9,290	25	221	23	9,559
Tujunga Avenue south of Burbank Boulevard					
AM	825	5	34	3	867
PM	676	4	17	1	698
DAILY	11,121	72	331	25	11,549
Vineland Avenue north of Burbank Boulevard					
AM	1,987	9	59	5	2,060
PM	1,825	8	32	-	1,865
DAILY	26,685	156	636	23	27,500
Vineland Avenue south of Burbank Boulevard					
AM	1,746	6	57	2	1,811
PM	1,700	1	28	1	1,730
DAILY	25,645	52	609	38	26,344

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2022 CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,139	11	46	3	2,199
PM	2,235	9	34	1	2,279
DAILY	33,515	151	639	41	34,346
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,575	5	47	1	1,628
PM	1,542	4	25	-	1,571
DAILY	24,376	95	539	33	25,043
Burbank Boulevard east of Cleon Avenue					
AM	1,175	21	34	6	1,236
PM	1,528	10	31	3	1,572
DAILY	21,013	178	501	44	21,736
Lankershim Boulevard north of Burbank Boulevard					
AM	1,493	31	52	3	1,579
PM	1,520	24	41	1	1,586
DAILY	22,537	319	678	30	23,564
Lankershim Boulevard south of Burbank Boulevard					
AM	1,525	10	44	1	1,580
PM	1,550	3	24	4	1,581
DAILY	23,736	80	501	47	24,364
Tujunga Avenue north of Burbank Boulevard					
AM	592	2	20	1	615
PM	872	2	13	4	891
DAILY	9,269	25	221	23	9,538
Tujunga Avenue south of Burbank Boulevard					
AM	918	6	37	3	964
PM	816	5	20	1	842
DAILY	13,075	84	389	30	13,578
Vineland Avenue north of Burbank Boulevard					
AM	1,926	8	58	5	1,997
PM	1,819	8	32	-	1,859
DAILY	26,399	154	629	23	27,205
Vineland Avenue south of Burbank Boulevard					
AM	1,939	6	63	2	2,010
PM	1,954	1	32	1	1,988
DAILY	28,138	58	669	43	28,908

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2022 + PROJECT CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,857	15	62	4	2,938
PM	2,939	12	46	2	2,999
DAILY	42,420	192	808	52	43,472
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	2,552	8	75	2	2,637
PM	2,518	6	40	-	2,564
DAILY	35,647	139	789	49	36,624
Burbank Boulevard east of Cleon Avenue					
AM	1,358	24	38	6	1,426
PM	1,708	11	34	3	1,756
DAILY	23,266	197	554	48	24,065
Lankershim Boulevard north of Burbank Boulevard					
AM	1,517	32	53	3	1,605
PM	1,546	24	42	1	1,613
DAILY	22,879	323	688	30	23,920
Lankershim Boulevard south of Burbank Boulevard					
AM	1,507	10	44	1	1,562
PM	1,519	3	23	4	1,549
DAILY	23,513	79	497	46	24,135
Tujunga Avenue north of Burbank Boulevard					
AM	612	2	20	1	635
PM	871	2	13	4	890
DAILY	9,565	25	227	23	9,840
Tujunga Avenue south of Burbank Boulevard					
AM	844	6	35	3	888
PM	694	4	17	1	716
DAILY	11,412	73	339	26	11,850
Vineland Avenue north of Burbank Boulevard					
AM	2,029	9	60	5	2,103
PM	1,870	8	33	-	1,911
DAILY	27,329	160	651	23	28,163
Vineland Avenue south of Burbank Boulevard					
AM	1,799	6	59	2	1,866
PM	1,763	1	29	1	1,794
DAILY	26,514	54	629	40	27,237

