



TRANSPORTATION IMPACT ANALYSIS REPORT

THE MERCURY PROJECT

City of Pico Rivera, California
July 5, 2022

Prepared for:

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TABLE OF CONTENTS

SECTION	PAGE
1.0 Introduction	1
1.1 Transportation Impact Analysis Overview.....	1
1.2 Study Methodology	1
1.3 Los Angeles County Congestion Management Program Status	3
2.0 Project Description.....	4
2.1 Existing Project Site.....	4
2.2 Proposed Project Description	4
2.3 Project Site Access.....	4
2.3.1 Vehicular Site Access.....	4
2.3.2 Non-Vehicular Site Access	7
2.4 Project Parking.....	10
2.4.1 City of Pico Rivera Parking Requirements.....	10
2.4.2 Specific Plan Parking Requirements.....	10
2.4.3 Proposed Parking Supply	11
2.4.4 Comparison to ITE Parking Standards	12
2.4.5 Empirical Parking Demand Ratios for Multifamily Sites.....	13
2.5 Project Trip Generation and Distribution	13
2.5.1 Project Trip Generation Forecast	13
2.5.2 Project Trip Distribution and Assignment	15
3.0 Project Site Context	21
3.1 Non-Vehicle Network.....	21
3.1.1 Pedestrian System	21
3.1.2 Bicycle System.....	23
3.2 Transit Network.....	23
3.3 Vehicle Network.....	26
3.3.1 Roadway Classifications	26
3.3.2 Roadway Descriptions	28
3.4 Traffic Count Data.....	28
3.5 Cumulative Development Projects.....	28
3.5.1 Cumulative Projects	28
3.5.2 Ambient Traffic Growth	35
4.0 CEQA Transportation Analysis	38
4.1 Vehicle Miles Traveled Analysis	38
4.1.1 Screening Criteria.....	38
4.1.2 Impact Criteria and Methodology	39
4.1.3 Project VMT Analysis.....	39
4.1.4 CAPCOA Guidance and Project Design Features.....	40
4.1.5 Summary of Cumulative VMT Analysis	41
4.2 Active Transportation and Public Transit Analysis	42
4.2.1 Adopted Plans, Policies, and Programs	42
4.2.2 Qualitative Impact Conclusions	43

TABLE OF CONTENTS *(continued)*

SECTION	PAGE
5.0 Operational Analysis.....	44
5.1 Intersection Level of Service Analysis.....	44
5.1.1 Analysis Methodology.....	44
5.1.2 Analysis Criteria and Thresholds.....	44
5.1.3 Transportation Analysis Scenarios.....	45
5.1.4 Existing Conditions.....	47
5.1.5 Existing With Project Conditions.....	47
5.1.6 Future Without Project Conditions.....	47
5.1.7 Future With Project Conditions.....	47
5.2 Access and Circulation Review.....	54
6.0 Project Construction Phase Analysis.....	56
6.1 Screening Criteria.....	57
7.0 Summary and Conclusions.....	60

TABLE OF CONTENTS *(continued)*

APPENDICES

APPENDIX

- A. Scope of Study Form
- B. Empirical Parking Demand Data
- C. LADOT Affordable Housing Trip Generation Study
- D. Count Data
- E. CAPCOA TDM Strategies
LLG VMT Reduction Calculator Worksheet
- F. ICU Levels of Service Explanation
ICU Data Worksheets – Weekday AM and PM Peak Hours
- G. Synchro Analysis Data
Synchro Analysis Data Worksheets – Weekday AM and PM Peak Hours

LIST OF TABLES

SECTION—TABLE #	PAGE
2-1 Project Trip Generation.....	16
3-1 Existing Transit Routes.....	27
3-2 Existing Roadway Descriptions.....	30
3-3 Cumulative Projects List and Trip Generation	33
5-1 City of Pico Rivera Intersection Analysis Threshold Criteria.....	45
5-2 Summary of Levels of Service.....	46
5-3 Summary of Vehicle Queuing	55

TABLE OF CONTENTS *(continued)*

LIST OF FIGURES

SECTION—FIGURE #	PAGE
1-1 Vicinity Map	2
2-1 Aerial Photograph of the Existing Project Site.....	5
2-2 Site Plan.....	6
2-3 Pedestrian Access Within the Site	8
2-4 Pedestrian Access to the Site	9
2-5 Project Trip Distribution	18
2-6 Project Traffic Volumes – Weekday AM Peak Hour.....	19
2-7 Project Traffic Volumes – Weekday PM Peak Hour	20
3-1 Existing Nearby Pedestrian and Transit Facilities.....	22
3-2 Proposed Bicycle Facilities.....	24
3-3 Existing Transit Routes.....	25
3-4 Existing Lane Configurations	29
3-5 Existing Traffic Volumes – Weekday AM Peak Hour	31
3-6 Existing Traffic Volumes – Weekday PM Peak Hour	32
3-7 Location of Cumulative Projects	34
3-8 Cumulative Projects Traffic Volumes – Weekday AM Peak Hour.....	36
3-9 Cumulative Projects Traffic Volumes – Weekday PM Peak Hour.....	37
5-1 Existing With Project Traffic Volumes – Weekday AM Peak Hour.....	48
5-2 Existing With Project Traffic Volumes – Weekday PM Peak Hour.....	49
5-3 Future Without Project Traffic Volumes – Weekday AM Peak Hour.....	50
5-4 Future Without Project Traffic Volumes – Weekday PM Peak Hour	51
5-5 Future With Project Traffic Volumes – Weekday AM Peak Hour.....	52
5-6 Future With Project Traffic Volumes – Weekday PM Peak Hour.....	53

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1.0 INTRODUCTION

1.1 Transportation Impact Analysis Overview

This transportation impact analysis report has been prepared to identify and evaluate the potential transportation impacts of the proposed Washington and Rosemead Mixed-Use project (“proposed project”). The proposed project site is located at 8825 Washington Boulevard in the City of Pico Rivera, California. The project site is generally bounded by adjacent commercial and residential uses to the north and west, commercial uses to the east, and Washington Boulevard to the south. The proposed project site and general vicinity are shown in *Figure 1-1*.

The transportation impact analysis follows the City of Pico Rivera’s *Traffic Impact Analysis Guidelines*¹ (“Guidelines”). In general, the City uses the Los Angeles County Public Works *Transportation Impact Guidelines*² as a benchmark for the Traffic Impact Analysis (TIA) requirements, with variations. The City Guidelines are focused on transportation metrics that promote: the reduction of greenhouse gas emissions, the development of multimodal networks and access to diverse land uses, as well as safety, sustainability and smart growth. In compliance with the California Environmental Quality Act (CEQA), the City Guidelines identify vehicle miles traveled (VMT) as the primary metric for evaluating a project’s transportation impacts. In addition, the City Guidelines require non-CEQA intersection Level of Service (LOS) analysis evaluating potential project-related effects at key intersections in the vicinity of the project site.

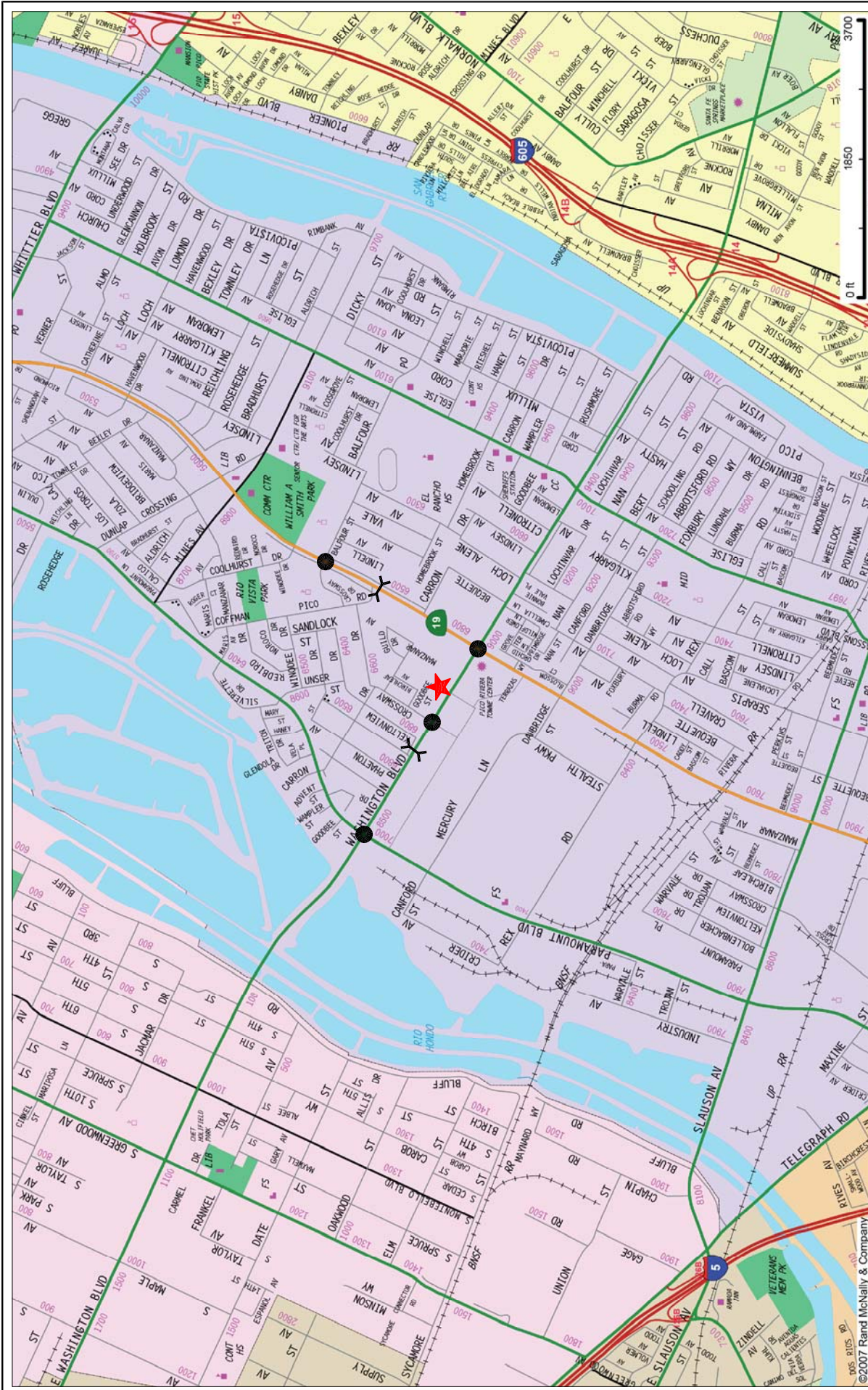
This assessment report (i) presents the proposed project’s existing transportation network context, (ii) forecasts project-generated traffic, (iii) presents a CEQA assessment of project-related VMT, (iv) provides a non-CEQA evaluation of project access and circulation, (v) provides a non-CEQA review of project construction activities, and (vi) recommends VMT-reducing measures or other transportation network improvement measures, where necessary.

1.2 Study Methodology

The CEQA and non-CEQA analysis criteria for this transportation impact analysis were identified in consultation with the City of Pico Rivera Public Works Department staff. The analysis criteria were determined based on the City’s Guidelines, the proposed project description and location, and the characteristics of the surrounding transportation system. As defined by the City as Lead Agency

¹ City of Pico Rivera Public Works Department *Traffic Impact Analysis Guidelines*”, prepared by Elie Farah, Inc., July 2020.

² Los Angeles County Public Works “Transportation Impact Analysis Guidelines”, prepared by Public Works, July 23, 2020.



MAP SOURCE: RAND MCNALLY & COMPANY

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Figure 1-1
Vicinity Map

- ★ Project Site
- Study Intersection
- ✂ Street Segment Location

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under CEQA, City staff confirmed the appropriateness of the analysis methodology and criteria when it approved the transportation impact analysis Scoping Document. The approved Scoping Document is provided in *Appendix A*.

1.3 Los Angeles County Congestion Management Program Status

The Los Angeles County Congestion Management Program (CMP) was previously a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990 that primarily utilized a level of service (LOS) performance metric. Pursuant to California Government Code §65088.3, local jurisdictions may opt out of the CMP requirement without penalty if a majority of the local jurisdictions representing a majority of the County’s population formally adopt resolutions requesting to opt out of the program. As stated in a letter from the Los Angeles County Metropolitan Transportation Authority (Metro)³, by August 28, 2019 fifty-seven local jurisdictions, which in total represent 8.5 million in population, had adopted resolutions electing to be exempt from the CMP. With the Los Angeles County region having reached the statutorily required threshold, the provisions of the CMP are no longer applicable to any of the 89 local jurisdictions within Los Angeles County, regardless of whether or not a jurisdiction adopted an opt-out resolution. Therefore, CMP Traffic Impact Analysis is no longer required.

³ Kalieh Honish, Los Angeles County Metropolitan Transportation Authority, to Seleta Reynolds, City of Los Angeles Department of Transportation, “Re: Dissolution of the Congestion Management Program in Los Angeles County”, August 28, 2019.

2.0 PROJECT DESCRIPTION

2.1 Existing Project Site

The project site is located at 8825 Washington Boulevard (APN: 6370-027-018) situated along the north side of Washington Boulevard, west of Rosemead Boulevard in the City of Pico Rivera. The existing 2.85-acre project site is currently vacant, formerly occupied by a commercial building that operated as a nightclub until March 2015 and was subsequently demolished in 2020. The project site is adjacent to and would become part of the Pico Rivera Marketplace, a larger commercial site with a broad range of retail services including a fitness center, restaurants, and bank. Vehicular access to the existing project site is currently primarily provided via two driveways on Washington Boulevard. An aerial photograph of the existing project site is presented in *Figure 2-1*.

2.2 Proposed Project Description

The project applicant, Mercury Bowl, LLC: Green Rivera, LLC, is seeking approval from the City of Pico Rivera for implementation of the Washington and Rosemead Mixed-Use Specific Plan (“Specific Plan”) that reflects the proposed development of a mixed-use building with subterranean parking, ground-floor retail, and residential uses. The proposed Specific Plan, if approved by the City, would allow for the future development of 255 residential dwelling units including 13 affordable units, 5,730 square feet of commercial/retail space; 1,750 square feet of ground-floor lobby/leasing space; and 13,500 square feet of recreational amenities for future residential tenants. The proposed residential unit mix consists of 35 studio units, 159 one-bedroom units, 57 two-bedroom units, and 4 three-bedroom units. Residential amenities for the proposed mixed-use development include a swimming pool, jacuzzi, poolside cabanas, clubhouse, gym, barbecue area, and garden/green areas. Construction would begin in 2022 and occupancy of the proposed project is expected to occur by year 2024. The site plan for the proposed project is illustrated in *Figure 2-2*.

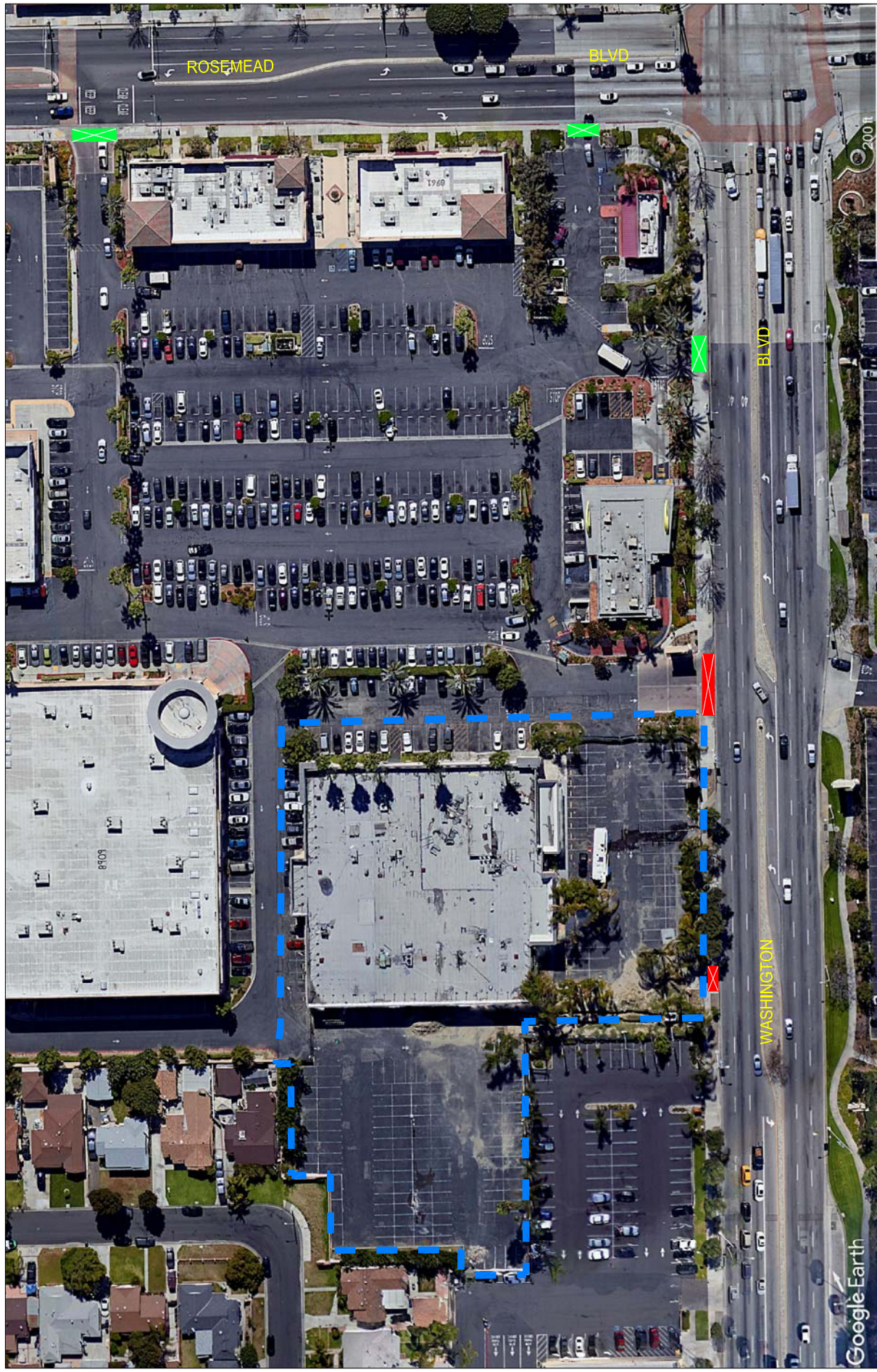
2.3 Project Site Access

2.3.1 Vehicular Site Access

Vehicular access to the project site will be accommodated by a total of two driveways: one existing driveway on Washington Boulevard and one existing driveway on Rosemead Boulevard. The other existing access points along Washington Boulevard and Rosemead Boulevard for the Pico Rivera Marketplace will remain. In addition, while another existing driveway curb cut will remain along the Washington Boulevard project frontage, it is not planned for vehicular access as further described below. Descriptions of the planned project site access driveways are provided in the following paragraphs.

- Existing Washington Boulevard Main Project Driveway:

This existing driveway is located on the north side of Washington Boulevard along the easterly property boundary directly west of the existing McDonalds restaurant. This driveway currently serves the existing McDonald’s restaurant adjacent to the project site. The site driveway will provide access to the main internal roadway surrounding the proposed



MAP SOURCE: GOOGLE EARTH






-  Project Site
-  Existing Driveway
-  Shared Driveway

Figure 2-1
Aerial Photograph of Existing Site

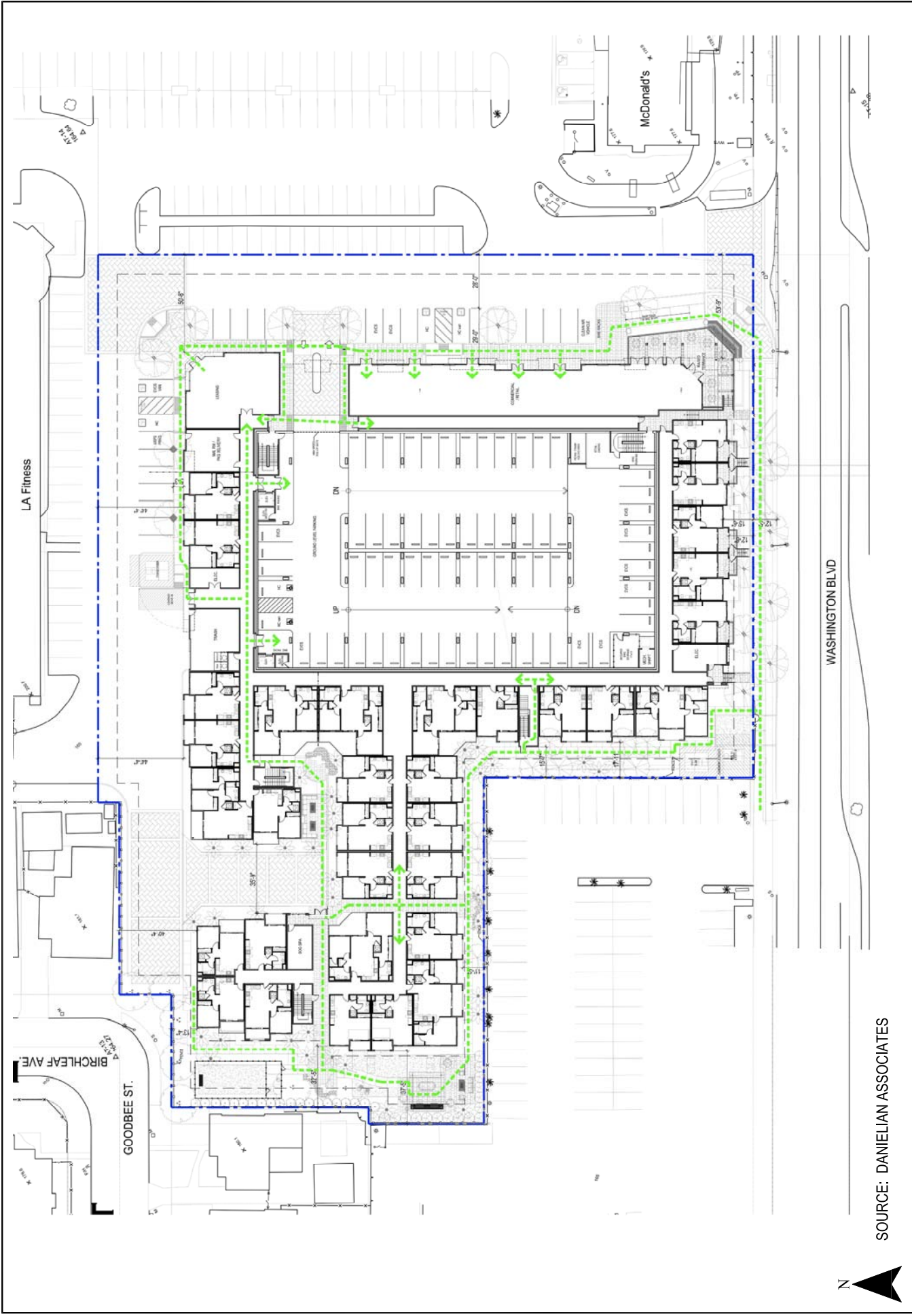


Figure 2-2
Site Plan

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building and to the subterranean parking entrance for the project. The driveway will continue to accommodate left-turn ingress and right-turn ingress and egress traffic movements (i.e., no left-turns out). No physical modifications are proposed at this driveway.