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2040 CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	2,183	11	47	3	2,244
PM	2,336	10	36	1	2,383
DAILY	34,920	158	665	43	35,786
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	1,564	5	47	1	1,617
PM	1,520	4	25	-	1,549
DAILY	24,774	97	547	34	25,452
Burbank Boulevard east of Cleon Avenue					
AM	1,310	23	37	6	1,376
PM	1,589	10	32	3	1,634
DAILY	22,781	193	542	48	23,564
Lankershim Boulevard north of Burbank Boulevard					
AM	1,808	38	63	3	1,912
PM	1,794	28	49	2	1,873
DAILY	26,465	374	796	34	27,669
Lankershim Boulevard south of Burbank Boulevard					
AM	1,858	12	53	1	1,924
PM	1,808	4	27	4	1,843
DAILY	27,561	93	582	54	28,290
Tujunga Avenue north of Burbank Boulevard					
AM	682	3	22	1	708
PM	1,019	3	15	5	1,042
DAILY	10,903	29	259	26	11,217
Tujunga Avenue south of Burbank Boulevard					
AM	924	6	37	3	970
PM	876	5	21	1	903
DAILY	13,633	88	405	31	14,157
Vineland Avenue north of Burbank Boulevard					
AM	2,093	9	63	6	2,171
PM	1,914	8	33	-	1,955
DAILY	28,944	169	689	24	29,826
Vineland Avenue south of Burbank Boulevard					
AM	2,170	7	71	2	2,250
PM	2,132	1	35	1	2,169
DAILY	30,796	63	731	46	31,636

ROADWAY SEGMENT VOLUMES BY VEHICLE TYPE
2040 + PROJECT CONDITIONS

Segment	Passenger Vehicles	Buses	Light/Medium Trucks	Heavy Trucks	Total
Burbank Boulevard west of Lankershim Avenue					
AM	3,054	16	66	5	3,141
PM	3,181	13	50	3	3,247
DAILY	45,178	204	861	56	46,299
Burbank Boulevard between Lankershim Avenue & Vineland Avenue					
AM	2,809	9	83	2	2,903
PM	2,750	7	44	-	2,801
DAILY	39,393	153	870	53	40,469
Burbank Boulevard east of Cleon Avenue					
AM	1,497	26	43	8	1,574
PM	1,827	12	36	4	1,879
DAILY	25,793	219	613	53	26,678
Lankershim Boulevard north of Burbank Boulevard					
AM	1,810	38	63	3	1,914
PM	1,825	28	51	2	1,906
DAILY	26,933	381	810	35	28,159
Lankershim Boulevard south of Burbank Boulevard					
AM	1,837	12	53	1	1,903
PM	1,794	4	27	4	1,829
DAILY	27,263	92	575	53	27,983
Tujunga Avenue north of Burbank Boulevard					
AM	686	3	22	1	712
PM	974	3	15	4	996
DAILY	10,749	29	255	26	11,059
Tujunga Avenue south of Burbank Boulevard					
AM	938	6	38	3	985
PM	847	5	21	1	874
DAILY	13,064	84	388	30	13,566
Vineland Avenue north of Burbank Boulevard					
AM	2,277	10	68	6	2,361
PM	2,086	9	36	-	2,131
DAILY	30,518	178	726	26	31,448
Vineland Avenue south of Burbank Boulevard					
AM	1,897	6	62	2	1,967
PM	1,922	1	31	1	1,955
DAILY	28,231	58	671	43	29,003

TABLE 3
INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING CONDITIONS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	0.949	E	1.101	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.776	C	0.765	C

TABLE 4
ROADWAY SEGMENT ANALYSIS – EXISTING CONDITIONS

Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Boulevard II, 4 Lanes	76,800	3,200	33,428	0.435	A	2,145	0.670	B	2,218	0.693	B
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	38,400	1,600	24,057	0.626	B	1,572	0.983	E	1,501	0.938	E
East Of Cleon Ave	Boulevard II, 2 Lanes	38,400	1,600	20,923	0.545	A	1,191	0.744	C	1,512	0.945	E
Lankershim Boulevard												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	22,756	0.296	A	1,533	0.479	A	1,528	0.478	A
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	22,724	0.296	A	1,495	0.467	A	1,460	0.456	A
Tujunga Avenue												
North Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	9,253	0.275	A	599	0.428	A	869	0.621	B
South Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	13,274	0.395	A	945	0.675	B	822	0.587	A
Vineland Avenue												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	26,541	0.346	A	1,954	0.611	B	1,812	0.566	A
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	28,013	0.365	A	1,956	0.611	B	1,924	0.601	B

TABLE 5

INTERSECTION LEVEL OF SERVICE ANALYSIS – 2022 CONDITIONS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.020	F	1.187	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.820	D	0.797	C

TABLE 6

ROADWAY SEGMENT ANALYSIS – 2022 NO PROJECT CONDITIONS

Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Boulevard II, 4 Lanes	76,800	3,200	34,346	0.447	A	2,199	0.687	B	2,281	0.713	C
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	38,400	1,600	25,043	0.652	B	1,627	1.017	F	1,571	0.982	E
East Of Cleon Ave	Boulevard II, 2 Lanes	38,400	1,600	21,734	0.566	A	1,234	0.771	C	1,572	0.983	E
Lankershim Boulevard												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	23,562	0.307	A	1,579	0.493	A	1,586	0.496	A
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	24,363	0.317	A	1,580	0.494	A	1,581	0.494	A
Tujunga Avenue												
North Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	9,536	0.284	A	616	0.440	A	892	0.637	B
South Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	13,577	0.404	A	965	0.689	B	841	0.601	B
Vineland Avenue												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	27,203	0.354	A	1,997	0.624	B	1,858	0.581	A
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	28,906	0.376	A	2,010	0.628	B	1,987	0.621	B

TABLE 7

INTERSECTION LEVEL OF SERVICE ANALYSIS – 2040 NO PROJECT CONDITIONS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C	LOS	V/C	LOS
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.075	F	1.318	F
2. Burbank Boulevard & Vineland Avenue	Signalized	0.940	E	0.870	D

TABLE 8
ROADWAY SEGMENT ANALYSIS – 2040 NO PROJECT CONDITIONS

Segment	Classification	Daily Capacity	Hourly Capacity	Daily			AM Peak Hour			PM Peak Hour		
				Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service
Burbank Boulevard												
West of Lankershim Blvd	Boulevard II, 4 Lanes	76,800	3,200	35,787	0.466	A	2,245	0.702	C	2,384	0.745	C
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	38,400	1,600	25,452	0.663	B	1,616	1.010	F	1,549	0.968	E
East Of Cleon Ave	Boulevard II, 2 Lanes	38,400	1,600	23,564	0.614	B	1,376	0.860	D	1,635	1.022	F
Lankershim Boulevard												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	27,670	0.360	A	1,912	0.598	A	1,872	0.585	A
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	28,290	0.368	A	1,924	0.601	B	1,845	0.577	A
Tujunga Avenue												
North Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	11,218	0.334	A	709	0.506	A	1,043	0.745	C
South Of Burbank Blvd	Avenue II, 2 Lanes	33,600	1,400	14,157	0.421	A	971	0.694	B	903	0.645	B
Vineland Avenue												
North Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	29,827	0.388	A	2,171	0.678	B	1,956	0.611	B
South Of Burbank Blvd	Boulevard II, 4 Lanes	76,800	3,200	31,636	0.412	A	2,250	0.703	C	2,168	0.678	B

TABLE 9
INTERSECTION LEVEL OF SERVICE ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

Intersection	Control	EXISTING CONDITIONS				EXISTING PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	ΔV/C	V/C	LOS	ΔV/C
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	0.949	E	1.101	F	0.904	E	-0.046	0.864	D	-0.238
2. Burbank Boulevard & Vineland Avenue	Signalized	0.776	C	0.765	C	0.923	E	0.147	0.783	C	0.018