- Existing Rosemead Boulevard Driveway:

This existing driveway is located on the west side of Rosemead Boulevard north of Washington Boulevard. This signalized driveway currently serves the existing Pico Rivera Marketplace and would also serve the proposed project. The driveway will continue to accommodate full access (i.e., left-turn and right-turn ingress and egress traffic movements).

The curb cut for the existing westerly site driveway on Washington Boulevard will remain; however, no vehicle access would be provided from this point. The curb cut will be used solely for emergency/fire access (e.g., for fire personnel to extend hoses via this existing curb cut).

Within the project site, vehicular circulation will be accommodated by a drive aisle which is adjacent to the north and east sides of the proposed building. The drive aisle will be no less than 28 feet wide in order to accommodate Fire Department access to the project site.

While the parking structure entrance design shown in the site plan is conceptual, the project's final design would provide a gate and storage for a minimum of two vehicles at the access control point of the parking structure.

2.3.2 Non-Vehicular Site Access

Pedestrian access to the project site will be accommodated via the existing public sidewalks and pedestrian facilities provided along Washington Boulevard and Rosemead Boulevard. A handicap accessible ramp is planned to be installed at the west corner of the site driveway at Washington Boulevard. Pedestrian access within the project site will be accommodated by an Americans with Disabilities Act (ADA) compliant walkway that will connect the building entrance and retail frontages to the public right-of-way. This walkway will provide exclusive pedestrian and bicycle access from the public sidewalks to the proposed project, thus minimizing the extent of pedestrian and bicycle interaction with vehicles at the site and providing a comfortable, convenient, and safe environment for pedestrians and bicyclists to access the proposed project from the public right-of-way. Pedestrian pathways will also be constructed surrounding the proposed building and will connect to the existing shopping center pedestrian facilities. Pedestrian access to and from the project site is illustrated in *Figure 2-3*. *Figure 2-3* also shows the proximity of the nearby existing transit stops located both east and west of the project site. Pedestrian access within the project is shown in *Figure 2-4*.

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MAP SOURCE: DANIELIAN ASSOCIATES

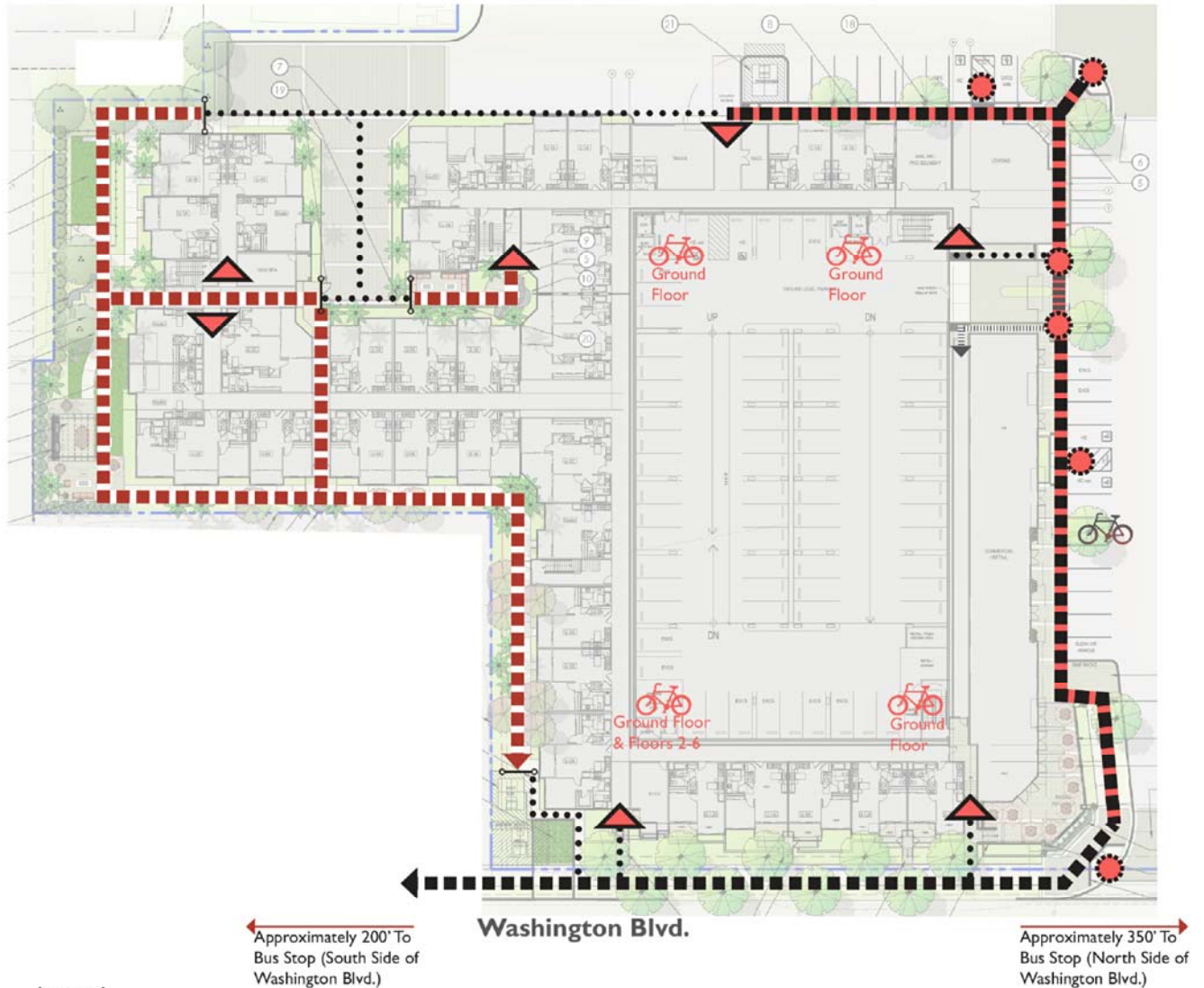
Legend

- ● ● ● Off-site Pedestrian Path
- ■ ■ ■ On-site Pedestrian Path
- ⚙ Handicap Accessible Ramp
- ↔ Signalized Crosswalk
- 🚌 Bus Stop



Figure 2-3
Pedestrian Access to Site

The Mercury Project



Legend

- ■ ■ ■ ■ Public Pedestrian Path
- ■ ■ ■ ■ Enhanced Pedestrian Path at Retail Frontage
- ▨ ▨ ▨ ▨ ▨ Crosswalk
- ■ ■ ■ ■ On-site Secured Pedestrian Path
- ● ● ● ● Pedestrian Connection to Gate
- Fire Access Gate
- Pedestrian Access Gate
- ⊛ Handicap Accessible Ramp
- ▲ Building Resident Entry
- ◄ Retail Service Corridor Access
- 🚲 Resident Bike Parking at Various Garage Levels
- 🚲 Public Bike Parking

MAP SOURCE: DANIELIAN ASSOCIATES

Figure 2-4
Pedestrian Access Within the Site

2.4 Project Parking

2.4.1 City of Pico Rivera Parking Requirements

The City of Pico Rivera off-street parking requirements are set forth in Section 18.44 (Off-Street Parking and Loading) of the Municipal Code⁴. In accordance with the Municipal Code parking regulations, the following parking requirements are applicable to the project:

- Residential - Multi-Family Dwelling Units:
 - Resident Parking: 2.0 parking spaces per dwelling unit (DU) (within a parking garage or carport)
 - Guest Parking: 1.0 space for each 8 DUs
- Commercial Use: 1.0 parking space per 250 square feet (SF)

Based on strict application of the City Code parking requirements, a total of 572 spaces would be required for the project as summarized below:

- Resident Parking: $255 \text{ units} \times 2.0 \text{ spaces/DU} = 510 \text{ spaces}$
- Residential Guest Parking: $255 \text{ units} \times 1.0 \text{ space/8 DUs} = 32 \text{ spaces}$
- Commercial (Leasing Space and Retail): $7,480 \text{ SF} \times 1.0 \text{ space/250 SF} = 30 \text{ spaces}$

Total City Code Required Project Parking = 572 spaces

As noted above, the residential parking requirements for the project is 542 spaces (i.e., 510 resident + 32 guest = 542 spaces). The overall Code residential parking ratio equates to 2.13 spaces per DU (i.e., 542 residential parking spaces/255 DU = 2.13 spaces/DU). Based on reviews of other parking standards outlined in nationally recognized publications and parking demand characteristics at other multi-family residential complexes similar to the proposed project, it can be expected that residential parking demand would be much lower for the project than what is currently required by strict application of the City Code.

2.4.2 Specific Plan Parking Requirements

As outlined in the Chapter 4 of the proposed Specific Plan, the development parking standards for the project are outlined below:

- Residential - Multi-Family Dwelling Units:
 - Studio Unit: 1.0 parking space per DU
 - One-Bedroom unit: 1.4 parking spaces per DU
 - Two-Bedroom unit: 1.6 parking spaces per DU
 - Three-Bedroom unit: 2.0 parking spaces per DU

⁴ Source: City of Pico Rivera Municipal Code (Section 18.44).

- Guest Parking: 1.0 space for each 8 DUs
- Commercial Use: 1.0 parking space per 250 square feet (SF)

Based on application of the Specific Plan parking requirements, a total of 420 spaces would be required for the project as summarized below:

• Studio Resident Parking:	35 units x 1.0 space/DU = 35 spaces
• One-Bedroom Resident Parking:	159 units x 1.4 spaces/DU = 223 spaces
• Two-Bedroom Resident Parking:	57 units x 1.6 spaces/DU = 92 spaces
• Three-Bedroom Resident Parking:	4 units x 2.0 spaces/DU = 8 spaces
• Residential Guest Parking:	255 units x 1.0 space/8 DU = 32 spaces
• <u>Commercial (Leasing Space and Retail):</u>	<u>7,480 SF x 1.0 space/250 SF = 30 spaces</u>
Total Required Project Parking = 420 spaces	

2.4.3 Proposed Parking Supply

The proposed project is planned to provide a total of 464 vehicular parking spaces on-site, including 437 spaces within the new parking garage and 27 on-site surface parking spaces. The new parking structure is planned to provide 390 residential spaces (i.e., 358 resident parking spaces and 32 spaces for residential guest parking) and 47 secured parking spaces. The proposed project also includes 27 on-site surface spaces located outside the structure, which would be designated and signed for the commercial uses (i.e., 26 spaces for retail/leasing use and one (1) dedicated US Postal Service parking space). Based on the residential parking supply of 390 spaces, the overall project residential parking ratio is 1.53 spaces per DU (i.e., 390 residential parking spaces/255 DU = 1.53 spaces/DU).

As part of the parking supply, a total of 19 handicap accessible spaces will be provided on-site, of which 16 spaces are allocated for residential use and three (3) spaces are allocated for the commercial use. In addition, 47 electric vehicle charging station (EVCS) installed spaces will be provided on-site (i.e., 44 residential spaces and 3 commercial spaces). Bicycle parking and storage would also be provided for the project, with a minimum of 12 long-term bicycle spaces and a minimum of four (4) short-term bicycle spaces. Short-term bicycle parking typically consists of bicycle racks. Long-term bicycle parking are fully enclosed spaces and typically consist of bicycle lockers, bicycle rooms, or bicycle cages.

Residents will be required to provide the make, model, and year of their vehicle/s during lease execution and subsequently will be issued an access card or key for entry into the parking garage. All resident and employee parking policies will be outlined in the lease/rental agreement. “No Overnight Parking” signs will be posted within the existing shopping center to prohibit tenants from parking in the center overnight and will be enforced by security staff monitoring the center on a 24-hour basis. The signage will also include verbiage that notes that any violations of the parking restriction are subject to towing.

The project applicant (or successor owner/s) will identify a Community Liaison/Parking Ombudsman in order to keep nearby residential communities informed on various matters and provide an open line of communication. The Community Liaison/Parking Ombudsman will efficiently manage parking and enforce changes that the project management will make to prevent local neighborhood parking intrusion. The parking ombudsman will be responsible for enforcing resident and employee parking rules and will address any complaints from the public regarding neighborhood parking intrusion. The telephone number of the parking ombudsman will be disseminated to the surrounding communities. For example, should a community member notice a resident or employee parking in their neighborhood, they will be able to notify the ombudsman of the intrusion, as well as request enforcement if it was determined that the motorist parking was attributable to the proposed project. All verifiable violations will be documented for monitoring and reporting purposes and warnings and fines/penalties will be issued. A resident or employee that has been determined by the parking ombudsman to have violated the lease agreement policy (i.e., no on-street parking within the neighborhood) will receive a verbal warning upon their first violation. An employee with a second violation will receive a formal written warning that includes a restatement of the policy along with a notification that the employee's supervisor/manager has been informed of the multiple violations. A resident with a second violation will receive a formal written warning that includes a restatement of the policy to be included in the resident's file. Should a subsequent employee violation occur, it will result in the preparation of a formal letter to the Human Resources department to be included in the employee's file and the employee's supervisor/manager will again be notified in order to determine the appropriate penalty. Should a subsequent resident violation occur, it will result in the issuance of a lease termination/non-renewal letter for violation of the terms outlined in the lease/rental agreement.

2.4.4 Comparison to ITE Parking Standards

Research was conducted of applicable parking ratios for multi-family residential uses outlined in industry standard publications. The parking demand for multi-family residential uses can be estimated using ratios published in the Institute of Transportation Engineers' (ITE) *Parking Generation*⁵ publication. When utilizing the ITE publication, the parking demand for the proposed project can be calculated based upon ratios per DU. More specifically, the ITE Land Use Code 221 (Multifamily Housing [Mid-Rise]) parking demand ratios were reviewed and the average weekday peak period parking demand ratio could be used to forecast the parking demand expected for the proposed project. The ITE parking demand ratios for multi-family residential are summarized below:

- Weekday peak period parking demand ratio – Average Rate (General Urban/Suburban, no nearby rail transit): 1.31 spaces per dwelling unit (73 study sites, inclusive of resident and guest parking demand)
- Weekday peak period parking demand ratio – 85th Percentile Rate (General Urban/Suburban, no nearby rail transit): 1.47 spaces per dwelling unit (73 study sites, inclusive of resident and guest parking demand)

⁵ Institute of Transportation Engineers *Parking Generation Manual*, 5th Edition, Washington D.C., 2019.

Application of the higher ITE published parking demand ratio to the proposed project would yield a peak residential parking demand of 375 spaces as summarized below:

- Peak Parking Demand: 1.47 spaces/DU x 255 DU = 375 parking spaces

In comparison, the residential parking demand of 375 spaces forecast for the project per ITE is significantly lower than the City's Code residential parking requirement of 542 spaces. In addition, the overall project residential parking ratio of 1.53 spaces per DU is higher (i.e., more conservative) than the ITE peak parking demand ratio of 1.47 spaces per DU.

2.4.5 Empirical Parking Demand Ratios at Other Multifamily Residential Sites

A review was also conducted of site-specific multifamily residential parking surveys that have been previously conducted by LLG. Parking demand data for other existing multi-family residential sites are based on the empirical parking demand studies conducted at the following three (3) multi-family residential sites:

- Paragon at Old Town located at 700 S. Myrtle Avenue, Monrovia (163 units)
- Trio Apartments located at 44 N. Madison Avenue, Pasadena (304 units)
- Main Street Village located at 2555 Main Street, Irvine (481 units)

The peak parking demand ratios for these facilities ranged between 1.22 spaces per unit (i.e., Trio Apartments) to 1.48 spaces per unit (i.e., Paragon at Old Town). The average of the peak parking ratio results for the three (3) surveyed sites was 1.36 spaces per unit. The summary of the existing parking supply ratios, as well as the observed and forecast (i.e., at full occupancy) parking demand ratios based on the number of units at the comparable sites is provided in *Appendix B*.

Application of the highest residential peak parking demand ratio to the proposed project would yield a forecast peak parking demand of 377 parking spaces (i.e., 1.48 spaces/DU x 255 DUs = 377 spaces), which is significantly lower than the City's Code residential parking requirement of 542 spaces. The overall project residential parking ratio of 1.53 spaces per DU is higher (i.e., more conservative) than the empirical (observed) parking demand ratio of 1.48 spaces per DU. Therefore, the parking requirements proposed in the Specific Plan are consistent with the empirical parking demand ratios and the ITE published residential parking demand ratio.

2.5 Project Trip Generation and Distribution

2.5.1 Project Trip Generation Forecast

Traffic trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes to be generated by the proposed project were forecast for the weekday AM and PM peak hours, and over a 24-hour period. Trip

generation rates provided in the ITE's *Trip Generation Manual*⁶ were utilized to forecast project traffic generation for the proposed project, with the exception of the 13 affordable housing dwelling units. Traffic volumes expected to be generated by the residential component of the proposed project were based upon rates per number of dwelling units. Traffic volumes expected to be generated by the commercial component of the proposed project were based upon rates per 1,000 square feet. For purposes of trip generation, the proposed commercial/retail space was assumed to consist of 2,865 square feet of retail space and 2,865 square feet of restaurant space. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the proposed project:

- ITE Land Use Code 221: Multi-Family Housing (Mid-Rise)
- ITE Land Use Code 820: Shopping Center
- ITE Land Use Code 932: High-Turnover (Sit-Down) Restaurant

As the ITE publication does not provide trip rates for a land use such as the project's affordable housing residential land use component, it was deemed appropriate to forecast the trips expected to be generated by the affordable housing land use component using trip rates published by the City of Los Angeles Department of Transportation (LADOT) in the City's *Transportation Assessment Guidelines*⁷ (TAG) which are directly applicable to the proposed project. The LADOT trip generation rates for affordable housing projects were developed based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles during year 2016. A copy of the Affordable Housing Trip Generation Study contained in LADOT's TAG is provided in **Appendix C**. The LADOT affordable housing trip rates include three (3) different housing type categories: affordable family housing; affordable senior housing, and affordable special needs and supportive housing. In this instance, the affordable family housing category is directly applicable to the proposed project. LADOT's affordable family housing category trip rates are summarized below:

Affordable Family Housing

- Average AM Peak Hour Trip Rate: 0.52 trips per dwelling unit; 38% inbound and 62% outbound
- Average PM Peak Hour Trip Rate: 0.38 trips per dwelling unit; 55% inbound and 45% outbound

In addition to the above project trip generation forecasts, a forecast was made of likely internal capture/captive market trips projected at the site with respect to the proposed uses. Internal capture and captive markets trips are trips made from other components of the project and other uses in the immediate vicinity of the site. The internal capture/captive market reduction for the residential uses

⁶ Institute of Transportation Engineers *Trip Generation Manual*, 10th Edition, Washington, D.C., 2017.

⁷ *Transportation Assessment Guidelines*, City of Los Angeles Department of Transportation, July 2020.

has been estimated based on the ITE *Trip Generation Handbook*⁸, the National Cooperative Highway Research Program (NCHRP) Report 684 – “Enhanced Internal Trip Capture Estimation for Mixed-Use Developments”⁹ and in consultation with City Public Works staff. A conservative 15 percent (15.0%) internal capture/captive market reduction factor has been applied to the AM and PM peak hour traffic volume forecasts, as well as to the daily traffic volume forecast for the residential component of the proposed project to reflect the internal trip making between the project land uses and other site uses, as well as from other uses in the immediate vicinity.

The trip generation forecast for the proposed project is summarized in *Table 2-1*. The trip generation forecasts for the proposed project were submitted to City staff for review and were subsequently approved for analysis purposes. As presented in *Table 2-1*, the proposed project is expected to generate 111 vehicle trips (40 inbound trips and 71 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 134 net new vehicle trips (80 inbound trips and 54 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 1,594 daily trip ends during a typical weekday (approximately 797 inbound trips and 797 outbound trips).

2.5.2 Project Trip Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Washington Boulevard, Rosemead Boulevard, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress scheme planned for the proposed project;
- Nearby population and employment centers; and
- Input from City staff.

⁸ Institute of Transportation Engineers *Trip Generation Handbook*, 3rd Edition, 2017.

⁹ National Cooperative Highway Research Program (NCHRP) Report 684 – “Enhanced Internal Trip Capture Estimation for Mixed-Use Developments,” 2011.

**Table 2-1
PROJECT TRIP GENERATION [1]**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Apartment [3] - Less 15% Internal Capture/Captive Market [4]	242 DU	1,316 (197)	23 (3)	64 (10)	87 (13)	65 (10)	41 (6)	106 (16)
Affordable Housing [5] - Less 15% Internal Capture/Captive Market [4]	13 DU	54 (8)	3 0	4 (1)	7 (1)	3 0	2 0	5 0
Retail [6]	2,865 GLSF	108	2	1	3	5	6	11
Restaurant [7]	2,865 GSF	321	15	13	28	17	11	28
TOTAL		1,594	40	71	111	80	54	134

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017 and Transportation Assessment Guidelines (TAG), City of Los Angeles Department of Transportation (LADOT), July 2020.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multi-Family [Mid-Rise]) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[4] Source: ITE "Trip Generation Handbook", 3rd Edition, 2017 and the National Cooperative Highway Research Program (NCHRP) Report 684 -

"Enhanced Internal Trip Capture Estimation for Mixed-Use Developments", 2011. Internal capture and Captive markets trips are trips made to and from other components of the project and other uses in the immediate vicinity of the site. A 15% internal capture/captive market reduction factor has been applied to reflect the internal trip making between the project land uses and other uses in the area.

[5] LADOT trip generation average rates for Family Affordable Housing.

- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

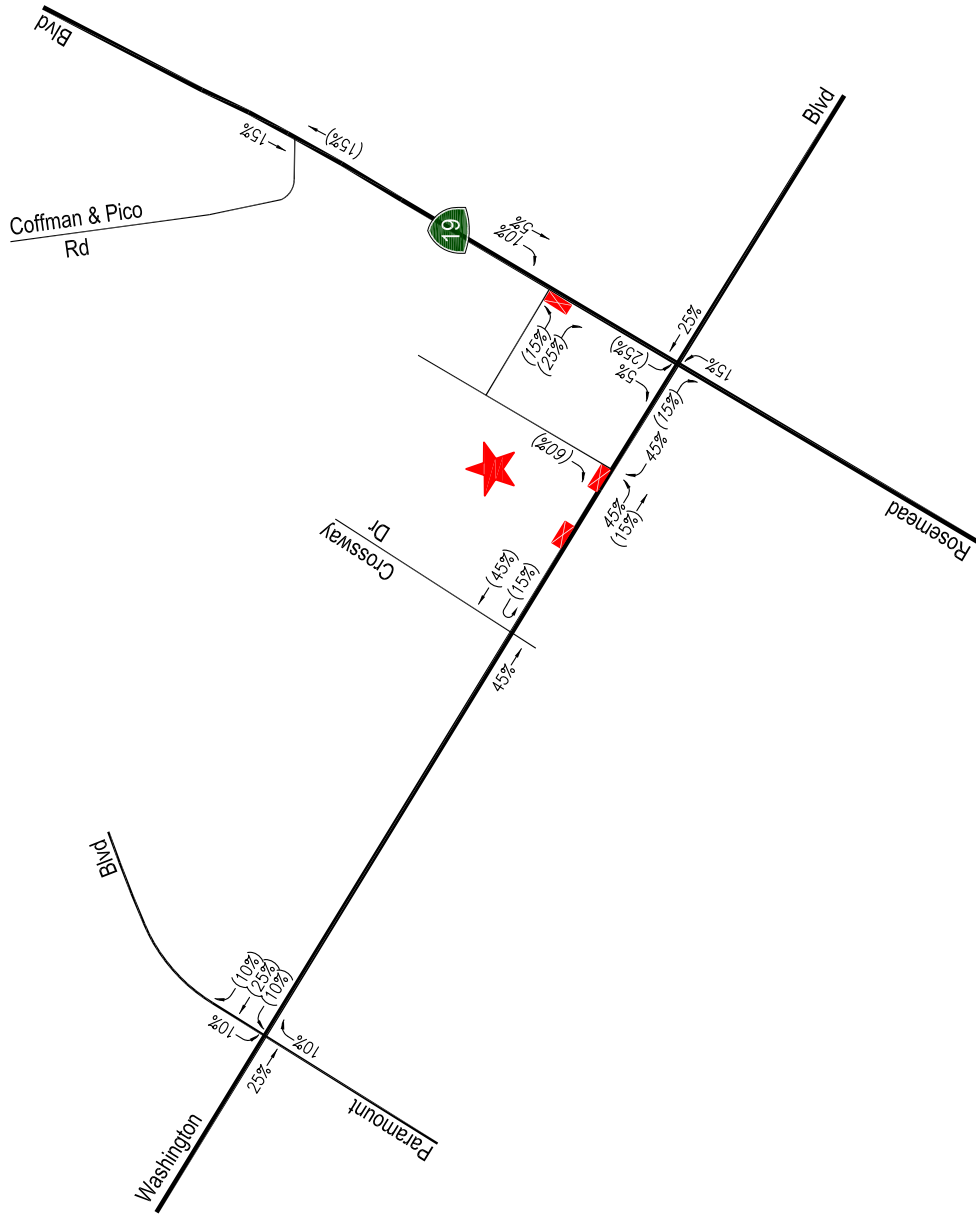
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF; 48% inbound/52% outbound

[7] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.

- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

The general, directional traffic distribution pattern for the proposed project is presented in **Figure 2-5**. The forecast weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in **Figures 2-6** and **2-7**, respectively. The traffic volume assignments presented in **Figures 2-6** and **2-7** reflect the traffic distribution characteristics shown in **Figure 2-5** and the project trip generation forecasts presented in **Table 2-1**.



- ★ Project Site
- ◆ XX = Inbound Percentage
- ◆ (XX) = Outbound Percentage

Figure 2-5
Project Trip Distribution

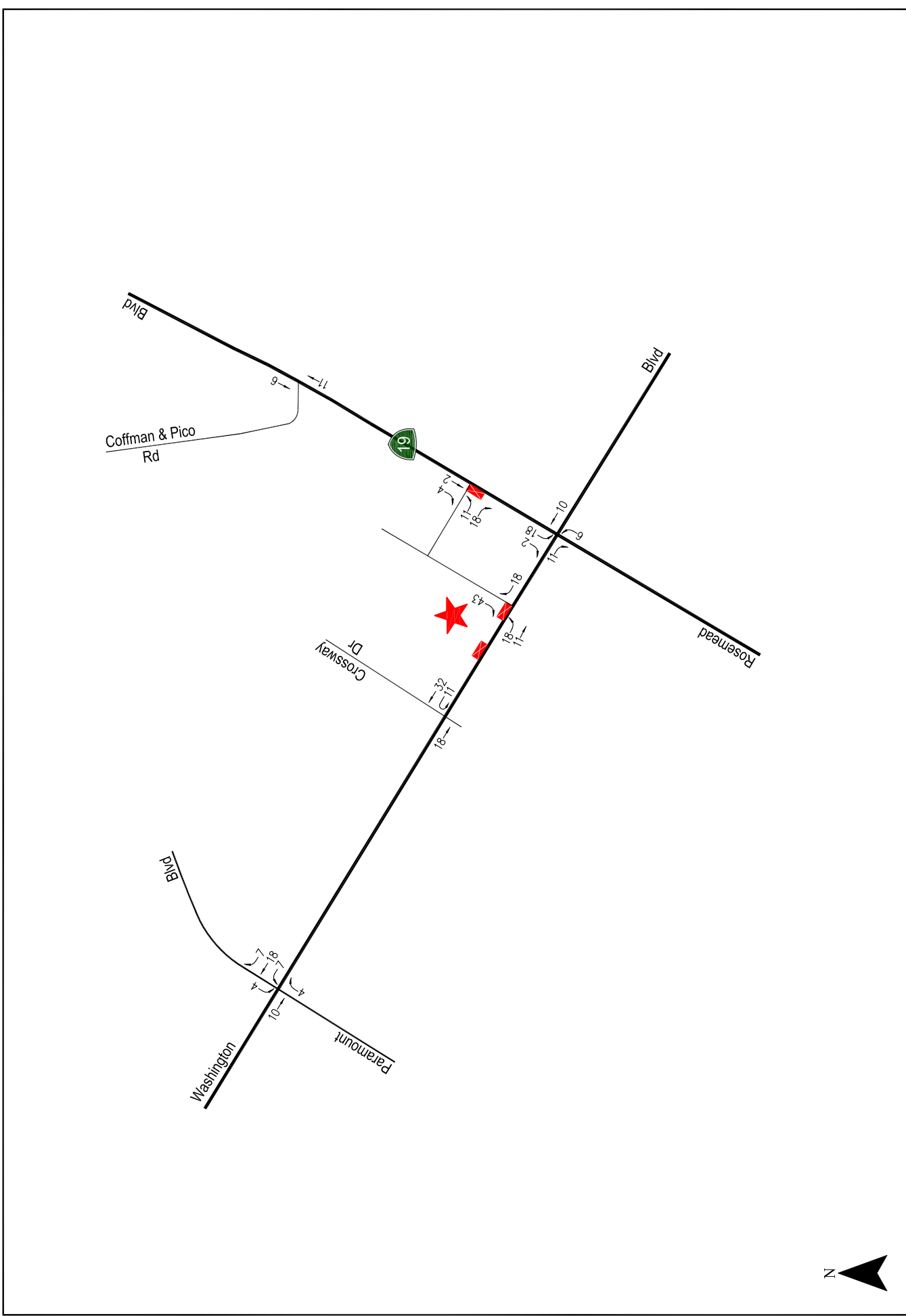
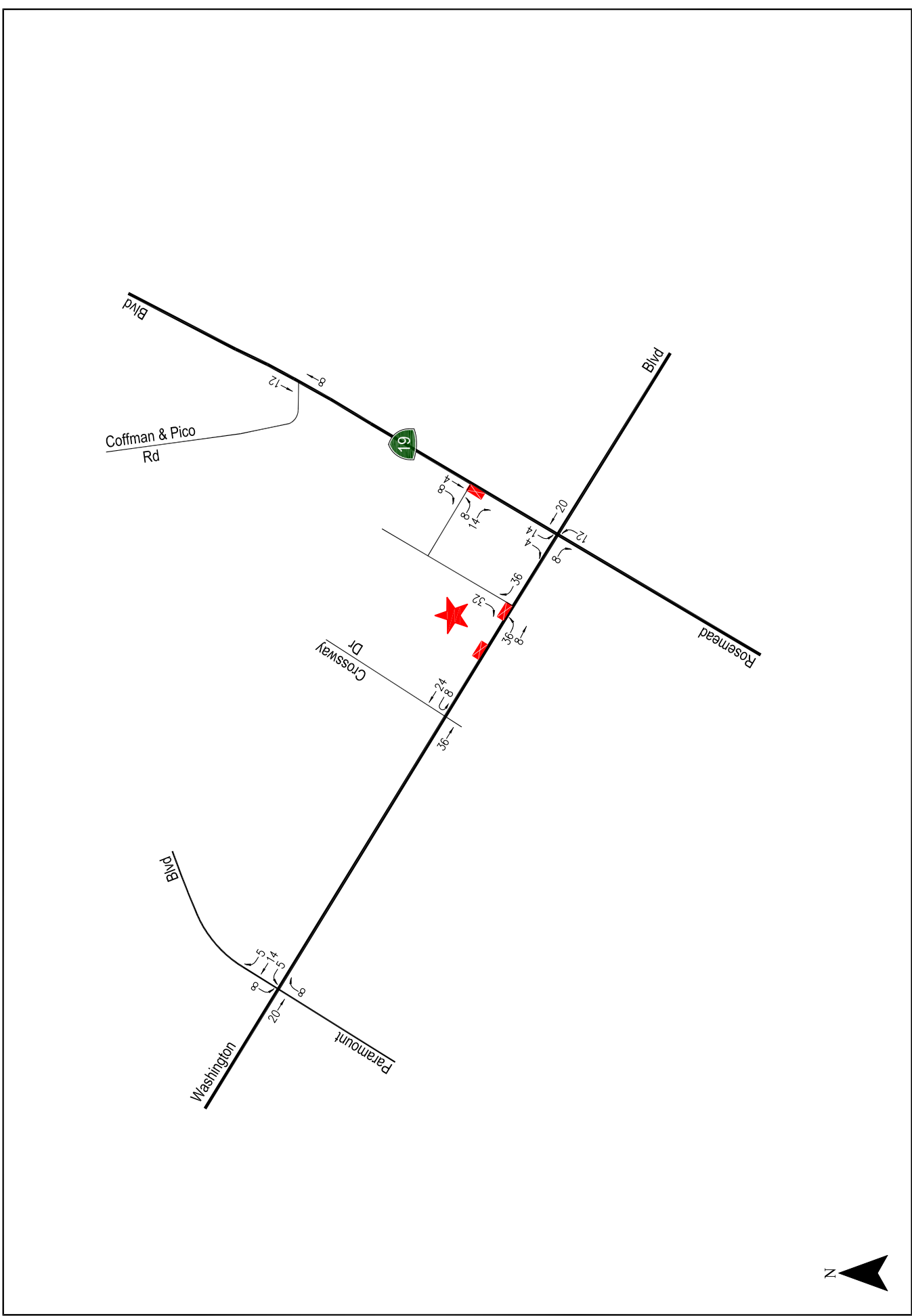


Figure 2-6
Project Traffic Volumes
 Weekday AM Peak Hour
 The Mercury Project

★ Project Site





★ Project Site

Figure 2-7
Project Traffic Volumes
 Weekday PM Peak Hour
 The Mercury Project

3.0 PROJECT SITE CONTEXT

The following sections provide an overview of the transportation infrastructure in the vicinity of the proposed project, including infrastructure which supports both motorized and non-motorized transportation modes.

3.1 Non-Vehicle Network

Non-vehicular transportation generally encompasses walking, biking, and other active transportation modes. Distinct facilities are often provided for these non-vehicular modes. Most prominently, paved sidewalks are typically provided to facilitate pedestrian travel outside of the roadway. In some cases, bicycle facilities such as painted bike lanes or separated bike paths are provided within the roadway in order to separate bike traffic from vehicular traffic. Roadways which are designed to prioritize non-vehicular transportation modes utilize complimentary non-vehicular infrastructure in order to promote comfortable, safe travel for both pedestrians and bicyclists. A review of the pedestrian and bicycle infrastructure provided in the vicinity of the project site is provided below.

3.1.1 Pedestrian System

Public sidewalks and pedestrian facilities are provided on all streets within the project vicinity. *Figure 3-1* shows the existing pedestrian and transit facilities near the project site. The proposed project is designed to encourage pedestrian activity and walking as a transportation mode with a Walkability score for the project site of approximately 81 (Very Walkable) out of 100.¹⁰ As indicated in *Figure 2-2*, walkways are planned within the proposed project which will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- **Connectivity:** People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- **Convivial:** Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- **Conspicuous:** Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.
- **Comfortable:** High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

¹⁰ Refer to <http://www.walkscore.com/>, which generates the walkability score for the project site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle.



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








- | | | | | | | | |
|---|-----------|---|---------------------------|---|------------------|---|-----------------------------------|
|  | Site |  | ADA |  | Crosswalk |  | Bus Stop |
|  | Signal |  | ADA Yellow Truncated Dome |  | Crosswalk Yellow |  | Bus Stop with Bus Bench |
|  | Stop Sign |  | Trash |  | Bike Rack |  | Bus Stop with Bus Bench & Shelter |
| | | | |  | Bike Lane/Route | | |

Figure 3-1
Existing Nearby Pedestrian and Transit Facilities

The Mercury Project

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the proposed project pedestrian walkways indicates that these primary characteristics are accommodated within the project. Proposed project features would include landscaped pedestrian walkways connecting facilities within the site, as well as connections with the adjacent public sidewalks on the Washington Boulevard project frontage for access to nearby pedestrian and transit facilities. As part of the Specific Plan, street trees and streetscape plantings will be provided along the public frontages in accordance with the City's standards. In addition, project signage will include wayfinding pedestrian signage around the perimeter of the project site, building identification signs, and other sign types. Wayfinding signs would be located at access points to the on-site amenities and facilities and parking areas.

3.1.2 **Bicycle System**

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car-free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

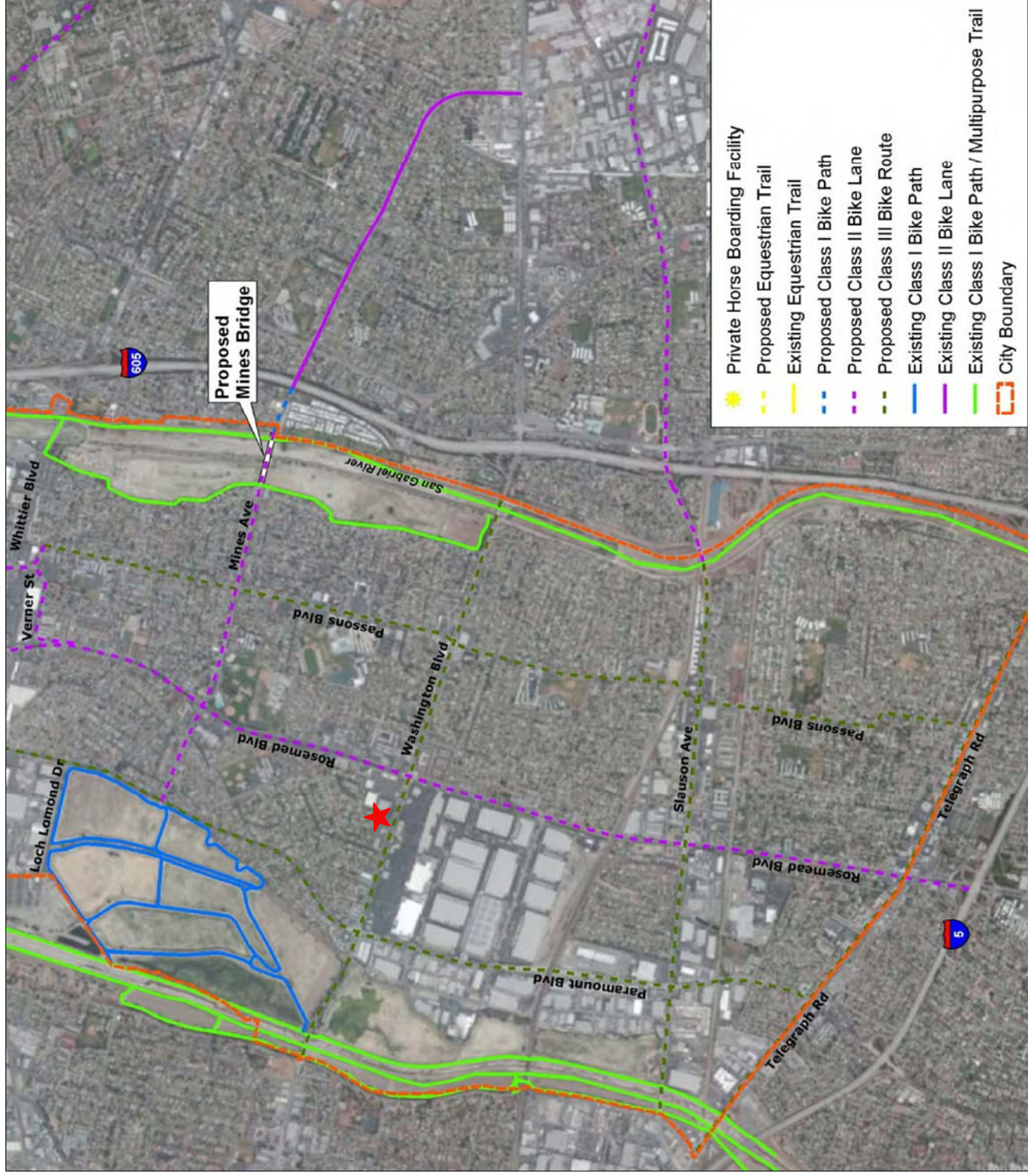
Bicycle access to the project site will be facilitated by the County's bicycle roadway network. Walk Score calculates a bike score based on the topography, number and proximity of bike lanes, etc., and generates a bike score for the project site of approximately 58 (Bikeable) out of 100.¹¹ Proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Boulevards, etc.) identified in the City's Circulation Element¹² will be located within an approximate one-mile radius from the project site. The location of the proposed bicycle lane network for the City in close proximity to the project site and in the surrounding area is illustrated in **Figure 3-2**. As shown in **Figure 3-2**, a Class II Bicycle Lane is proposed for Rosemead Boulevard between Gallatin Road and I-5 Freeway. In addition, a Class III Bicycle Route is proposed for Washington Boulevard between Telegraph Road and the San Gabriel River.

3.2 **Transit Network**

Public transit service in the vicinity of the project is currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Montebello Transit and Norwalk Transit. The existing public transit routes in the project site vicinity are illustrated in **Figure 3-3**. A summary of

¹¹ Refer to <http://www.walkscore.com/>, which generates a bike score for the project site. Walk Score calculates the bike score of an address by locating nearby bicycling facilities as well as connections to bus/rail transit routes and stops. Walk Score measures how easy it is to live a car-lite lifestyle.

¹² City of Pico Rivera General Plan Circulation Element, October 2014.



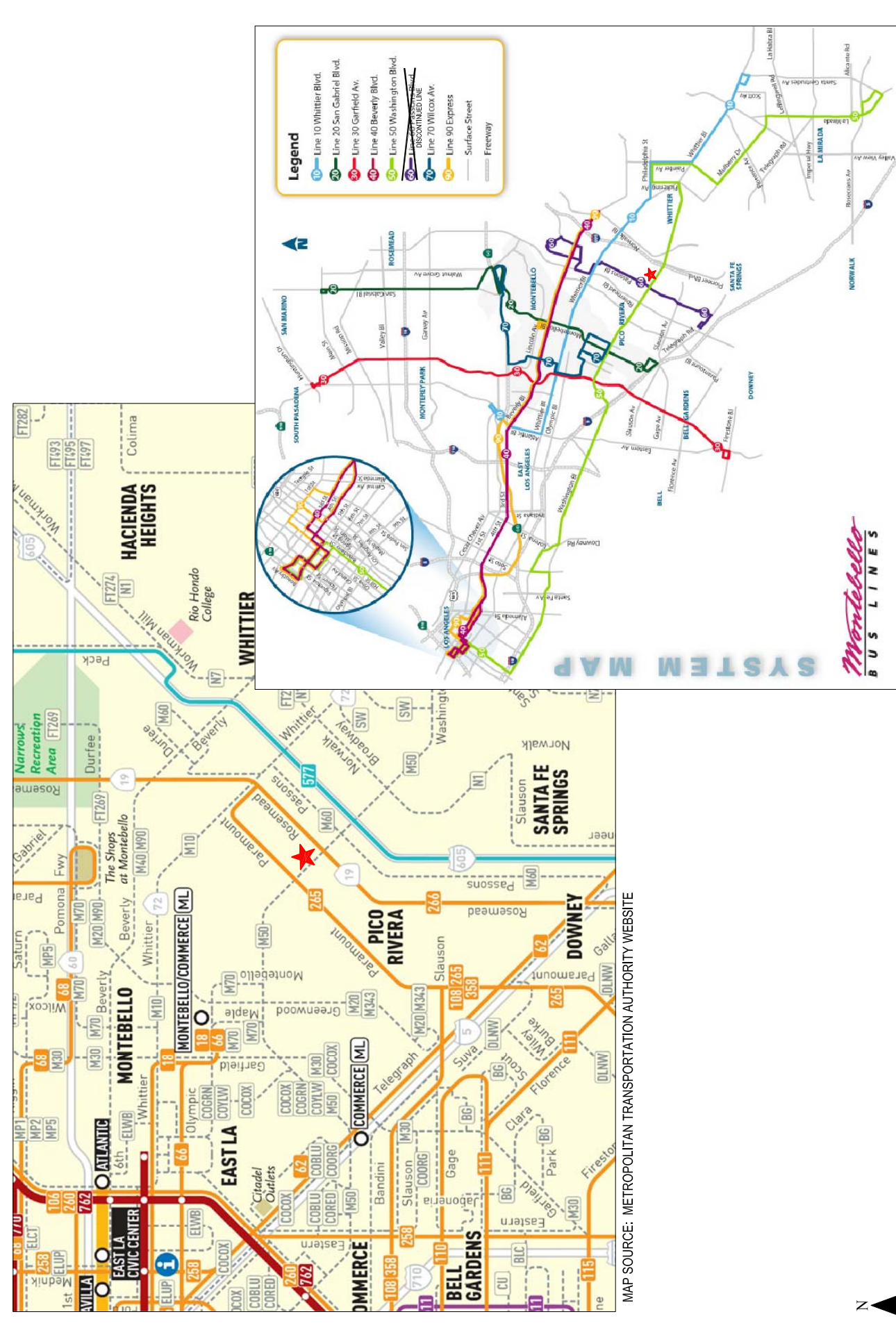
MAP SOURCE: CITY OF PICO RIVERA GENERAL PLAN UPDATE, OCTOBER 2014



Figure 3-2

Proposed Bicycle Facilities

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MAP SOURCE: CITY OF MONTEBELLO BUS LINE WEBSITE



★ Project Site

Figure 3-3
Existing Transit Routes

the existing transit service, including the transit routes, destinations, and the peak hour headways is presented in *Table 3-1*. As summarized in *Table 3-1*, a total of 9 public transit routes provide service near the project site.

Metro is evaluating an extension of the Metro L (Gold) Line further east from its current terminus in East Los Angeles potentially through the cities of Commerce, Montebello, Pico Rivera, Santa Fe Springs and Whittier. The proposed light rail line would travel south along Atlantic Boulevard underground from the current Metro L (Gold) Line terminus at Pomona Boulevard and Atlantic Boulevard to the Citadel Outlets in the City of Commerce. The route would then proceed east along Washington Boulevard via aerial and/or at-grade (street level) configurations with an above-grade station at Rosemead Boulevard and ending at Lambert Road in the City of Whittier.