TABLE 10
ROADWAY SEGMENT ANALYSIS – EXISTING PLUS PROJECT CONDITIONS

Segment	Classification (Existing)	Classification (Existing plus Project)	EXISTING CONDITIONS									EXISTING PLUS PROJECT CONDITIONS										
			Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
			Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																						
West of Lankershim Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	33,428	0.435	A	2,145	0.670	B	2,218	0.693	B	42,554	0.554	A	0.119	2,883	0.901	E	0.231	2,936	0.918	E	0.225
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	Boulevard II, 4 Lanes	24,057	0.626	B	1,572	0.983	E	1,501	0.938	E	35,638	0.464	A	-0.162	2,583	0.807	D	-0.176	2,495	0.780	C	-0.158
East Of Cleon Ave	Boulevard II, 2 Lanes	Boulevard II, 2 Lanes	20,923	0.545	A	1,191	0.744	C	1,512	0.945	E	23,254	0.606	B	0.061	1,383	0.864	D	0.120	1,696	1.060	F	0.115
Lankershim Boulevard																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	22,756	0.296	A	1,533	0.479	A	1,528	0.478	A	23,115	0.301	A	0.005	1,559	0.487	A	0.008	1,555	0.486	A	0.008
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	22,724	0.296	A	1,495	0.467	A	1,460	0.456	A	22,496	0.293	A	-0.003	1,476	0.461	A	-0.006	1,429	0.447	A	-0.009
Tujunga Avenue																						
North Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	9,253	0.275	A	599	0.428	A	869	0.621	B	9,558	0.284	A	0.009	620	0.443	A	0.015	867	0.619	B	-0.002
South Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	13,274	0.395	A	945	0.675	B	822	0.587	A	11,548	0.344	A	-0.051	867	0.619	B	-0.056	697	0.498	A	-0.089
Vineland Avenue																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	26,541	0.346	A	1,954	0.611	B	1,812	0.566	A	27,499	0.358	A	0.012	2,060	0.644	B	0.033	1,864	0.583	A	0.017
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	28,013	0.365	A	1,956	0.611	B	1,924	0.601	B	26,344	0.343	A	-0.022	1,811	0.566	A	-0.045	1,730	0.541	A	-0.060

TABLE 11

INTERSECTION LEVEL OF SERVICE ANALYSIS – 2022 PLUS PROJECT CONDITIONS

Intersection	Control	2022 NO PROJECT CONDITIONS				2022 PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	ΔV/C	V/C	LOS	ΔV/C
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.020	F	1.187	F	0.958	E	-0.062	0.925	E	-0.262
2. Burbank Boulevard & Vineland Avenue	Signalized	0.820	D	0.797	C	0.970	E	0.150	0.837	D	0.040

TABLE 12
ROADWAY SEGMENT ANALYSIS – 2022 PLUS PROJECT CONDITIONS

Segment	Classification (2022)	Classification (2022 plus Project)	2022 NO PROJECT CONDITIONS									2022 WITH PROJECT CONDITIONS										
			Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
			Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																						
West of Lankershim Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	34,346	0.447	A	2,199	0.687	B	2,281	0.713	C	43,472	0.566	A	0.119	2,937	0.918	E	0.231	2,999	0.937	E	0.224
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	Boulevard II, 4 Lanes	25,043	0.652	B	1,627	1.017	F	1,571	0.982	E	36,624	0.477	A	-0.175	2,638	0.824	D	-0.193	2,565	0.802	D	-0.180
East Of Cleon Ave	Boulevard II, 2 Lanes	Boulevard II, 2 Lanes	21,734	0.566	A	1,234	0.771	C	1,572	0.983	E	24,065	0.627	B	0.061	1,426	0.891	D	0.120	1,756	1.098	F	0.115
Lankershim Boulevard																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	23,562	0.307	A	1,579	0.493	A	1,586	0.496	A	23,921	0.311	A	0.004	1,605	0.502	A	0.009	1,613	0.504	A	0.008
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	24,363	0.317	A	1,580	0.494	A	1,581	0.494	A	24,135	0.314	A	-0.003	1,561	0.488	A	-0.006	1,550	0.484	A	-0.010
Tujunga Avenue																						
North Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	9,536	0.284	A	616	0.440	A	892	0.637	B	9,841	0.293	A	0.009	637	0.455	A	0.015	890	0.636	B	-0.001
South Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	13,577	0.404	A	965	0.689	B	841	0.601	B	11,851	0.353	A	-0.051	887	0.634	B	-0.055	716	0.511	A	-0.090
Vineland Avenue																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	27,203	0.354	A	1,997	0.624	B	1,858	0.581	A	28,161	0.367	A	0.013	2,103	0.657	B	0.033	1,910	0.597	A	0.016
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	28,906	0.376	A	2,010	0.628	B	1,987	0.621	B	27,237	0.355	A	-0.021	1,865	0.583	A	-0.045	1,793	0.560	A	-0.061