3.3 Vehicle Network

3.3.1 Roadway Classifications

The City of Pico Rivera utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four (4) categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.
- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commuter traffic.
- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Table 3-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 62	Downtown Los Angeles to Hawaiian Gardens via Boyle Heights, Commerce, Pico Rivera, Norwalk and Cerritos	Telegraph Road, Slauson Avenue	NB-WB SB-EB	2 2	3 2
Metro 108	Marina Del Rey to Pico Rivera via Fox Hills, Hyde Park, Los Angeles, Huntington Park and City of Commerce	Paramount Boulevard, Slauson Avenue	EB WB	4 3	3 3
Metro 265	Pico Rivera to Lakewood via Downey, Paramount and Long Beach	Paramount Boulevard, Washington Boulevard	NB SB	1 1	1 1
Metro 266	Pasadena to Lakewood via Temple City, South El Monte, Pico Rivera, Downey and Bellflower	Rosemead Boulevard, Washington Boulevard	NB SB	2 2	2 2
Montebello Transit 10	Monterey Park to Whittier via Montebello and Pico Rivera	Rosemead Boulevard, Whittier Boulevard	EB WB	4 4	4 5
Montebello Transit 20	Montebello to Pico Rivera	Greenwood Avenue, Washington Boulevard	NB SB	2 2	2 2
Montebello Transit 50	La Mirada to Downtown Los Angeles via Whittier, Pico Rivera and East Los Angeles	Rosemead Boulevard, Washington Boulevard	EB WB	2 1	1 2
Montebello Transit 70	Montebello to Pico Rivera	Greenwood Avenue, Washington Boulevard	NB SB	2 2	2 2
Norwalk Transit 1	Bellflower to Pico Rivera via Norwalk and Santa Fe Springs	Norwalk Boulevard, Washington Boulevard	NB SB	2 2	2 2
TOTAL				40	41

[1] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), City of Montebello Bus Lines and City of Norwalk Transit websites, 2021.

3.3.2 Roadway Descriptions

Immediate access to the project site is provided via Washington Boulevard and Rosemead Boulevard. The existing roadway configurations and intersection controls at the study intersections are displayed in **Figure 3-4** and descriptions of the existing roadways (e.g., roadway classifications, number of travel lanes, median type, speed limit, etc.) are provided in **Table 3-2**.

3.4 Traffic Count Data

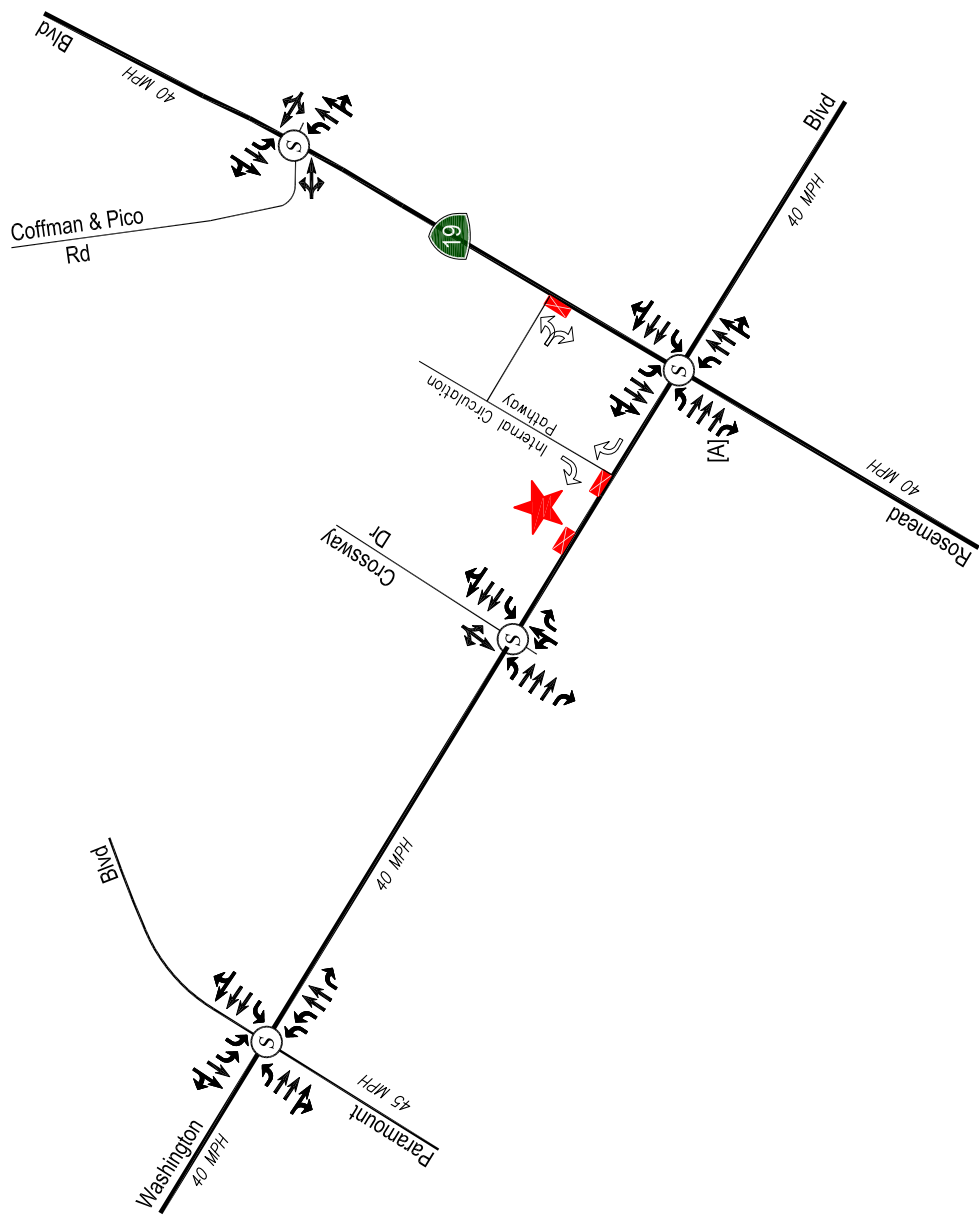
Manual counts of vehicular turning movements by vehicle classification were conducted at each of the study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by an independent traffic count subconsultant (City Traffic Counters) at the study intersections from 7:00 to 9:00 AM to determine the weekday AM peak commute hour, and from 4:00 to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were also collected during the peak periods. Traffic volumes at the study intersections show the typical peak periods between 7:00 to 9:00 AM and 4:00 to 6:00 PM generally associated with metropolitan Los Angeles area weekday peak commute hours. It should be noted that while the traffic counts were conducted during various days in March 2021 (i.e., at a time when some Covid-19 business and school restrictions were still in effect), the count data were compared with prior (2019), non-pandemic count data provided by the City. Based on those comparisons, the through traffic volumes along Rosemead Boulevard were increased by 7.5 percent (7.5%) per year, or by a total of 15 percent (15%) to reflect pre-Covid conditions. No annual adjustments were necessary along Washington Boulevard. In addition, minor adjustments were made to some traffic movements to ensure peak hour traffic flow consistency on a corridor-level basis.

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in **Figures 3-5** and **3-6**, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in **Appendix D**.

3.5 Cumulative Development Projects

3.5.1 Cumulative Projects

A forecast of on-street traffic conditions prior to (i.e., without) implementation of the proposed project was prepared by incorporating the potential trips associated with other known development projects (cumulative projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of likely future development that would be in place when the project becomes operational. The cumulative projects research was based on information on file at the City of Pico Rivera Community and Economic Development Department, County of Los Angeles Department of Regional Planning, and City of Montebello. In addition, cumulative projects lists from recently approved transportation impact study memoranda of understanding (MOUs) and transportation impact studies in the project vicinity were also reviewed. The list of cumulative projects in the project site area is presented in **Table 3-3**. The location of the cumulative projects is shown in **Figure 3-7**.



-  Project Site
-  Signalized Intersection
-  Overlap Phase

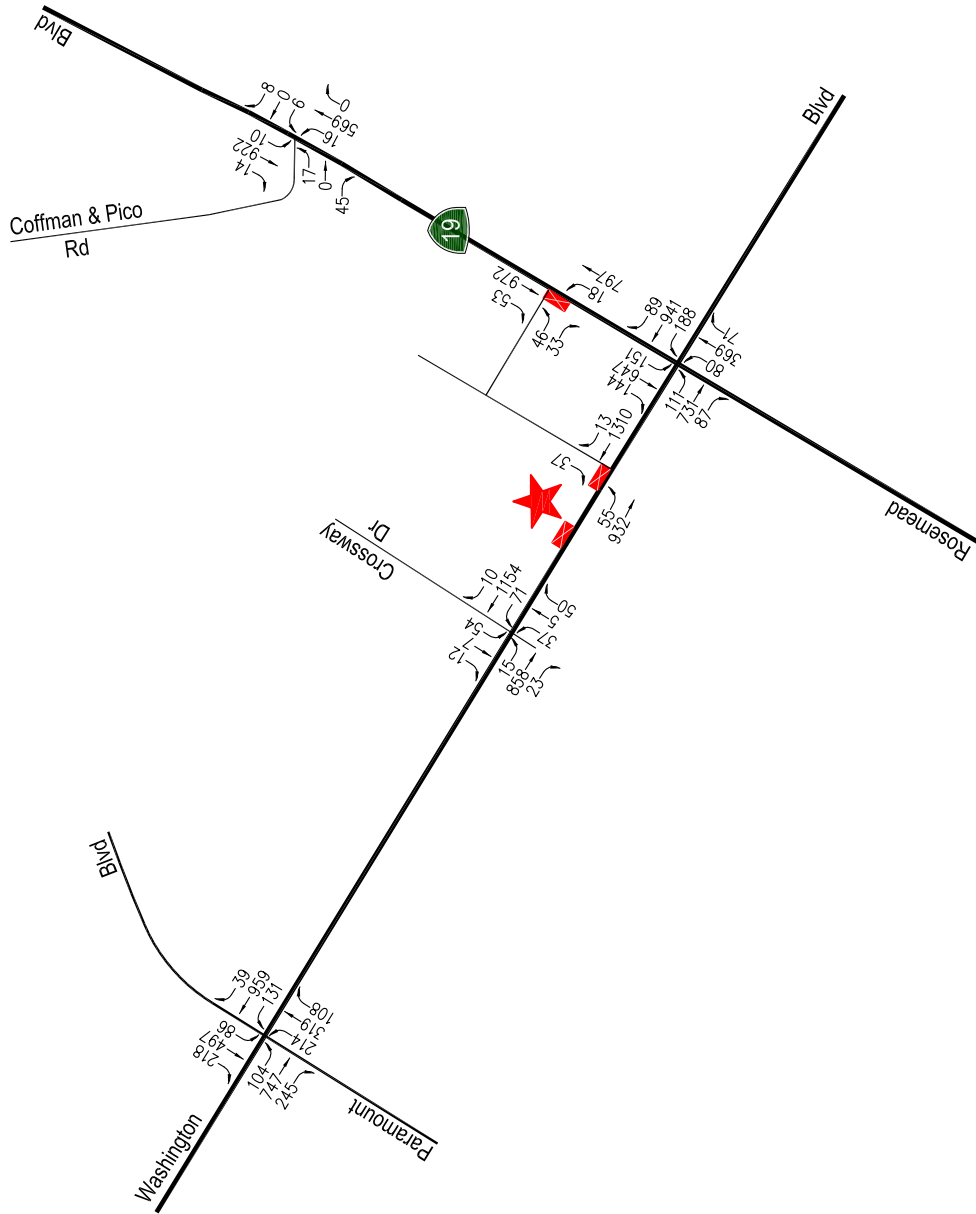
Figure 3-4
Existing Lane Configurations

Table 3-2
EXISTING ROADWAY DESCRIPTIONS

ROADWAY	CLASSIFICATION [1]	TRAVEL LANES		MEDIAN TYPES [4]	SPEED LIMIT
		DIRECTION [2]	NO. LANES [3]		
Paramount Boulevard	Major Arterial	NB-SB	4	N/A	30
Crossway Drive	Local Street	NB-SB	2	N/A	25
Rosemead Boulevard	Major Arterial	NB-SB	4	N/A	35
Coffman & Pico Road	Local Street	EB-NB	2	2WLT	35
Washington Boulevard	Major Arterial	EB-WB	6 [11]	2WLT	35

Notes:

- [1] Roadway classifications obtained from the *City of Pico Rivera General Plan Circulation Element*, October 2014.
- [2] Direction of roadways in the project area: NB-SB = northbound and southbound; and EB-WB = eastbound and westbound.
- [3] Number of lanes in both directions on the roadway. Variations in number of travel lanes due to time restricted on-street parallel parking are noted below.
- [4] Median type of the road: RMI = Raised Median Island; 2WLT = 2-Way Left-Turn Lane; and N/A = Not Applicable.
- [5] Tow Away No Stopping 4 PM to 7 PM in the northbound direction.
- [6] Tow Away No Stopping 7 AM to 9 AM and 4 PM to 6 PM in the southbound direction.
- [7] Tow Away No Stopping 7 AM to 9 AM in the southbound direction.
- [8] Class III Bike Route
- [9] Class II Bike Lane
- [10] Tow Away No Stopping 4 PM to 7 PM in the northbound and southbound direction.
- [11] Tow Away No Stopping 4 PM to 7 PM in the eastbound direction and westbound direction.
- [12] Tow Away No Stopping 7 AM to 9 AM and 4 PM to 6 PM in the westbound direction.



Note: Due to the timing of the counts and comparisons with historical data, the Rosemead Boulevard through volumes were increased by 15%.

★ Project Site

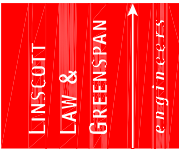
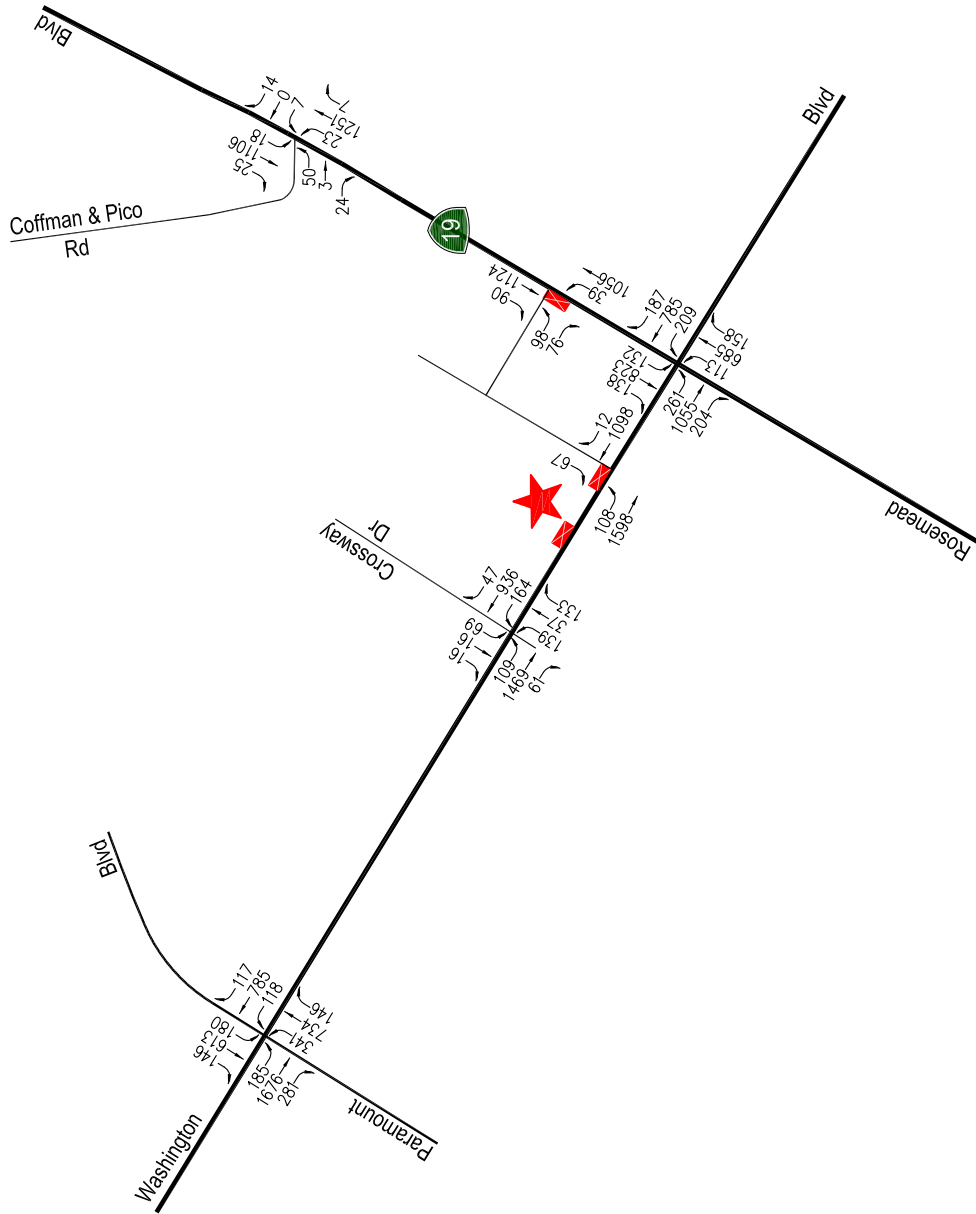


Figure 3-5
Existing Traffic Volumes
 Weekday AM Peak Hour
 The Mercury Project



Note: Due to the timing of the counts and comparisons with historical data, the Rosemead Boulevard through volumes were increased by 15%.

★ Project Site



Figure 3-6
Existing Traffic Volumes
 Weekday PM Peak Hour
 The Mercury Project

Table 3-3
CUMULATIVE PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]		PM PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE			IN	OUT	IN	OUT	TOTAL
City of Pico Rivera											
PR1	Proposed	5201-5211 Paramount Boulevard	Medical Office Building	10,000 GSF	[3]	348	22	6	10	25	35
PR2	Proposed	Southwest Corner of Durfee Avenue and Whittier Boulevard	Bank	12,925 GSF	[4]	1,293	71	52	132	132	264
PR3	Proposed	9102 Slauson Avenue	Apartment	6 DU	[5]	44	1	2	2	1	3
PR4	Proposed	Westside of San Gabriel River at Burke Street	Single-Family Residential	18 DU	[6]	170	3	10	11	7	18
PR5	Entitled	7105 Paramount Boulevard	Industrial	28,458 GSF	[7]	141	18	2	2	16	18
PR6	Entitled	9056 Burma Road	Apartment	4 DU	[5]	29	0	2	1	1	2
PR7	Entitled	9141 Slauson Avenue	Fitness Center	675 GSF	[8]	None	1	0	1	1	2
PR8	Proposed	Village Walk Shopping Center 8580 Whittier Boulevard	Fast Food Restaurant Restaurant Retail Coffee Shop	3,432 GSF 2,000 GSF 1,800 GLSF 1,800 GSF	[9]	1,575	49	46	95	50	96
PR9	Proposed	Beverly Boulevard Warehouse Project Beverly Boulevard & San Gabriel River	Warehouse Copy, Print, Express Ship Store	375,903 GSF 2,500 GSF	[10]	808	50	17	27	61	88
PR10	Proposed	Baybar Distribution Building 3900 Baybar Road	Light Industrial	44,620 GSF	[11]	221	27	4	4	24	28
PR11	Proposed	301 Jacmar Drive	Townhomes	31 DU	[12]	227	3	11	11	6	17
TOTAL						4,856	245	152	251	320	571

[1] Sources: City of Pico Rivera Community & Economic Development Division and County of Los Angeles Department of Regional Planning, except as noted below and by applying trip rates as provided in the ITE "Trip Generation Manual", 10th Edition, 2017.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 720 (Medical-Dentist Office Building) trip generation average rates.

[4] ITE Land Use Code 912 (Drive-in Bank) trip generation average rates.

[5] ITE Land Use Code 220 (Multifamily Housing Low-Rise) trip generation average rates.

[6] ITE Land Use Code 210 (Single Family Detached Housing) trip generation average rates.

[7] ITE Land Use Code 110 (Light Industrial) trip generation average rates.

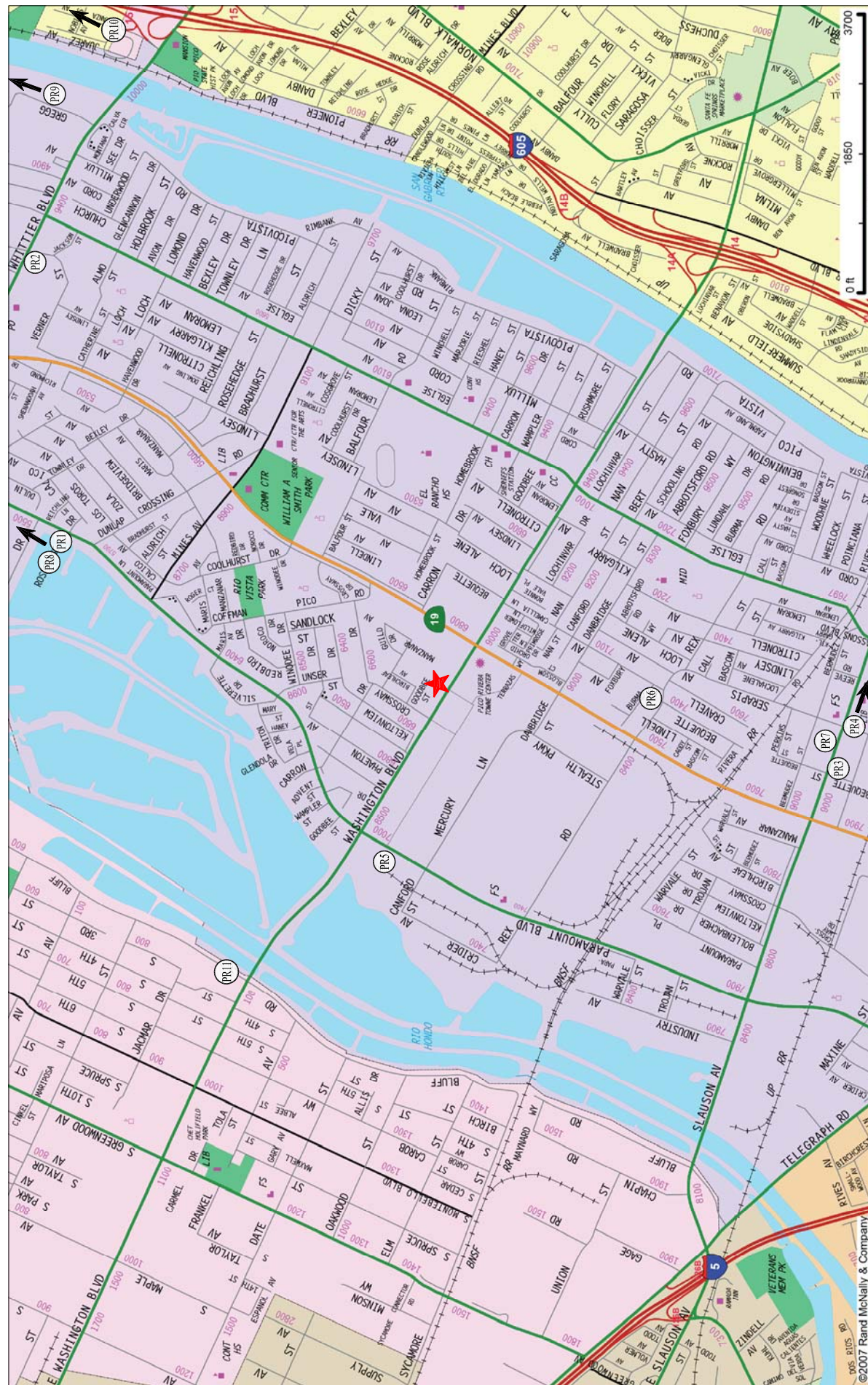
[8] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates.

[9] Source: "Village Walk Shopping Center TIS", prepared by LLG Engineers, dated February 2018.

[10] Source: "Beverly Boulevard Warehouse VMT Assessment", prepared by Michael Baker International, dated November 2020.

[11] Source: "Baybar Distribution Building", prepared by E P D Solutions, Inc., dated June 2020.

[12] Source: "301 Jacmar Drive Project Trip Generation & Site Access/Circulation Study", prepared by Ganddini Group, dated September 2020.



MAP SOURCE: RAND McNALLY & COMPANY



★ Project Site

Ⓜ City of Pico Rivera Cumulative Project

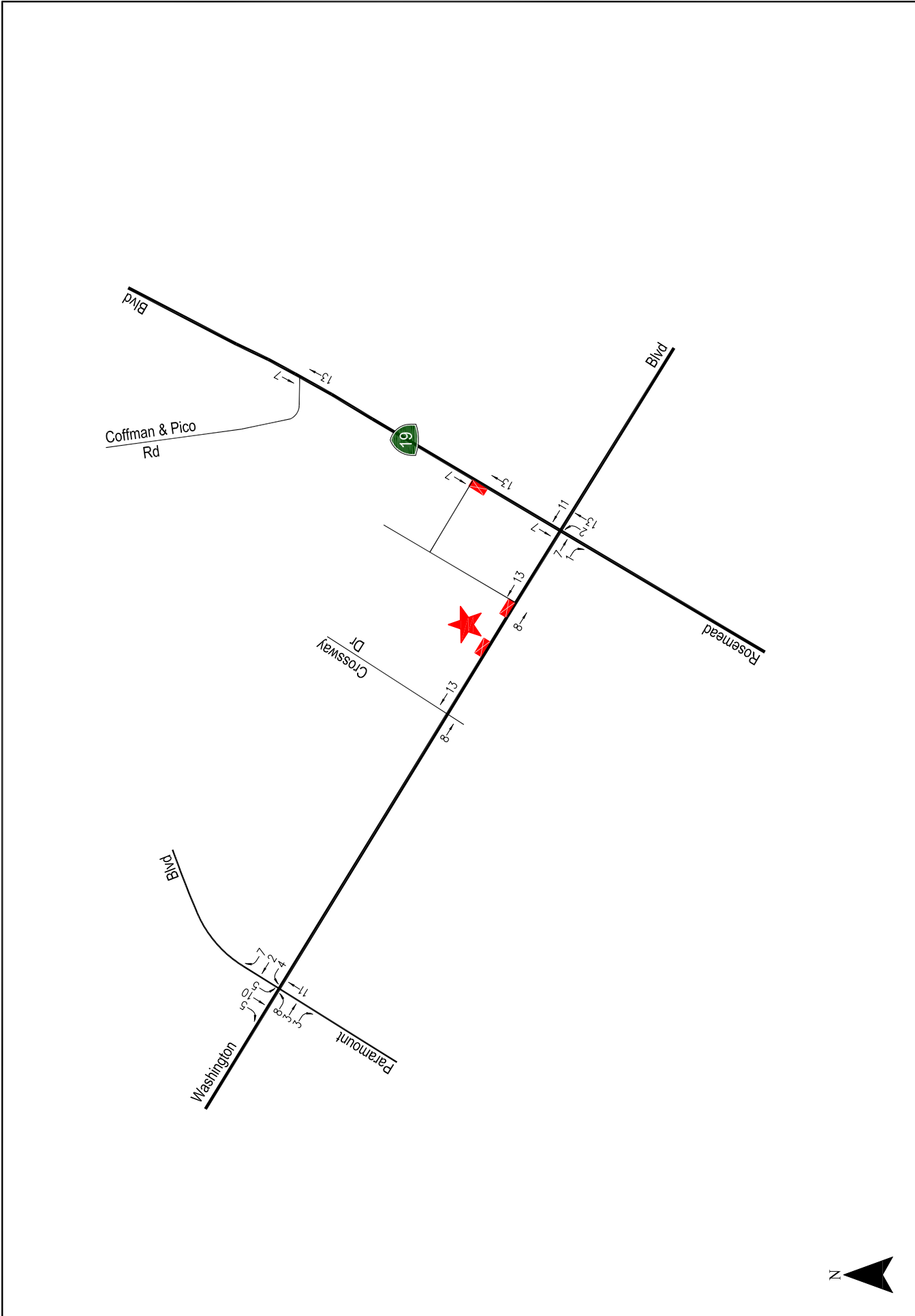
Figure 3-7
Location of Cumulative Projects

Traffic volumes expected to be generated by the cumulative projects were calculated using rates provided in the *ITE Trip Generation Manual*, or they were obtained from other recently approved transportation impact studies. The cumulative projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 3-3*. The cumulative projects traffic volumes were distributed and assigned to the street system based on their locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The distribution of the cumulative projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3-8* and *3-9*, respectively.

3.5.2 Ambient Traffic Growth

Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown future projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Ambient traffic growth in the Downey area (i.e., included in Regional Statistical Area 22 [RSA 22] that includes Pico Rivera), which is presented in the *2010 Congestion Management Program*¹³, indicates existing traffic volumes are expected to increase at an annual rate of approximately 0.24 percent (0.24%) per year between years 2020 and 2025. An annual growth rate of one percent (1.0%) until the year 2024 (i.e., the anticipated project build-out year) was selected for this analysis in consultation with City staff. Therefore, application of this one percent (1.0%) ambient growth factor in addition to the forecast traffic generated by the known cumulative projects allows for a conservative forecast of future traffic volumes in the project study area as incorporation of both (i.e., an ambient traffic growth rate and a detailed list of cumulative development projects) is expected to overstate potential future traffic volumes. The cumulative development projects should already be incorporated as part of the growth rate projection per the adopted, local and regional planning documents (i.e., which account for the future population, housing, and employment [socio-economic data] projections).

¹³ *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

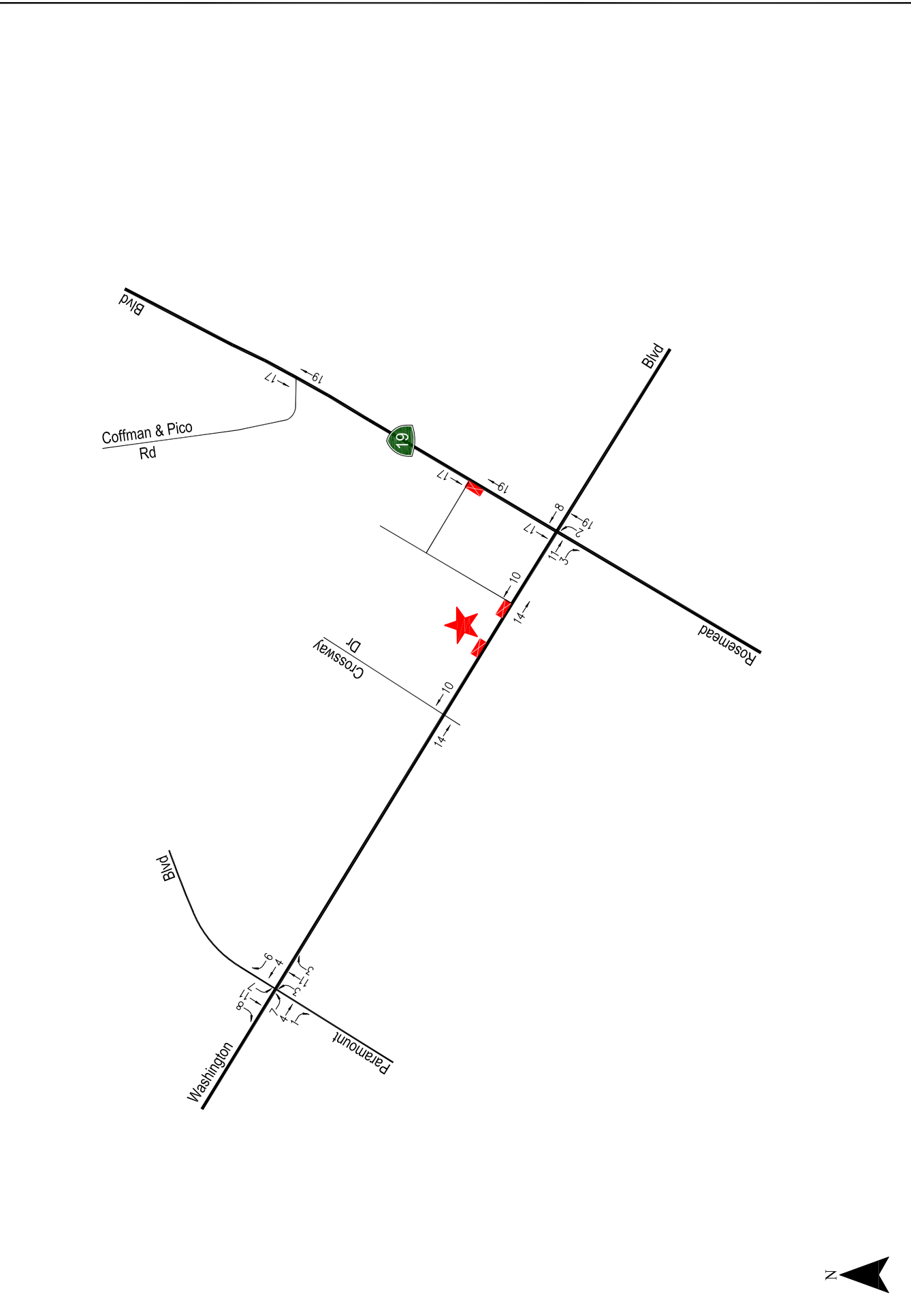


★ Project Site



Figure 3-8
Cumulative Projects Traffic Volumes
 Weekday AM Peak Hour
 The Mercury Project

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★ Project Site

Figure 3-9
Cumulative Projects Traffic Volumes
Weekday PM Peak Hour
The Mercury Project

4.0 CEQA TRANSPORTATION ANALYSIS

4.1 Vehicle Miles Traveled Analysis

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA guidelines in November 2017 and an accompanying technical advisory guidance finalized in December 2018 (*OPR Technical Advisory*) that amends the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project will result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the CEQA Guidelines in December of 2018, and as of July 1, 2020 the provisions of the new section are in effect statewide. Concurrently, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), which provides non-binding recommendations on the implementation of VMT methodology which has significantly informed the way VMT analyses are conducted in the State. Accordingly, for the purpose of environmental review under CEQA, the City of Pico Rivera has established criteria for transportation impacts based on VMT for land use projects and plans which is generally consistent with the recommendations provided by OPR in the *Technical Advisory*.

4.1.1 Screening Criteria

Traditionally, public agencies have set certain thresholds to determine whether a project requires detailed transportation analysis or if it could be assumed to have less than significant environmental impacts without additional study. Consistent with the OPR's *Technical Advisory*, the City of Pico Rivera has determined the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Projects that result in a net increase of 110 or less daily vehicle trips
- Projects located in a High-Quality Transit Area (i.e., within half-mile distance of an existing rail transit station or located within half-mile of two or more existing bus routes with a frequency of service interval of 15 minutes or less during morning and evening peak hours)
- Project is locally serving retail (less than 50,000 square feet), including gas stations, banks, restaurants, shopping center.
- Local-serving community colleges, K-12 schools, local parks, daycare centers, etc.
- Residential projects with 100 percent affordable housing
- Community institutions project (public library, fire station, local government)
- Local-serving hotels (e.g., non-destination hotels)
- Local-serving assembly uses (places of worship, community organizations)

- Public parking garages and parking lots
- Assisted living or senior housing projects
- Affordable, supportive, or transitional housing projects

Proposed projects are not required to satisfy all of the screening criteria in order to screen out of further VMT analysis; satisfaction of one criterion is sufficient for screening purposes. Although the commercial (retail/restaurant) portion of the project screens out since it is less than 50,000 square feet and therefore locally-serving, a VMT analysis is still required for the proposed residential component of the project.

4.1.2 Impact Criteria and Methodology

A project that does not meet the screening criteria requires preparation of a detailed VMT analysis to determine whether the project would result in a significant transportation impact. The recommended threshold for residential projects presented in the *Technical Advisory* is as follows: “A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.” Therefore, a proposed project’s VMT per capita must be 85% or less of the existing VMT per capita.

The most readily available Southern California Association of Governments Regional Travel Demand Model (SCAG RTDM) at the time of study preparation has been utilized to determine the residential VMT per capita for the City of Pico Rivera. The baseline residential VMT per capita utilizing SCAG RTDM for the City of Pico Rivera is provided below:

- City of Pico Rivera residential VMT: 14.39 residential VMT per capita
- Residential significance threshold: 12.23 VMT per capita (i.e., 15% below the existing baseline residential VMT per capita)

As the commercial (retail/restaurant) portion of the project screens out, since it is less than 50,000 square feet and therefore locally-serving, the residential VMT per capita associated with the project is then compared to the City of Pico Rivera baseline residential VMT per capita in order to determine whether or not the project would be expected to result in a significant impact.

4.1.3 Project VMT Analysis

Project-specific regional travel demand modeling was conducted using the most readily available SCAG RTDM at the time of study preparation. The Project is located within Traffic Analysis Zone (TAZ) 21804400. The Project development totals were converted into socio-economic data, which describes both demographic and economic characteristics of the region by TAZ, and were then coded into the SCAG RTDM. The VMT analysis results for the project using the SACG RTDM are provided below:

- The estimated residential VMT per capita for the proposed project is estimated at 14.13 residential VMT per capita.

4.1.4 CAPCOA Guidance and Project Design Features

The California Air Pollution Control Officers Association’s (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*¹⁴ (“2021 Handbook”) provides a comprehensive set of guidelines for assessing and quantifying reductions in greenhouse gas emissions. The emissions reduction measures are grouped by emission sector into nine categories, including transportation, energy, water, and other related areas. Transportation emissions can be reduced by improving the emissions profile of the vehicle fleet, or by reducing VMT. Reductions in VMT are achieved when any of the following occurs: 1) vehicle ownership declines, 2) vehicle trips are reduced, 3) vehicle trip lengths are reduced, or 4) any combination of the first three variables. The 2021 Handbook lists 30 quantified measures covering a total of six transportation subsectors, including land use, trip reduction programs, parking or road pricing/management, neighborhood design, transit, and clean vehicles and fuels. The majority of the measures quantified in the 2021 Handbook aim to reduce VMT, although two strategies are aimed at improving the emissions profile of the vehicle fleet and thus do not result in quantified VMT reductions. The VMT reducing strategies are broadly referred to as transportation demand management (TDM) strategies due to the focus on reducing the amount of automobile travel generated by a project.

The following TDM strategies have been determined to be applicable as project design features (PDF):

- T-1. Increase Residential Density (9.79%)

This measure accounts for the VMT reduction achieved by a project that is designed with a higher density of dwelling units (DU) compared to the average residential density in the country. When reductions are being calculated from a baseline derived from a travel demand model, the residential density of the relevant TAZ is used for the comparison instead. Increased densities affect the distance people travel and provide greater options for the mode of travel they choose. Increasing residential density results in shorter and fewer trips by single-occupancy vehicles and thus a reduction in VMT.

The project-generated VMT is derived from the SCAG travel demand model data. Therefore, the proposed project’s potential VMT reduction is determined by comparing the residential density in TAZ 21804400 without and with the residential development. The residential density of the TAZ was determined based on parcel-level data obtained from the Los Angeles County Office of the Assessor, which reports the type of residential development (e.g., single family, duplex, multi-family), the number of units, and the acreage of each parcel.

¹⁴ *Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity Final Draft*, California Air Pollution Control Officers Association, December 2021, adopted December 15, 2021.

- T-4: Integrate Affordable and Below Market Rate Housing (1.43%)

This measure requires inclusion of below market rate (BMR) housing. BMR housing provides greater opportunity for lower income families to live closer to job centers and achieve a jobs/housing match near transit. Increasing affordable housing creates the opportunity for a greater diversity of people to be closer to their desired destinations and the resources they may need to access. Close proximity to destinations allows for more opportunities to use active transportation and transit and to be less reliant on private vehicles.

- T-15: Limit Residential Parking Supply (3.84%)

This measure will reduce the total parking supply available at a residential project or site. Limiting the amount of parking available creates scarcity and adds additional time and inconvenience to trips made by private auto, thus disincentivizing driving as a mode of travel. Reducing the convenience of driving results in a shift to other modes and decreased VMT and thus a reduction in GHG emissions. This strategy changes the on-site parking supply to provide less than the amount of vehicle parking required by Code. Based on published literature and other site-specific parking surveys of other mixed-use projects' actual peak parking demands, lower than Code-required parking supplies have been determined to be sufficient. Through the Specific Plan, lower parking requirements and types of supply within the project site are being incorporated to encourage smart growth development and alternative transportation choices by project residents and employees. The proposed residential on-site parking supply (i.e., a total of 390 spaces) is planned to be less than the amount of vehicle parking that would have otherwise been required for the residential portion of the project through strict application of the City's Code (i.e., a residential Code requirement of 542 spaces). Parking restrictions will be implemented and enforced at the existing Pico Marketplace to prohibit tenants from parking in the center overnight. The signage will also include verbiage that notes that any violations of the parking restriction are subject to towing.

The combination of the TDM measures discussed above results in a 14.49 percent (14.49%) reduction in VMT. The residential VMT per capita for the proposed project would subsequently be reduced to 12.08 residential VMT per capita, which is below the calculated City significance threshold of 12.23 residential VMT per capita. Therefore, the TDM measures which have been incorporated into the project design are expected to reduce the project's VMT to a less than significant level.

4.1.5 Summary of Cumulative VMT Analysis

As stated in the County's TIA Guidelines (refer to page 13), analyses should consider both short-term and long-term project effects on VMT. Short-term effects are evaluated in the detailed project-level VMT analysis summarized above. Long-term, or cumulative, effects are determined through a consistency check with the Southern California Association of Government's (SCAG's) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas

(GHG) reduction targets. As such, projects that are consistent with this plan in terms of development, location, density, and intensity, are part of the regional solution for meeting air pollution and GHG reduction goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Development in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, as noted in the County’s TIA Guidelines, for projects that do not demonstrate a project impact by applying an efficiency-based impact threshold (i.e., VMT per capita, VMT per employee, or VMT per service population) in the impact analysis, a less than significant project impact conclusion is sufficient in demonstrating there is no cumulative VMT impact. Projects that fall under the County’s efficiency-based impact thresholds are already shown to align with the long-term VMT and GHG reduction goals of SCAG’s RTP/SCS. The County’s TIA Guidelines also note that projects which demonstrate VMT impacts through application of efficiency-based thresholds, and which are deemed inconsistent with the RTP/SCS, could contribute toward a significant cumulative impact on VMT. Since the expected significant residential VMT per capita project-related impact can be reduced to a less than significant level, it is also concluded that the project would also result in a less than significant cumulative impact on VMT.

4.2 Active Transportation and Public Transit Analysis

Pursuant to current CEQA Guidelines, a significant impact may also occur “if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities”. The following section provides a brief review of the City’s adopted policies, plans, and programs pertaining to active transportation and public transit analysis.

4.2.1 Adopted Policies, Plans, or Programs

The City’s current Circulation Element of the General Plan sets forth goals and policies pertaining to complete streets, transit and public transportation, and bicycle routes and pedestrian facilities, safety, among other things. Relevant adopted policies include:

- Policy 5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.
- Policy 5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community’s quality of life.
- Policy 5.1-3 Complete Streets. Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.
- Policy 5.4-1 Continuous Network. Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major

employers, and other frequently visited destinations as a means of improving health in the city.

- Policy 5.4-3 Bicycle Network. Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.
- Policy 5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.
- Policy 5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.
- Policy 5.4-7 Sidewalk Deficiencies. Improve areas with sidewalk deficiencies to increase walking in Pico Rivera.
- Policy 5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.

4.2.2 Qualitative Impact Conclusions

The proposed project is not expected to have a significant impact on active transportation or public transit in the vicinity of the project site. As described in *Section 3.1.1* herein, the project site is planned to accommodate pedestrian and bicycle access via exclusive walkways which connect the proposed project to the public sidewalks. The walkways minimize the extent of pedestrian and bicycle interaction with vehicles at the site and provide a comfortable, convenient, and safe environment which in turn can encourage use of active transportation modes. The project site is further planned to provide bicycle parking facilities for use by residents, retail employees and the public. The proposed project is therefore found to be in alignment with the City's General Plan Circulation Element goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure.

The proposed project is located along Washington Boulevard, which is currently served by public bus transit service provided by Montebello Bus Line 50. As noted in *Section 3.1*, the project site is within easy walking distance from existing bus stops located along Washington Boulevard. The proposed project is not expected to affect access or safety at the existing bus stops, nor is it expected to hinder public transit service along Washington Boulevard. Further, the proposed project is not expected to preclude the City from constructing bicycle facilities or pursuing bicycle network improvements along local roadways within the study area. Development of the proposed project will not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities.

Since the proposed project is not found to result in conflicts with adopted policies, plans, or programs, nor is it expected to negatively affect the performance or safety of existing or planned pedestrian, bicycle, or transit facilities, it is determined that the proposed project will have a less than significant impact on active transportation and public transit in the vicinity of the project site.

5.0 OPERATIONAL ANALYSIS

In order to estimate the proposed project's effect on intersection operations (non-CEQA), a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area. The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area. The proposed project's forecast trip generation, distribution, and assignment is presented in *Section 2.5* herein. With the forecasting process complete and project traffic assignments developed, the effect of the proposed project is isolated by comparing operational conditions at the selected study intersections and site driveways using existing and expected future traffic volumes without and with forecast project traffic.

5.1 Intersection Level of Service Analysis

5.1.1 Analysis Methodology

The study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis which determines Volume-to-Capacity (v/c) ratios on a critical lane basis. The ICU method is intended for signalized intersection analysis and determines the v/c ratios on a critical lane basis (i.e., based on the individual v/c ratios for key conflicting traffic movements). The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection v/c ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the ICU method and corresponding Level of Service is provided in *Appendix F*.

As noted in the City of Pico Rivera's *Traffic Impact Analysis Guidelines*, the ICU calculations are based on a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual turn-lane capacity of 2,880 vph. A clearance interval of 0.15 is also included in the ICU calculations.

5.1.2 Analysis Criteria and Thresholds

The relative effect of the added project traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future v/c relationships and service level characteristics at each study intersection.

The potential effect of project-generated traffic at the study intersections was identified using the criteria set forth in the City of Pico Rivera’s *Traffic Impact Analysis Guidelines*. According to the City’s guidelines, a detrimental effect is determined based on the threshold criteria presented in *Table 5-1*.

Table 5-1 CITY OF PICO RIVERA INTERSECTION ANALYSIS THRESHOLD CRITERIA	
Level of Service	Project Related Increase in v/c
C	equal to or greater than 0.04
D	equal to or greater than 0.02
E / F	equal to or greater than 0.01

The City’s guidelines require improvement measures whenever traffic generated by the proposed development exceeds the criteria above.