TABLE 13

INTERSECTION LEVEL OF SERVICE ANALYSIS – 2040 PLUS PROJECT CONDITIONS

Intersection	Control	2040 NO PROJECT CONDITIONS				2040 PLUS PROJECT CONDITIONS					
		AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
		V/C	LOS	V/C	LOS	V/C	LOS	ΔV/C	V/C	LOS	ΔV/C
1. Burbank Boulevard & Lankershim Boulevard/Tujunga Avenue	Signalized	1.075	F	1.318	F	1.071	F	-0.004	1.024	F	-0.295
2. Burbank Boulevard & Vineland Avenue	Signalized	0.940	E	0.870	D	1.013	F	0.073	1.107	F	0.237

TABLE 14
ROADWAY SEGMENT ANALYSIS – 2040 PLUS PROJECT CONDITIONS

Segment	Classification (2040)	Classification (2040 plus Project)	2040 NO PROJECT CONDITIONS									2040 PLUS PROJECT CONDITIONS										
			Daily			AM Peak Hour			PM Peak Hour			Daily				AM Peak Hour				PM Peak Hour			
			Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C	Volume	V/C Ratio	Level of Service	ΔV/C
Burbank Boulevard																						
West of Lankershim Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	35,787	0.466	A	2,245	0.702	C	2,384	0.745	C	46,299	0.603	B	0.137	3,140	0.981	E	0.279	3,246	1.014	F	0.269
Between Lankershim Blvd & Vineland Ave	Boulevard II, 2 Lanes	Boulevard II, 4 Lanes	25,452	0.663	B	1,616	1.010	F	1,549	0.968	E	40,471	0.527	A	-0.136	2,904	0.908	E	-0.102	2,802	0.876	D	-0.092
East Of Cleon Ave	Boulevard II, 2 Lanes	Boulevard II, 2 Lanes	23,564	0.614	B	1,376	0.860	D	1,635	1.022	F	26,679	0.695	B	0.081	1,573	0.983	E	0.123	1,879	1.174	F	0.152
Lankershim Boulevard																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	27,670	0.360	A	1,912	0.598	A	1,872	0.585	A	28,159	0.367	A	0.007	1,915	0.598	A	0.000	1,905	0.595	A	0.010
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	28,290	0.368	A	1,924	0.601	B	1,845	0.577	A	27,983	0.364	A	-0.004	1,903	0.595	A	-0.006	1,831	0.572	A	-0.005
Tujunga Avenue																						
North Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	11,218	0.334	A	709	0.506	A	1,043	0.745	C	11,059	0.329	A	-0.005	714	0.510	A	0.004	996	0.711	C	-0.034
South Of Burbank Blvd	Avenue II, 2 Lanes	Avenue II, 2 Lanes	14,157	0.421	A	971	0.694	B	903	0.645	B	13,566	0.404	A	-0.017	986	0.704	C	0.010	873	0.624	B	-0.021
Vineland Avenue																						
North Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	29,827	0.388	A	2,171	0.678	B	1,956	0.611	B	31,449	0.409	A	0.021	2,361	0.738	C	0.060	2,131	0.666	B	0.055
South Of Burbank Blvd	Boulevard II, 4 Lanes	Boulevard II, 4 Lanes	31,636	0.412	A	2,250	0.703	C	2,168	0.678	B	29,001	0.378	A	-0.034	1,966	0.614	B	-0.089	1,955	0.611	B	-0.067