5.1.3 Transportation Analysis Scenarios

Pursuant to the City’s guidelines, LOS calculations have been prepared for the following scenarios:

- [a] Existing conditions.
- [b] Existing with project conditions.
- [c] Condition [b] with implementation of improvement measures, where necessary.
- [d] Condition [a] plus 1.0 percent (1.0%) annual ambient traffic growth through year 2024 and with completion and occupancy of the cumulative projects (i.e., future without project conditions).
- [e] Condition [d] with completion and occupancy of the proposed project.
- [f] Condition [e] with implementation of improvement measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

The transportation analysis prepared for the study intersections using the ICU methodology is summarized in *Table 5-2*. The ICU data worksheets for the analyzed intersections are contained in *Appendix F*.

Table 5-2
**SUMMARY OF VOLUME TO CAPACITY RATIOS
 AND LEVELS OF SERVICE
 WEEKDAY AM AND PM PEAK HOURS**

NO.	INTERSECTION	PEAK HOUR	[1]		[2]		[4]		[5]			
			YEAR 2021 EXISTING V/C or DELAY [a]	YEAR 2021 EXISTING W/PROJECT V/C or Delay [a]	CHANGE V/C or DELAY [(2)-(1)] [b]	YEAR 2024 FUTURE PRE-PROJECT V/C or DELAY [a]	YEAR 2024 FUTURE W/PROJECT V/C or DELAY [a]	CHANGE V/C or DELAY [(5)-(4)] [b]	SIGNIF. IMPACT [b]	SIGNIF. IMPACT [b]		
1	Paramount Boulevard/ Washington Boulevard	AM PM	0.736 0.987	C E	0.743 0.994	C E	0.007 0.007	No No	0.762 1.021	C F	0.007 0.007	No No
2	Crossway Drive/ Washington Boulevard	AM PM	0.471 0.712	A C	0.477 0.719	A C	0.006 0.007	No No	0.483 0.731	A C	0.006 0.008	No No
3	Rosemead Boulevard/ Coffman & Pico Road	AM PM	0.495 0.607	A B	0.497 0.609	A B	0.002 0.002	No No	0.507 0.627	A B	0.002 0.003	No No
4	Rosemead Boulevard/ Washington Boulevard	AM PM	0.649 0.786	B C	0.657 0.801	B D	0.008 0.015	No No	0.669 0.812	B D	0.008 0.014	No No

[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay value for unsignalized intersections.
 [b] According to the City of Pico Rivera Traffic Impact Study Guidelines, July 2020, an impact is considered significant if the project-related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown in the following table:

Final v/c	LOS	Project Related Increase in v/c
> 0.710 - 0.800	C	equal to or greater than 0.04
> 0.810 - 0.900	D	equal to or greater than 0.02
> 0.910	E,F	equal to or greater than 0.01

5.1.4 Existing Conditions

As indicated in column [1] of *Table 5-2*, three of the four study intersections currently operate at LOS D or better during the weekday AM and PM peak hours. The following study intersection is expected to operate at LOS E during the peak hour shown below:

- Int. No. 1: Paramount Boulevard/Washington Boulevard: Weekday PM Peak Hour

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 3-5* and *3-6*, respectively.

5.1.5 Existing With Project Conditions

As shown in column [2] of *Table 5-2*, the project-related effects in the v/c ratios at the study intersections are not expected to exceed the City's threshold criteria. Therefore, based on the results of the operation evaluation, no project-specific intersection improvements are required or proposed at the study intersections. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 5-1* and *5-2*, respectively.

5.1.6 Future Without Project Conditions

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the cumulative projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The v/c ratios at all of the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the cumulative projects listed in *Table 3-3*. As presented in column [3] of *Table 5-2*, three of the four study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and cumulative projects traffic under the future without project conditions. The following study intersection is expected to operate at LOS F during the peak hour shown below with the addition of growth in ambient traffic and cumulative projects traffic under the future without project conditions:

- Int. No. 1: Paramount Boulevard/Washington Boulevard: Weekday PM Peak Hour

The future without project (existing, ambient growth and cumulative projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are presented in *Figures 5-3* and *5-4*, respectively.

5.1.7 Future With Project Conditions

As shown in column [4] of *Table 5-2*, the project-related effects in the v/c ratios at the study intersections are not expected to exceed the City's threshold criteria. Therefore, based on the results of the operation evaluation, no project-specific intersection improvements are required or proposed. The future with project (existing, ambient growth, cumulative projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in *Figures 5-5* and *5-6*, respectively.

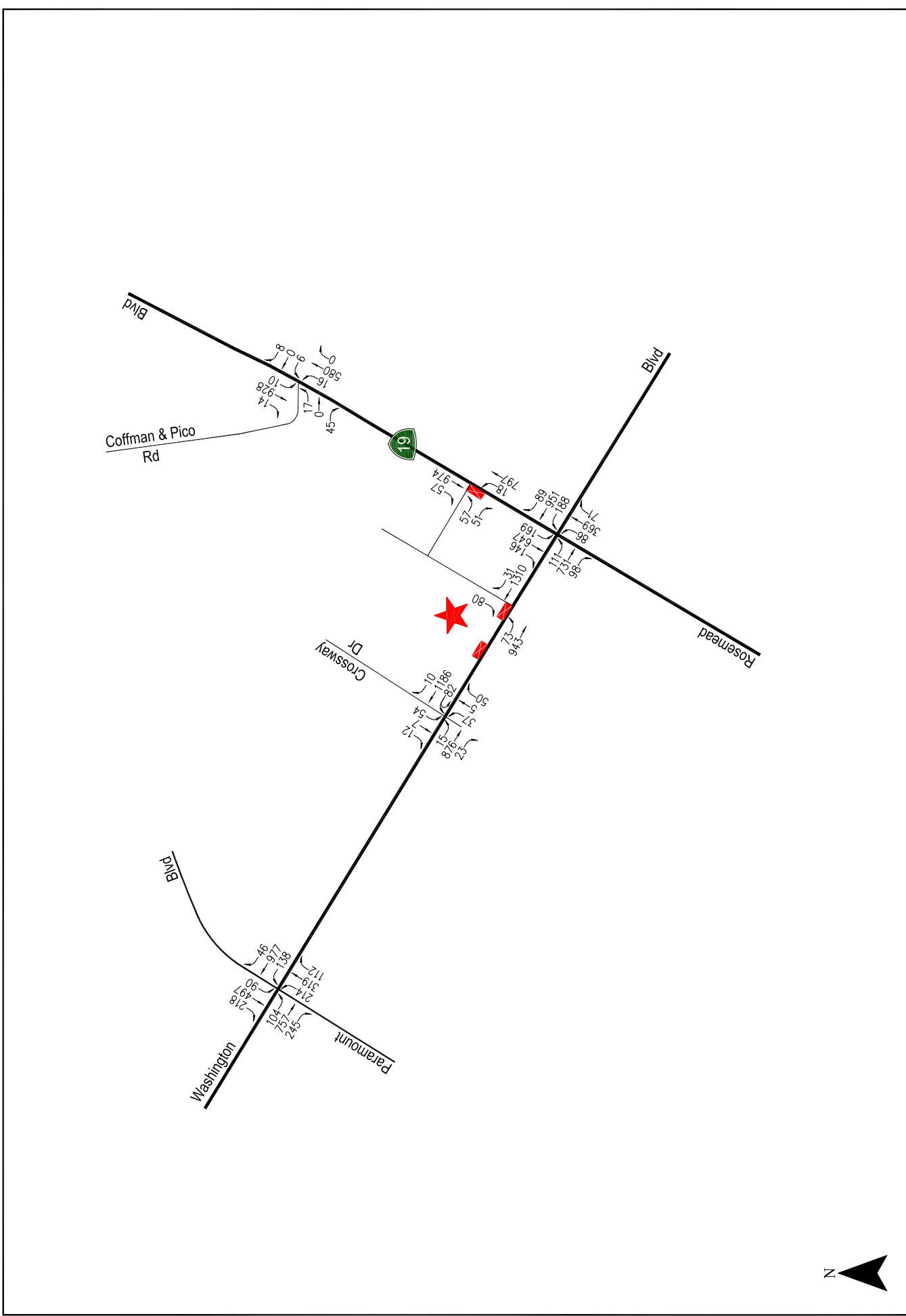


Figure 5-1
Existing With Project Traffic Volumes
 Weekday AM Peak Hour
 The Mercury Project

★ Project Site



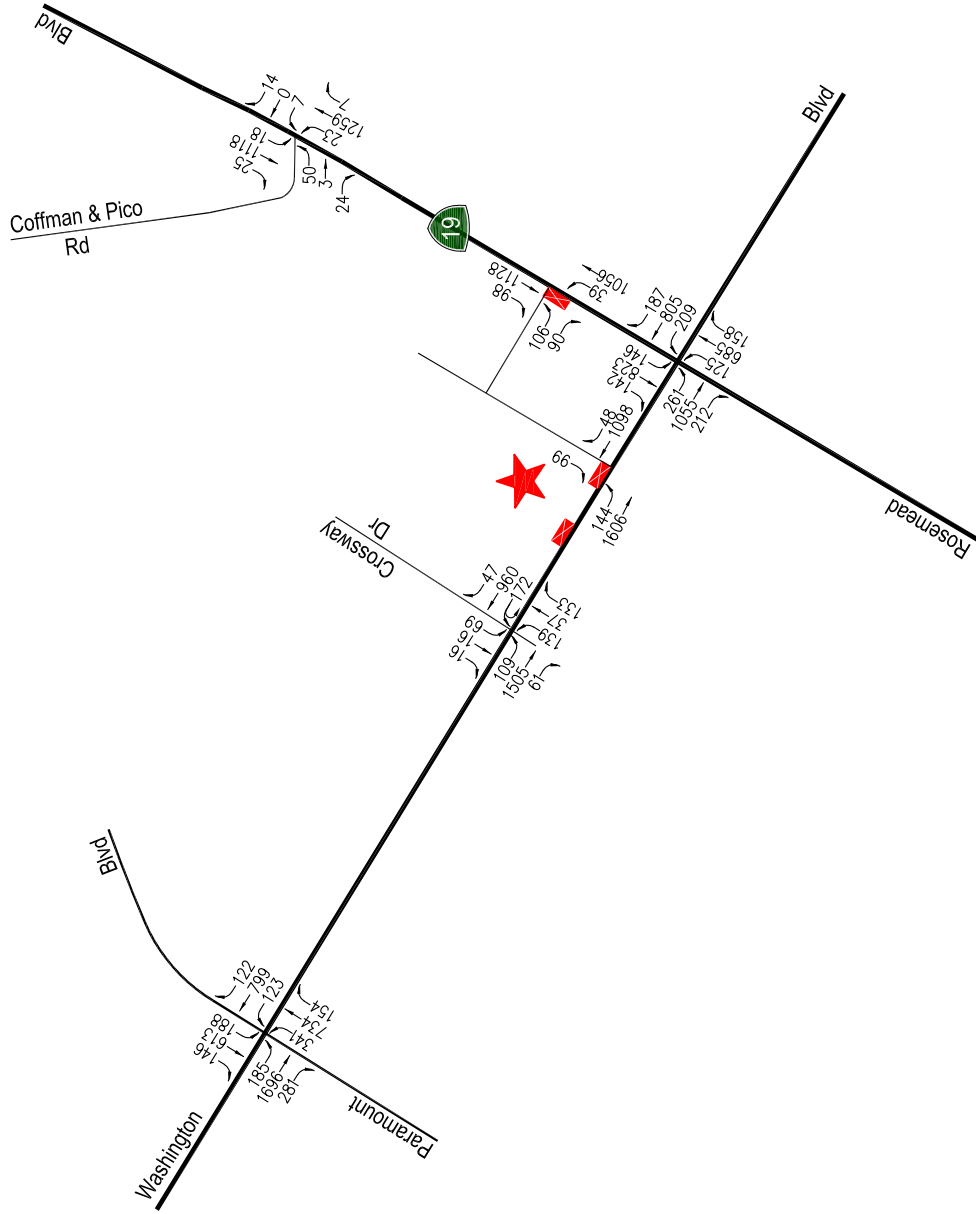
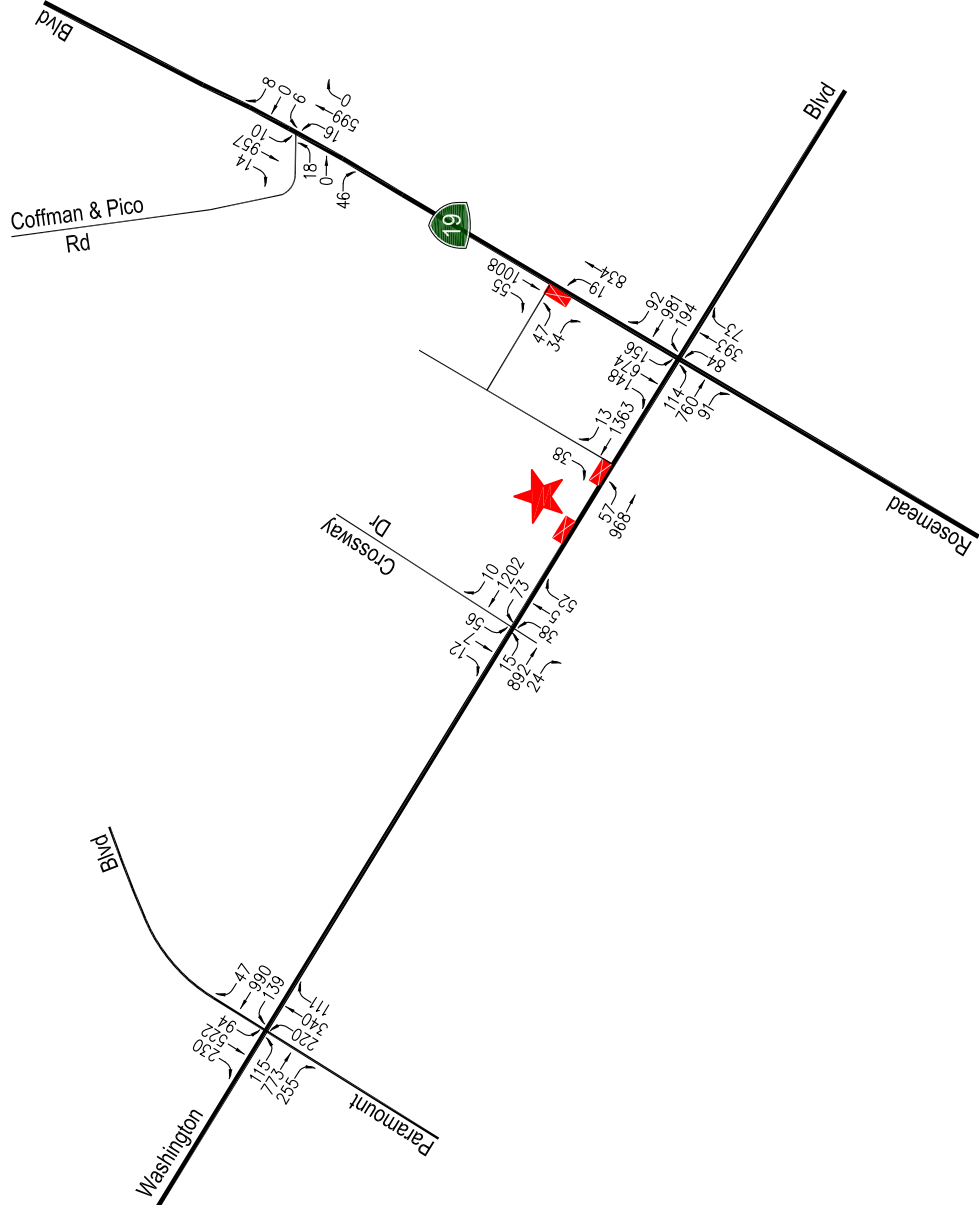


Figure 5-2
Existing With Project Traffic Volumes
Weekday PM Peak Hour
The Mercury Project

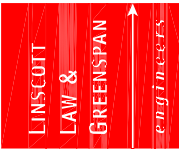
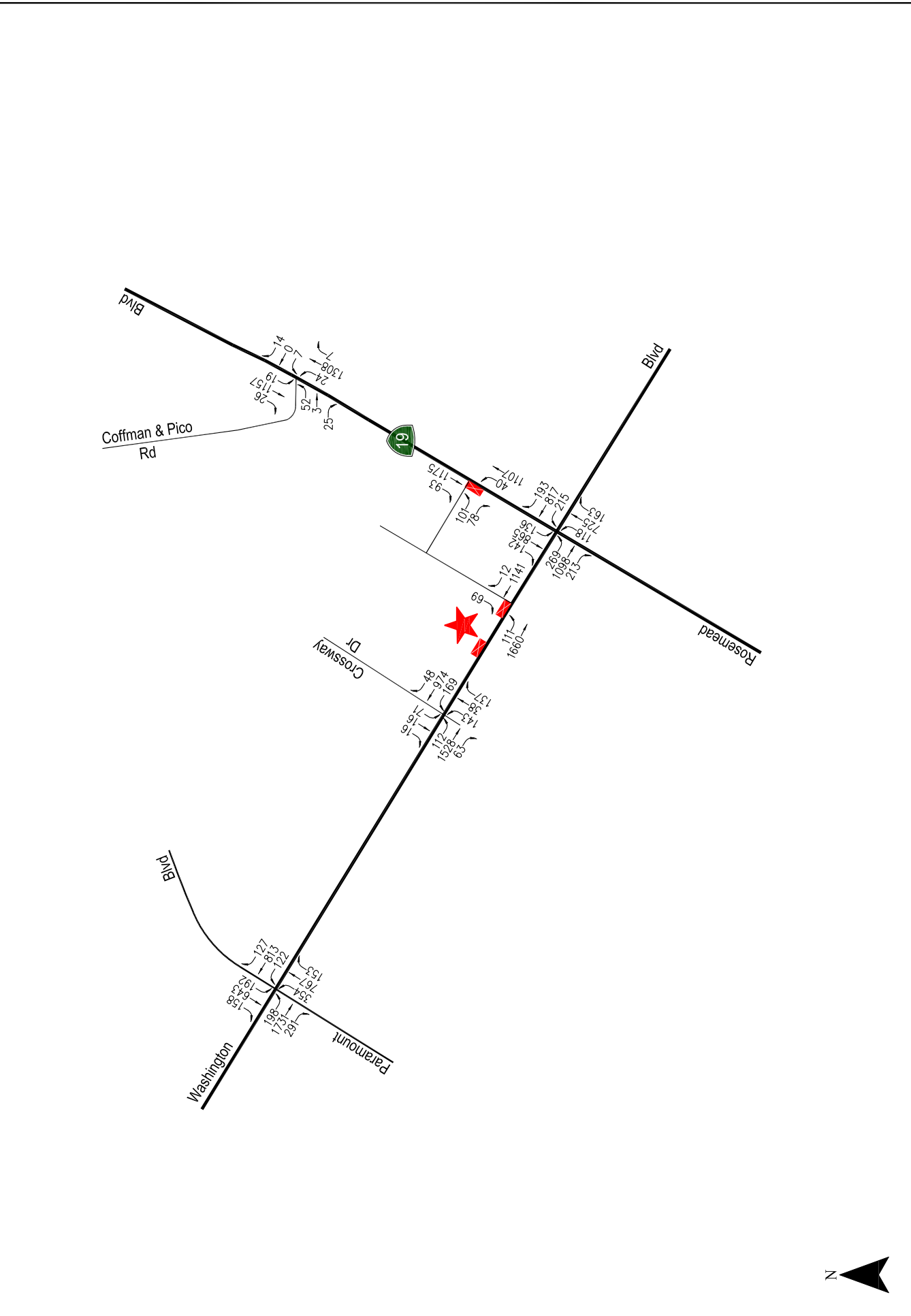
★ Project Site





★ Project Site

Figure 5-3
Future Without Project Traffic Volumes
Weekday AM Peak Hour
The Mercury Project



★ Project Site

Figure 5-4
Future Without Project Traffic Volumes
 Weekday PM Peak Hour
 The Mercury Project

5.2 Access and Circulation Review

The access and circulation have been evaluated for the project. The analysis of site driveways was prepared based on the *Highway Capacity Manual*¹⁵ (HCM) operational analysis methodology. The driveway analyses were prepared utilizing the *Synchro 11* software package, which implements the Highway Capacity Manual operational methods. A *Synchro* network was created based on existing conditions field reviews at the site driveways. In addition, specifics such as traffic volume data, lane configurations, available vehicle storage lengths, crosswalk locations, posted speed limits, traffic signal timing and phasing for signalized locations, etc., were coded to complete the roadway network. Traffic volume data were obtained from manual counts conducted at the site driveways during the weekday morning and afternoon commute periods and are contained in *Appendix D*.

The operational analysis of vehicle queuing at the site driveways was prepared for the following conditions:

- [a] Existing conditions.
- [b] Condition [a] plus 1.0 percent (1.0%) annual ambient traffic growth through year 2024 (i.e., project build-out) and with completion and occupancy of the related projects (i.e., future without project conditions).
- [c] Condition [b] with completion and occupancy of the proposed project (i.e., future with project conditions).

The HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operational analysis reports the 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the site driveways is provided in **Table 5-3**. As presented in *Table 5-3*, it is concluded the proposed project weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the site driveways. The HCM methodology worksheets for the site driveways are contained in *Appendix G*.

¹⁵ *Highway Capacity Manual 6th Edition*, Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

**Table 5-3
SUMMARY OF VEHICLE QUEUING [1]
WEEKDAY AM AND PM PEAK HOURS**

NO.	DRIVEWAY	TRAFFIC CONTROL	MOVEMENT	PEAK HOUR	95th PERCENTILE QUEUES (FEET PER LANE) [2]			
					EXISTING	YEAR 2024 FUTURE W/O PROJECT	YEAR 2024 FUTURE W/ PROJECT	CHANGE IN QUEUE [3]
1	Project Driveway/ Washington Boulevard	Unsignalized	EB Left	AM	25	28	40	15
				PM	43	48	80	37
			WB Right	AM	0	0	0	0
				PM	0	0	0	0
2	Rosemead Boulevard/ The Marketplace	Signalized	NB Left	AM	3	3	3	0
				PM	8	8	8	0
			SB Right	AM	113	120	145	32
				PM	238	255	270	32

[1] Pursuant to LA County Public Works' *Transportation Impact Analysis Guidelines*, July 2020, the Highway Capacity Manual (HCM) methodology for intersections was utilized to calculate vehicle queuing.

[2] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles per lane, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet per lane.

[3] Represents the change in calculated maximum back of queue (in feet per lane) due to the addition of project-related traffic.

6.0 PROJECT CONSTRUCTION PHASE ANALYSIS

The project construction evaluation addresses activity associated with project construction and major in-street construction of infrastructure projects. The analysis addresses the effect of a project's construction activity on existing pedestrian, bicycle, transit, or vehicular circulation in the vicinity. Factors which are to be considered include the location of the project site, functional classification of the adjacent streets, availability of alternate routes or additional capacity, temporary loss of bicycle parking, temporary loss of bus stops or rerouting of transit lines, duration of temporary loss of access, affected land uses, and magnitude of the temporary construction activities.

While detailed construction plans have not yet been developed, the project applicant has provided preliminary information regarding the overall construction activities in order to identify the potential construction traffic generation. The following general construction details are provided based on information provided by the project applicant team:

Construction of the project is expected to occur within 24 months, beginning in 2022 with an estimated completion and project occupancy by 2024. Construction activities would be permitted between the hours of 7:00 AM and 4:00 PM, Monday through Friday. No construction would occur on Saturday or Sunday. Earthwork activities necessary for construction would require an estimated 27,400 cubic yards of export. All earthwork volumes have been adjusted to account for swelling and shrinking. Exported soil materials likely would be disposed of at the Azusa Landfill.

Based on the modeling data provided by the project team, the construction vehicles that are planned to be utilized for import and export activities will have a capacity of 14 cubic yards per truck. A total of 3,196 truck trips would be required for complete export of material associated with the project. During peak grading activities (20-32 workdays), up to 143 truck trips per day and 30 workers can be expected. Following the completion of the site grading, building construction would occur during the following 20 months, requiring 60 workers per day. Asphalt paving and architectural coating would occur during the final two months of construction, requiring 12-15 workers per day.

It is assumed that the equipment staging area during construction would occur on/within the project site. Construction worker parking also could occur on-site. Based on the above construction hours it is assumed that workers would generally arrive at the site by 7:00 AM and depart the site by 4:30 PM (i.e., after a nine-hour workday including a lunch break), except when overtime is necessary to maintain the schedule. At this time, it is not known if temporary travel lane closures will be necessary during the course of project construction. However, any such travel lane closures would be expected to occur outside the weekday AM and PM commute hours so as to maintain roadway capacity when the street system is typically most heavily constrained. In addition, access to the existing Pico Rivera Marketplace will not be impeded as the other existing access points along Washington Boulevard and Rosemead Boulevard for the center will remain open during construction.

Based on a review of the construction phasing, it is determined that the overall highest construction peak hour traffic generation is expected to occur during grading activities. Other phases such as demolition, building construction, asphalt paving and architectural coating are expected to be less intensive in terms of overall construction traffic generation during the weekday AM and PM peak hours. In addition, with implementation of a Construction Staging and Traffic Management Plan (CSTMP), as discussed further below, it is anticipated that most haul truck activity to and from the project site could occur outside of the morning and afternoon peak hours. Accordingly, construction traffic associated with the other phases are not expected to result in any construction traffic impacts given implementation of the CSTMP.

6.1 Screening Criteria

In order to determine the appropriateness and applicability of construction phase analysis for land use development projects, the County's Guidelines provide the following questions for consideration, with discussion of the proposed project's expected construction activities provided below:

- For projects that require construction activities to take place within the right-of-way of a highway or arterial, would it be necessary to close any temporary lanes, alleys, or streets for more than one day (including day and evening hours, and overnight closures if on a residential street)?
 - No. The project is not expected to require construction activities for more than one day within the right-of-way of Washington Boulevard, which is designated as a major arterial in the City's General Plan Circulation Element.
- For projects that require construction activities to take place within the right-of-way of a Local Street, would it be necessary to temporarily close any lanes, alleys, or streets for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
 - No. The project is not expected to require construction activities within the right-of-way of any Local Street as designated in the City's General Plan Circulation Element.
- Would in-street construction activities result in the loss of any vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
 - No. The project is not expected to result in the loss of vehicle, bicycle, or pedestrian access to any adjacent existing land uses. The majority of construction activity is expected to take place internal to the project site.
- Would in-street construction activities result in the loss of any ADA access to an existing transit station, stop, or facility (e.g., layover zone)?
 - No. The project is not expected to result in the loss of ADA access to an existing transit station, stop, or facility.

- Would in-street construction activities restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route?
 - No. The project is not expected to restrict access to any bus stops for more than one day, or necessitate any rerouting of a bus route.
- Would construction of a project interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas?
 - No. The project is not expected to interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility to adjoining areas.

As the answer is no to all of the screening criteria above, further analysis of project construction is not required. While it is concluded that the proposed project would not result in the closure of travel lanes, alleys, or streets for more than one day, would not relocate existing bus transit stops or routes, and would not interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility during construction, it is recommended that a construction work site traffic control plan be submitted to the City for review and approval prior to the start of construction activity. The construction work site traffic control plan is required to identify the location of any temporary roadway lane and/or sidewalk closures needed during project construction, including the construction of the new (replacement) project driveway and handicap accessible ramp, and installation of new curb and gutter near the driveway that is planned for closure. As the new driveway will be designed to meet City standards, no hazards with respect to driveway design and/or safety are expected.

Section 6.0 above notes that the project applicant would be required to prepare a detailed CSTMP, which would include any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. The plan would be based on the nature and timing of the Project's specific construction activities and would consider other projects under construction in the immediate vicinity of the Project Site, if any. The CSTMP also would include features such as notification to adjacent project owners and occupants of upcoming construction activities, advance notification regarding any temporary transit stop relocations, and limitation of any potential roadway lane closure(s) to off-peak travel periods, to the extent feasible.

Specifically, the CSTMP will include, but not be limited to, the following measures:

- Advance notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Temporary traffic control during all construction activities adjacent to public rights-of-way to improve traffic flow on public roadways (e.g., flag person/s).
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity for the Project to reduce the amount of construction-related traffic on arterial streets.

- Containment of construction activity within the Project Site boundaries, per the Worksite Traffic Control Plan.
- Prohibition on construction-related vehicles/equipment parking on surrounding public streets.
- Coordination with transit service provider/s to address any potential conflicts with existing transit service.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Schedule delivery of construction materials and hauling/transport of oversize loads to non-peak travel periods, to the extent possible. No hauling or transport shall be allowed during nighttime hours, Sundays, or federal holidays unless required by the City and/or Caltrans.
- Installation of appropriate traffic signs around the project site to ensure pedestrian, bicycle, and vehicle safety, as may be necessary.
- Installation of truck crossing signs within 300 feet of the exit of the Project Site in each direction.
- Securing of loads by trimming and watering or covering to prevent the spilling or blowing of the earth material.
- Cleaning of trucks and loads at the export site to prevent blowing dirt and spilling of loose earth.
- Identification of a construction manager and provision of a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading, and construction.
- Obtain a Caltrans transportation permit for use of oversized transport vehicles on Caltrans facilities, if needed.

7.0 SUMMARY AND CONCLUSIONS

- **Project Description** – The project site is located at 8825 Washington Boulevard (APN: 6370-027-018) situated along the north side of Washington Boulevard, west of Rosemead Boulevard in the City of Pico Rivera. The existing 2.85-acre project site is currently vacant, formerly occupied by a commercial building that operated as a nightclub until March 2015 and was subsequently demolished in 2020. The project applicant, Mercury Bowl, LLC: Green Rivera, LLC, is seeking approval from the City of Pico Rivera for implementation of the Washington and Rosemead Mixed-Use Specific Plan that reflects the proposed development of a mixed-use building with subterranean parking, ground-floor retail, and residential uses. If the Specific Plan is approved by the City, it would allow for the development of 255 residential dwelling units including 13 affordable units, 5,730 square feet of commercial/retail space; 1,750 square feet of ground-floor lobby/leasing space; and 13,500 square feet of recreational amenities for future residential tenants. The proposed residential unit mix consists of 35 studio units, 159 one-bedroom units, 57 two-bedroom units, and 4 three-bedroom units. Amenities for the proposed mixed-use development include a swimming pool, jacuzzi, poolside cabanas, clubhouse, gym, barbecue area, and garden/green areas. Construction and occupancy of the proposed project is expected to occur by the end of year 2024.
- **Project Site Access** – Vehicular access to the project site is planned to be accommodated by a total of two (2) driveways: one (1) existing driveway on Washington Boulevard and one (1) existing driveway on Rosemead Boulevard. The curb cut for the existing westerly site driveway on Washington Boulevard will remain and will be used solely for emergency/fire access but not for vehicular access. Pedestrian and bicycle access to the project site is planned to be accommodated via exclusive walkways which would connect to the public right-of-way.
- **Project Trip Generation** – The proposed project is expected to generate 111 vehicle trips (40 inbound trips and 71 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 134 net new vehicle trips (80 inbound trips and 54 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 1,594 daily trip ends during a typical weekday (797 inbound trips and 797 outbound trips).
- **Transportation Demand Management Measures** – Transportation demand management (TDM) measures are proposed to be incorporated as project design features.
- **VMT Analysis:** It is concluded that development of the project is not expected to result in a significant residential (household) VMT impact based on the City's significance thresholds contained herein. Further, based on the project-related VMT analysis and the conclusions reported in Section 4.1.5 (i.e., which conclude that the proposed project aligns with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

- ***CEQA Active Transportation and Public Transit Assessment*** –The proposed project is found to be in alignment with the City’s General Plan Circulation Element goals to promote pedestrian and bicycle safety and provide appropriate and supportive active transportation infrastructure. Further, development of the proposed project will not prevent the City from completing any proposed transit, bicycle, or pedestrian facilities. It is therefore determined that the proposed project will have a less than significant impact on active transportation and public transit in the vicinity of the project site.
- ***Intersection Level of Service Analysis*** – – A total of four (4) study intersections were selected for analysis in consultation with City staff in order to determine potential effects related to the proposed project. The study locations were evaluated using the Intersection Capacity Utilization (ICU) methodology. It is concluded that the project-related effects in the *v/c* ratios at the study intersections are not expected to exceed the City’s threshold criteria under either the Existing With Project or Future With Project conditions. Therefore, based on the results of the operation evaluation, no project-specific intersection improvements are required or proposed.
- ***Project Access and Circulation Review*** – A review of the project site driveways was conducted. It is concluded that the proposed project weekday AM and PM peak hour traffic volumes will not cause or substantially extend vehicle queuing at the site driveways.
- ***Project Construction Phase Analysis*** – While it is concluded the proposed project would not result in the closure of through travel lanes, alleys, or streets, would not relocate existing bus transit stops or routes, and would not interfere with pedestrian, bicycle, transit, or vehicle circulation and accessibility during construction, it is recommended that a construction work site traffic control plan be submitted to the City for review and approval prior to the start of construction activity should any travel lane closure/s be proposed. The project applicant would also prepare a detailed Construction Staging and Traffic Management Plan, which includes any applicable street/lane/sidewalk closure information, a detour plan, haul route(s), and a staging plan. No hazards or other safety concerns are expected at the project driveways and the new Washington Boulevard driveway will be designed in accordance with City standards and be in very close proximity to the existing driveway which is planned for closure.

APPENDIX A
SCOPE OF STUDY FORM

Scope of Study Form-Part A

To be completed by the preparer of a traffic study and approved by the City's Public Works Department prior to start of a traffic study

Project Name:	Washington and Rosemead Mixed-Use				
Project Address:	8825 Washington Boulevard				
Project Description:	255 Apartments (13 affordable), 5,500 SF retail/restaurant, 27,000 SF Self-Storage				
Developer's Name:	Mercury Bowl, LLC, Green Rivera, LLC				
Address:	1801 Century Park East, Suite 2100, Los Angeles, CA 90067				
Telephone No.:	586-419-0927	Fax Number:			
Email Address:	jerome@optimuspropertiesllc.com				
Trip Generation Rates From:	ITE	Ed.	Other:	ITE 10 th Edition, LADOT TAG	
Trip Generation For:	Refer to attached Table 2-1				
Land Use (1)		Land Use (2)			
ITE Land Use Code		ITE Land Use Code			
Daily Trips		Daily Trips			
AM Peak Hour Trips		AM Peak Hour Trips			
Inbound		Inbound			
Outbound		Outbound			
Total		Total			
PM Peak Hour Trips		PM Peak Hour Trips			
Inbound		Inbound			
Outbound		Outbound			
Total		Total			
<i>(Use Additional Sheet(s), if necessary)</i>					
Pass-by Trips (%) , if applicable:		%			
Trip Credits , if applicable for any existing use:	None				
Land Use (1)		Land Use (2)			
ITE Land Use Code		ITE Land Use Code			
Daily Trips		Daily Trips			
AM Peak Hour Trips		AM Peak Hour Trips			
Inbound		Inbound			
Outbound		Outbound			
Total		Total			
PM Peak Hour Trips:		PM Peak Hour Trips:			
Inbound		Inbound			
Outbound		Outbound			
Total		Total			
Project Opening Year:	2024	Build-out Year:	2024		
Study Intersections:	1	Paramount Blvd/Washington Blvd	6		
	2	Crossway Drive/Washington Blvd	7		
	3	Rosemead Blvd/Coffman-Pico	8		
	4	Rosemead Blvd/Washington Blvd	9		
	5		10		
<i>(Use Additional Sheet(s), if necessary)</i>					

Scope of Study form(continued)				
Study Segments:	Washington Bl, btwn Rosemead Bl & Paramount	6		
2	Rosemead Bl, btwn Washington Bl & Whittier Bl	7		
3		8		
4		9		
5		10		
<i>(Use Additional Sheet(s), if necessary)</i>				

Ambient Growth Rate:	0.24	%	Source: LA County CMP, RSA 22									
Trip Distribution:	East	25	%	West	25	%	North	25	%	South	25	%

Include exhibit showing trip distribution/ assignment and a map showing the project's trips at the study intersections and project driveways

Comments	Trip distribution/assignment will be provided after study intersections have been confirmed and intersection manual traffic counts are conducted and reviewed
-----------------	---

(Use Additional Sheet(s), if necessary)

Preparer's Name:	Francesca Bravo, Linscott, Law & Greenspan, Engineers		
Address:	600 South Lake Avenue, Suite 500, Pasadena, CA 91106		
Telephone No.	(626) 796-2322 ext. 223	Fax Number:	(626) 792-0941
Email Address:	bravo@llgengineers.com		
Signature:		Date:	March 1, 2021

Part B- VMT Analysis

1. Project Screening

The project does not meet screening criteria.
2. Project Generated VMT Methodology

To Be Determined
3. VMT Methodology Benchmarks

To Be Determined

Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by City Staff)

Scoping Agreement Submitted on March 1, 2021

Revised on _____, _____, _____, _____

Approved Scoping Agreement:

Approved By (Department of Public Works):

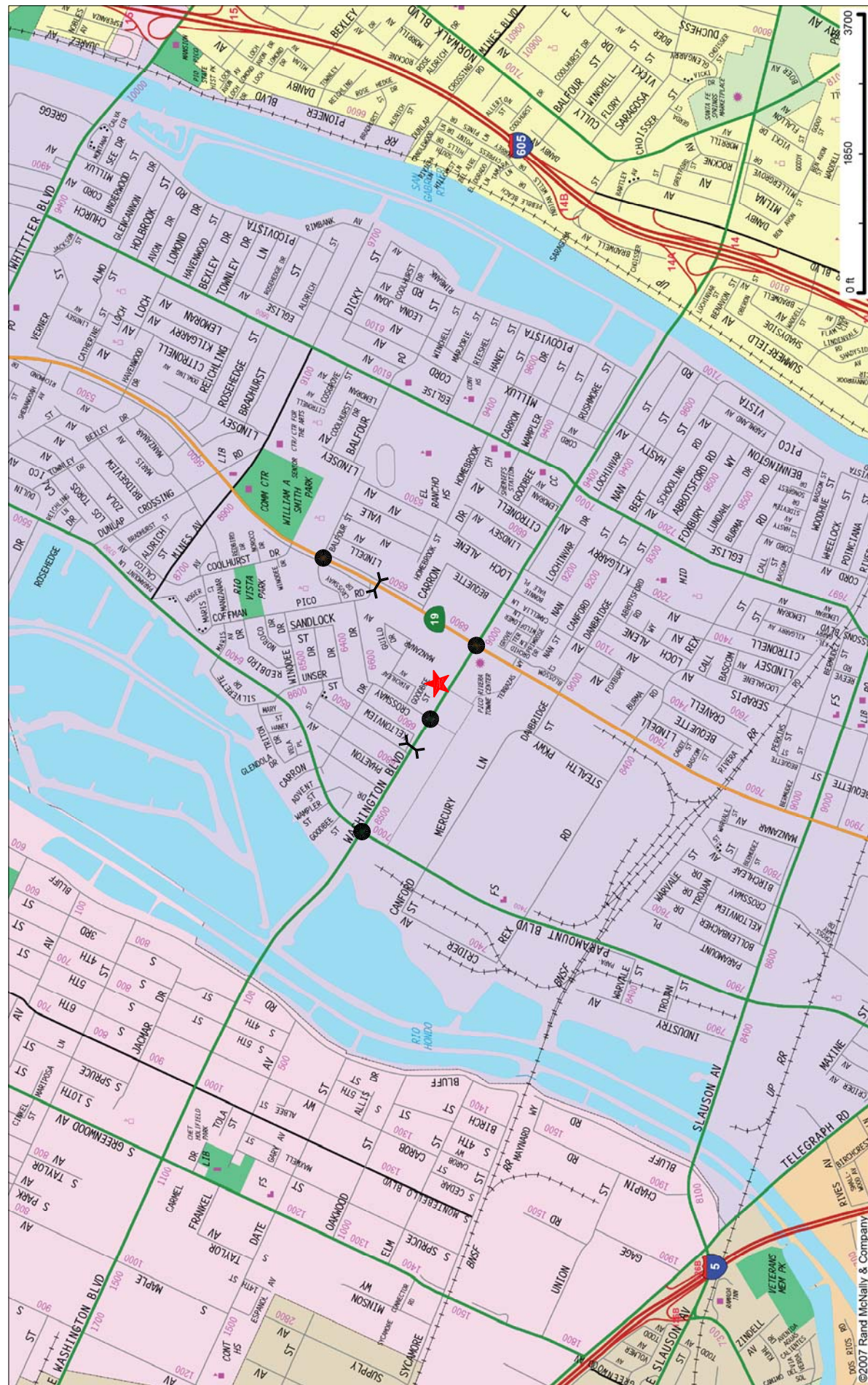
Signature: _____
Name: _____

Date: _____
Title: _____

APPROVED

Faustin Trevino

3/24/2021

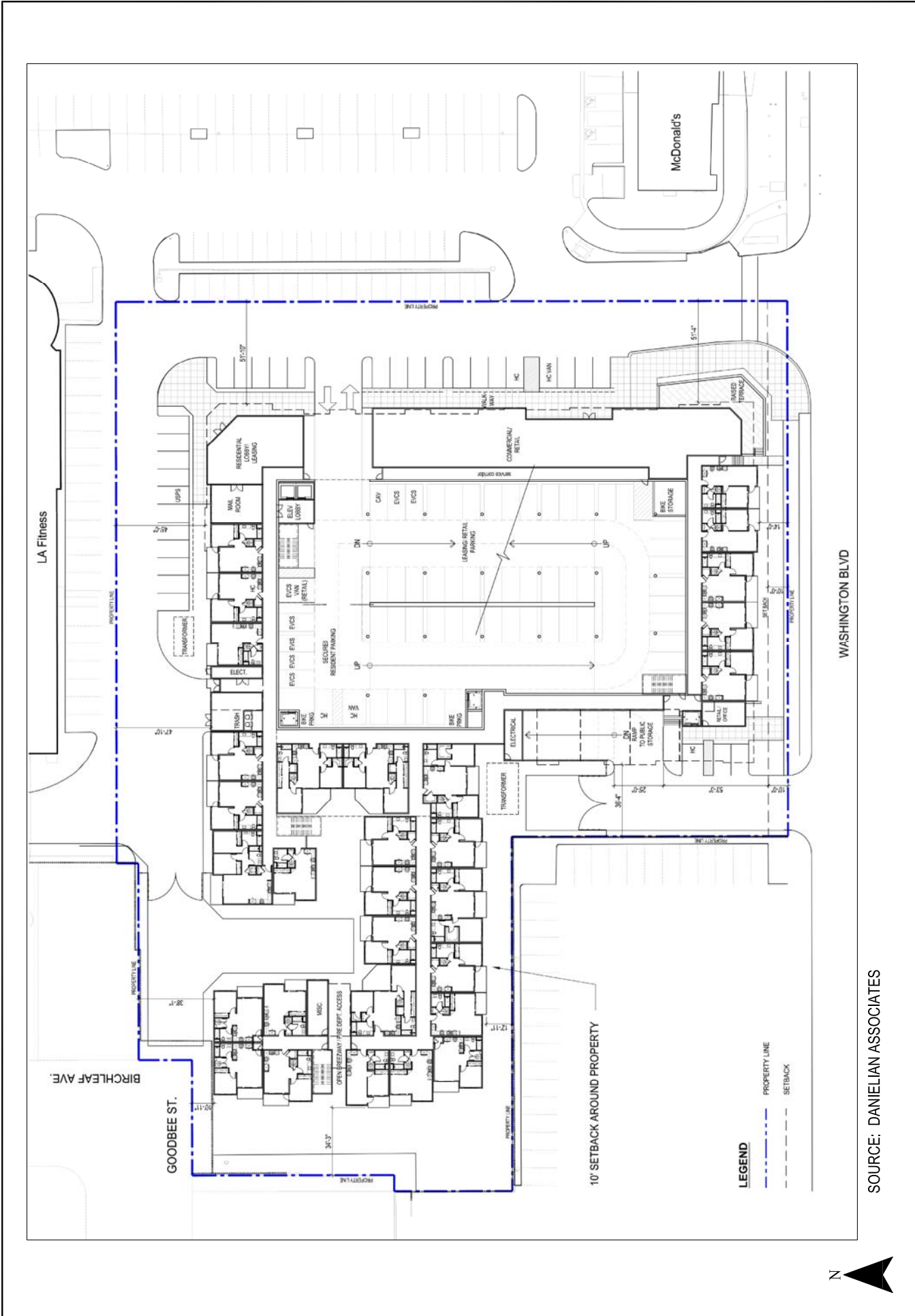


MAP SOURCE: RAND McNALLY & COMPANY

**LINSKOTT
LAW &
GREENSPAN**
engineers

- ★ Project Site
- Study Intersection
- Y Street Segment Location

Figure 1-1
Vicinity Map



SOURCE: DANIELIAN ASSOCIATES



Figure 2-2
Site Plan

**Table 2-1
PROJECT TRIP GENERATION [1]**

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Apartment [3] - Less 15% Internal Capture/Captive Market [4]	242 DU	1,316 (197)	23 (3)	64 (10)	87 (13)	65 (10)	41 (6)	106 (16)
Affordable Housing [5] - Less 15% Internal Capture/Captive Market [4]	13 DU	54 (8)	3 0	4 (1)	7 (1)	3 0	2 0	5 0
Retail [6]	2,750 GLSF	104	2	1	3	5	5	10
Restaurant [7]	2,750 GSF	308	15	12	27	17	10	27
Self-Storage [8]	27,000 GSF	41	2	1	3	2	3	5
TOTAL		1,618	42	71	113	82	55	137

[1] Source: ITE "Trip Generation Manual", 10th Edition, 2017 and Transportation Assessment Guidelines (TAG), City of Los Angeles Department of Transportation (LADOT), July 2020.

[2] Trips are one-way traffic movements, entering or leaving.

[3] ITE Land Use Code 221 (Multi-Family [Mid-Rise]) trip generation average rates.

- Daily Trip Rate: 5.44 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.36 trips/dwelling units; 26% inbound/74% outbound
- PM Peak Hour Trip Rate: 0.44 trips/dwelling units; 61% inbound/39% outbound

[4] Source: ITE "Trip Generation Handbook", 3rd Edition, 2017 and the National Cooperative Highway Research Program (NCHRP) Report 684 - "Enhanced Internal Trip Capture Estimation for Mixed-Use Developments", 2011. Internal capture and Captive markets trips are trips made to and from other components of the project and other uses in the immediate vicinity of the site. A 15% internal capture/captive market reduction factor has been applied to reflect the internal trip making between the project land uses and other uses in the area.

[5] LADOT trip generation average rates for Family Affordable Housing.

- Daily Trip Rate: 4.16 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.52 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.38 trips/dwelling unit; 55% inbound/45% outbound

[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.

- Daily Trip Rate: 37.75 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF; 48% inbound/52% outbound

[7] ITE Land Use Code 932 (High-Turnover [Sit-Down] Restaurant) trip generation average rates.

- Daily Trip Rate: 112.18 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 9.94 trips/1,000 SF of floor area; 55% inbound/45% outbound
- PM Peak Hour Trip Rate: 9.77 trips/1,000 SF of floor area; 62% inbound/38% outbound

[8] ITE Land Use Code 151 (Mini-Warehouse) trip generation average rates.

- Daily Trip Rate: 1.51 trips/1,000 SF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.10 trips/1,000 SF; 60% inbound/40% outbound
- PM Peak Hour Trip Rate: 0.17 trips/1,000 SF; 47% inbound/53% outbound

APPENDIX B
EMPIRICAL PARKING DEMAND DATA

Appendix Table B-1
SUMMARY OF PARKING DEMAND RATIOS AT COMPARABLE SITES [1]

SITES	TOTAL NO. OF DWELLING UNITS [2]	UNIT OCCUPANCY LEVELS [2]	EXISTING ON-SITE [3]		EXISTING OBSERVED [4]		AT FULL OCCUPANCY [5]	
			ON-SITE PARKING SUPPLY	PARKING SUPPLY RATIO (SPACES/UNIT)	PEAK PARKING DEMAND	PEAK PARKING DEMAND RATIO (SPACES/UNIT)	PEAK PARKING DEMAND	PEAK PARKING DEMAND RATIO (SPACES/UNIT)
1. Paragon at Old Town	163	95.7%	404	2.48	231	1.42	241	1.48
2. Trio Apartments	304	94.0%	480	1.58	348	1.14	370	1.22
3. Main Street Village	481	93.8%	1,020	2.12	639	1.33	681	1.42
TOTALS (1 + 2 + 3)	948	94.5%	1,904	2.01	1,218	1.28	1,292	1.36

[1] The parking demand ratios were developed based on the number of dwelling units and parking spaces provided at each observation site, as well as the results of the parking accumulation surveys conducted for each site (on-site and on-street as applicable) in September 2012 (refer to Appendix A for a summary of the parking surveys for each site).
 [2] The site characteristics, including number of residential units and the site occupancy levels at the time of the parking accumulation surveys were provided by Lincoln Property Company representatives.
 [3] The parking supply was inventoried by LLG Engineers in September 2012. The parking supply includes all marked parking spaces provided on-site (i.e., regular, handicap, visitor, etc.) for residents, guests, vendors. The existing supply parking ratios are based on the number of spaces provided on-site divided by the total number of dwelling units.
 [4] The existing peak parking demand was observed to occur at 11:00 PM for the Paragon at Old Town and at 12:00 AM midnight for the Trio Apartments and Main Street Village. The existing peak parking demand for the Paragon at Old Town and Trio Apartments included on-site and on-street observed parking demand associated with residents/guests for the sites. The weekday parking demand ratios are based on the parking demand observed for each site divided by the total number of dwelling units.
 [5] Peak parking demand was forecasted at full (100%) occupancy for each site. The peak parking demand ratios at full occupancy were derived by dividing the peak parking demand by the total number of dwelling units.

APPENDIX C
LADOT AFFORDABLE HOUSING TRIP GENERATION STUDY



LADOT

Transportation Assessment Guidelines

July 2020



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For comments or questions regarding the transportation study review policies and practice of the City of Los Angeles,

please contact:

City of Los Angeles Department of Transportation

Bureau of Planning & Development Services

Eddie Guerrero, P.E., Transportation Engineer, Metro and West Los Angeles Office

David Somers, Transportation Planning and Policy

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www.ladot.lacity.org

calibration of the simulation model.

Land Use Development Projects

Project Trip Generation

A land use project’s daily vehicle trips and trip generation may be estimated using the VMT Calculator tool or information from the most recent edition of the ITE Trip Generation Manual. However, if the project is in a Transportation Specific Plan (TSP) area, then the procedures and trip rates identified in the TSP should be applied. If other rates are proposed, then these rates must first be submitted with the appropriate background survey data for approval by LADOT. A table presenting the estimated number of daily trips and AM and PM peak-hour trips generated by the proposed project entering and exiting the site must be included.

The following adjustments may apply to some projects (any trip generation rate adjustments must be approved by LADOT during the scoping process):

- ITE 10th Edition – The 10th Edition of the ITE Trip Generation manual, released in September 2017 introduces trip generation rates for select land uses categorized by area type: Rural, General Urban/Suburban, Dense Multi-Use Urban, and City Core. The manual provides descriptions of the area types and guidance on how these rates should be applied. As part of the MOU process, LADOT should be consulted to confirm the appropriate ITE area type for the project location. If Dense Multi-Use Urban or City Core rates are to be used, care should be taken to ensure that the sample size within the ITE database is appropriate, in accordance with guidance in the *ITE Trip Generation Handbook*.

In addition, locally available trip generation rates developed from counts conducted at market-rate residential properties in the City of Los Angeles are higher than the ITE 10th Edition rates for mid-rise and high-rise multifamily uses in dense multi-use urban areas. The empirical rates presented in **Table 3.3-1** should be used for these uses.

Table 3.3-1: Local Trip Generation Rates for Multifamily Mid-Rise and High-Rise Residential Land Uses in Dense Multi-Use Urban Areas

LAND USE	AM PEAK HOUR (trips per DU)	PM PEAK HOUR (trips per DU)
Multifamily Mid-Rise	0.31	0.30
Multifamily High-Rise	0.23	0.30

- Unique Developments – Unique types of development may require trip generation studies of similar facilities in order to establish a trip rate for use in the analysis. These developments may include land uses for which trip generation rates are not available in the ITE Trip Generation manual, or land uses for which the rates in the ITE Trip Generation manual are based on a small sample of surveyed sites. The procedures and the results of the trip generation studies must be approved by LADOT.
- Existing or Qualified Terminated Use – When estimating the Project’s net new trips either when evaluating a land use project’s deficiencies toward access and circulation, or for screening a project from VMT analysis, any claim for trip credits for an existing or terminated land use generally requires that the use of land must have been active for at least 6 consecutive months during the past 2 years from the time of the base year vehicle trip counts. To fully ensure that trip credit claims are validated by LADOT, appropriate supporting documentation must be submitted, such as copies of any building permit, certificate of occupancy, business license, lease agreement, affidavits, utility bills, or photographs, as well as documentation as to when the previous land use

was terminated, if applicable. Documentation of any previous environmental review should be included in this submittal. The absence of documentation of previous environmental review may result in denial of the claim for trip credits. Note that some TSP ordinances allow different time frames for the determination of existing use trip credits and of any applicable trip fees.

- **Mixed-Use Internalization** – Internal trip credits are a reduction to the trip generation estimates for individual land uses within a mixed-use development to account for trips internal to the site. Methods for determining internalization are provided in the Institute of Transportation Engineers Trip Generation Handbook, Transportation Research Board (TRB) National Cooperative Highway Research Program (NCHRP) Report 684: Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, and the United States Environmental Protection Agency’s Mixed-Use Trip Generation Tool (MXD).
- **Pass-by Trips**³⁹ – Any claim for “pass-by” trip generation adjustments must use the trip rates summarized in **Attachment H** titled “Pass-By Trip Rates,” which are based on rates published by ITE. However, these rates may be superseded by additional guidelines provided in specific plans. For the purpose of analyzing project driveways, the pass-by trip adjustment does not apply to the project driveway trips.
- **Transit-friendly Projects** – LADOT encourages project applicants to design and construct transit-friendly Projects that create safe and walkable site design and facilities that connect Project patrons to and from transit stations and stops. Consistent with City policy goals to promote the use of transit and walking, LADOT, at its discretion, may allow up to a 25% transit/walk trip generation reduction, subject to the following guidelines, on a case by case basis:
 - Developments above or adjacent to a Metro Rail, Metrolink, or Orange Line station, or to a similar dedicated transit line station with convenient pedestrian access to the station may qualify for a maximum 25% trip generation adjustment. The actual adjustment provided should be determined by an analysis of the transit service frequency and density at the specified transit station.
 - Developments within a 1/4-mile walking distance of a transit station, or of a Rapid Bus stop, may qualify for up to a 15% trip generation adjustment. The actual adjustment provided will be determined by an analysis of the transit service frequency and density at the specified transit station or Rapid Bus stop.
 - If the development project is not within ¼-mile walking distance of a transit station or a Rapid Bus stop but is within a ¼-mile walking distance of other public bus stops, the project may still qualify for up to 10% trip generation adjustment. The actual adjustment provided will be determined by an analysis of the transit service frequency and density at the nearby bus stop(s).

Transit trip adjustment will not be automatically granted to development projects located in an area with infrequent transit service. However, all reasonable efforts by the developer to promote the use of public transit or walking will be considered for transit adjustments on a case-by-case basis. Refer to **Section 2.2** of these Guidelines for transit-related mitigation measures.

Since the Dense Multi-Use Urban and City Core trip generation rates discussed previously were derived from data collected in dense urban areas with convenient and frequent transit service and the ability to walk to complementary land uses, etc., these effects are inherent in the rates. If Dense Multi-Use Urban or City Core rates are being used for land uses in a project, care should therefore be taken to avoid overestimating these

39 Pass-by trips are defined as patrons already traveling from an origin to a primary trip destination who make an intermediate stop at the project site without a route diversion.

effects by taking additional transit or walk credits.

- **TDM Trip Reduction** – Features and amenities that may qualify a project for this adjustment include the TDM measures to achieve the minimum point value in the TDM Program Description and TDM measures in the VMT Calculator (see **Attachment G**).
- **Affordable Housing Projects** – Residential or mixed-use developments that include Affordable Housing Units [as defined in LAMC 12.22-A.25(b)] are eligible to use the locally-collected trip generation rates presented in **Table 3.3-2**, which are based on the total number and type of dwelling units reserved as affordable. These trip generation rates are based on vehicle trip count data collected at affordable housing sites in the City of Los Angeles in 2016.

Table 3.3-2: Trip Generation Rates for Affordable Housing Projects

AFFORDABLE HOUSING TYPES		DAILY RATE	AM PEAK HOUR RATE	% AM TRIPS IN	% AM TRIPS OUT	PM PEAK HOUR RATE	% PM TRIPS IN	% PM TRIPS OUT
		(Trips per DU)	(Trips per DU)					
Average	Family	4.16	0.52	38%	62%	0.38	55%	45%
	Seniors	1.72	0.12	38%	62%	0.15	52%	48%
	Special Needs	1.49	0.17	43%	57%	0.11	54%	46%
	Permanent Supportive	1.23	0.08	67%	33%	0.13	53%	47%
Inside TPA Area	Family	4.16	0.49	37%	63%	0.35	56%	44%
	Seniors	1.31	0.13	38%	62%	0.13	47%	53%
	Special Needs	1.00	0.10	30%	70%	0.05	67%	33%
	Permanent Supportive	0.87	0.08	62%	38%	0.09	59%	41%
Outside TPA Area	Family	4.15	0.55	40%	60%	0.43	55%	45%
	Seniors	1.97	0.11	38%	62%	0.17	55%	45%
	Special Needs	1.98	0.24	54%	46%	0.16	44%	56%
	Permanent Supportive	1.50	0.09	71%	29%	0.16	49%	51%

Family affordable housing offers affordable dwelling units designed for lower income households with children, or lower income households with single or multiple adults without children. Senior affordable housing provides affordable dwelling units designed for mature residents. The category of special needs housing includes facilities serving a variety of populations, including foster youth, disabled, mentally ill, and HIV/AIDs. Permanent supportive housing provides long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible.

Project Trip Distribution

The estimation of distribution patterns for project trips should consider a number of factors including, but not limited to, the following: the characteristics of the street system serving the project site; the level of accessibility of routes to and from the proposed project site; locations of employment and commercial centers to which residents of a residential project would be drawn; and residential areas from which the commercial patrons, employees, or school students would be drawn. The distribution analysis can be supported by data from the City of Los Angeles TDF model,

VMT CALCULATOR DOCUMENTATION:

https://ladot.lacity.org/sites/default/files/documents/vmt_calculator_documentation-2020.05.18.pdf

City of Los Angeles VMT Calculator Documentation

Version 1.3

Los Angeles Department of Transportation (LADOT) and
Los Angeles Department of City Planning (DCP)



May 2020

APPENDIX B

AFFORDABLE HOUSING TRIP GENERATION STUDY

MEMORANDUM

Date: April 20, 2017

To: Claire Bowin & David Somers, Los Angeles Department of City Planning

Cc: Tom Carranza, Los Angeles Department of Transportation

From: Tom Gaul & Cary Bearn, Fehr & Peers

Subject: *Infill and Complete Streets Study*
Task 2.1A Local Affordable Housing Trip Generation Study

Ref: LA15-2755

This memo serves as a summary of Task 2.1A, Local Affordable Housing Trip Generation Study, as part of the City of Los Angeles' *Infill and Complete Streets: Capturing VMT Impacts & Benefits Pursuant to CEQA* study. As part of Task 2.1A, vehicle trip generation and parking utilization surveys were conducted at numerous affordable housing locations throughout the City of Los Angeles in order to provide an improved understanding of vehicle trip generation and parking demand characteristics of affordable housing uses in Los Angeles.

The empirical trip generation data collected through this effort will be used to customize and calibrate the MXD model for Los Angeles to be integrated into the vehicle miles traveled (VMT) VMT Calculator to be developed for the City as part of later tasks in the study.

METHODOLOGY

Twenty-four hour driveway vehicle counts were conducted at the various survey sites using video cameras. Manual overnight parking utilization sweeps were also conducted.

Criteria for selection of the survey sites included:

- **Sample Size** – The Institute of Transportation Engineers (ITE) recommends that at least three and preferably five independent survey sites be used to establish a local trip generation rate for a particular land use. This recommendation was exceeded for all land use types included in this study, including for each of the subcategories of affordable housing sites.
- **100% Affordable** – The affordable housing site must be 100% affordable (other than the manager's unit). This was to ensure that the counts reflect the trip generation behavior solely of affordable units.
- **Isolatable Use** – The sites must be standalone and not part of a mixed-use development.



- Countable Driveway(s) – Driveways must be serving parking lots for the use of the site and not also serving parking lots for other land uses in the surrounding area.
- Successful Development – The development should be mature, be located in a mature environment, and appear to be economically healthy.
- Permission of Property Owners/Managers – Permission was obtained in order to survey a site.

AFFORDABLE HOUSING TRIP GENERATION AND PARKING

Data Collection

Twenty-four hour driveway counts and overnight parking sweeps were conducted at a total of 42 affordable housing sites within the City of Los Angeles (35 sites counted in May-June 2016 and seven additional sites counted in November 2016). The affordable housing study locations were identified in consultation with the City of Los Angeles Department of City Planning and the City of Los Angeles Housing+Community Investment Department. The sites were categorized according to two criteria considered to influence the level of vehicle ownership and tripmaking but also considered to be available and applicable to future projects (i.e., measureable and able to be determined using a readily available data source): proximity to transit and affordable housing type:

- Proximity to Transit – The Southern California Association of Governments (SCAG) has defined “Transit Priority Areas” (TPAs) as the area within ½ mile of an existing major transit stop, and defines a major transit stop as either a rail station or an intersection of 2 or more major bus routes with peak service frequencies of 15 minutes or less. The transit priority area defined by SCAG applies a ½ mile radial from the station or intersection. For this study, a ½ mile walkshed along the transportation network was used in lieu of the ½ mile radius. Additionally, stations for the Metro Orange Line and Silver Line Busways were not included in the SCAG definition but were added as part of the rail stations. These busways provide peak hour service less than 15 minutes and operate in dedicated rights-of-way. Study locations were defined as either inside or outside a transit priority area. Twenty of the study locations were within a TPA and 22 were outside of a TPA.
- Housing Type – Affordable housing type was categorized as serving families, seniors, special needs, or permanent supportive. Family affordable housing offers affordable dwelling units designed for households with children. Senior affordable housing provides affordable dwelling units designed for mature residents. The category of special needs housing includes facilities serving a variety of populations, including foster youth, disabled, mentally ill, and HIV/AIDS. Permanent supportive housing provides long-term housing with supportive services designed to enable homeless persons and individuals/families at risk of homelessness to ensure that they remain housed and live as independently as possible. Fourteen of the study sites were designated as family housing, thirteen were senior, eight were special needs, and seven were permanent supportive. Each of these categories were divided roughly equally between sites within a TPA and sites outside of a TPA.



Retail job density was also considered as a possible variable influencing tripmaking but, based on exploratory data analysis and discussions with LADOT, the final trip generation analysis was disaggregated based on proximity to transit and housing type only.

Table 1 presents the list of properties included in the analysis. Table 2 shows the aggregated vehicle trip generation results based on proximity to transit and housing type. Table 2 also shows relevant trip generation rates from ITE's *Trip Generation, 9th Edition*, for comparison. Table 3 shows the aggregated parking demand and utilization results based on proximity to transit and housing type. For comparison, Table 3 also shows relevant parking requirements from the Los Angeles Municipal Code (LAMC).

Property managers for 36 of the 42 surveyed sites provided information regarding selected characteristics of the sites. All of the respondents stated that they provide parking but do not charge residents for parking on-site. None of the respondents provide partially or fully-subsidized transit passes to residents, none provide car-share services, and one provides a shuttle to grocery stores.

Results

Reviewing Table 2, the following observations can be made:

- The empirical vehicle trip generation rates across the affordable housing survey sites are higher for the affordable family units relative to the senior, special needs, and permanent supportive affordable units.
- The empirical trip generation rates are generally lower for units located within a TPA than for units located outside of a TPA.
- The empirical trip generation rates averaged across all 42 of the affordable housing survey sites are lower than the ITE trip rates for standard apartments for all three time periods (daily, AM peak hour, and PM peak hour). This holds true as well for almost all of the disaggregated subcategories (the sole exception being affordable family units outside of a TPA during the AM peak hour).
- Affordable family units both inside and outside of a TPA are the only categories with empirical rates higher than the ITE high-rise apartment rates (an ITE category which primarily consists of buildings within urban areas).
- The empirical rates for senior, special needs, and permanent supportive affordable housing are far lower than both the ITE apartment and ITE high-rise apartment rates.
- The empirical rates for the senior affordable housing are lower than ITE rates for senior adult housing.

Reviewing Table 3, the following observations can be made:

- The empirical parking demand ratios are higher for the affordable family units relative to the senior, special needs, and permanent supportive units.



- The empirical parking demand ratios for each of the subcategorizations of the affordable housing survey sites (by affordable housing type and by transit proximity) are lower than the LAMC parking requirement for apartments.
- The empirical parking demand ratios for family affordable housing range from 0.82 to 0.85 spaces per unit and are lower than the parking requirements under the LAMC Affordable Housing Density Bonus Option 2 (LAMC 12.22A.25(d)(2)) for restricted affordable units (1 space per unit).
- The empirical parking demand ratios for senior, special needs, and permanent supportive affordable housing range from 0.20 to 0.48 spaces per unit and are lower than the parking requirements under the LAMC Affordable Housing Density Bonus Option 2 (LAMC 12.22A.25(d)(2)) for units restricted to low or very low income senior citizen or disabled (0.5 spaces per unit).
- The empirical parking demand ratios are lower for units located within a TPA than for units located outside of a TPA for the senior, special need, and permanent supportive units but not for the family units.

SOURCES

Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012.

Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, 2014.

Los Angeles Municipal Code.

TABLE 1
Affordable Housing Trip Generation and Parking Utilization Survey Locations

Count	Name	Address	Transit Priority Area	Housing Type
1	Barnsdall Court	1632 N Normandie Ave, Hollywood, CA 90027	Inside	Family
2	Parkside Apartments	900 S Grand Ave, Los Angeles, CA 90015	Inside	Family
3	El Dorado Family Apts	12129 N El Dorado Ave, Los Angeles, CA 91342	Inside	Family
4	Union Point	420 Union Dr, Los Angeles, CA 90017	Inside	Family
5	Coronita Family	204 S Lucas Ave, Los Angeles, CA 90026	Inside	Family
6	New Venice 1A	535 Santa Clara Ave, Venice, CA 90291	Inside	Family
7	New Venice 2C	1002 5th Ave, Venice, CA 90291	Inside	Family
8	Sichel Family Apts	1805 Sichel St, Los Angeles, CA 90031	Inside	Family
9	Bonnie Brae Village	208 S Bonnie Brae St, Los Angeles, CA 90057	Inside	Permanent Supportive
10	Gower Street Apts	1140 N Gower St, Los Angeles, CA 90038	Inside	Permanent Supportive
11	The Villas At Gower	1726 N Gower St, Hollywood, CA 90028	Inside	Permanent Supportive
12	NoHo Seniors Villa	5525 Klump Ave, North Hollywood, CA 91601	Inside	Seniors
13	Morgan Place Senior Apts	7301 S Crenshaw Blvd, Los Angeles, CA 90043	Inside	Seniors
14	Figueroa Senior Housing	7621 S Figueroa St, Los Angeles, CA 90044	Inside	Seniors
15	Hollenbeck Terrace	610 S Saint Louis St, Los Angeles, CA 90023	Inside	Seniors
16	Ward Villas	1177 W Adams Blvd, Los Angeles, CA 90007	Inside	Seniors
17	Vermont Manzanita	1225 S Vermont Ave, Los Angeles, CA 90006	Inside	Special Needs
18	New Carver	1624 S Hope St, Los Angeles, CA 90015	Inside	Special Needs
19	Charles Cobb Apts	521 S San Pedro St, Los Angeles, CA 90013	Inside	Special Needs
20	New Genesis	452 S Main St, Los Angeles, CA 90013	Inside	Special Needs
21	Rio Vista Apts	3000 N Verdugo Rd, Los Angeles, CA 90065	Outside	Family
22	New Venice 4B	915 7th Ave, Venice, CA 90291	Outside	Family
23	Cuatro Vientos	5331 E Huntington Dr, Los Angeles, CA 90032	Outside	Family
24	Lorena Terrace	611 South Lorena St, Los Angeles, CA 90023	Outside	Family
25	Laurel Village	9700 Laurel Canyon Blvd, Pacoima, CA 91331	Outside	Family
26	New Venice 2D	919 5th Ave, Venice, CA 90291	Outside	Family
27	Cornerstone Apts	14128 Calvert St, Van Nuys, CA 91401	Outside	Permanent Supportive
28	Willis Avenue Apts	14731 W Rayen St, Los Angeles, CA 91402	Outside	Permanent Supportive
29	PATH Villas At Del Rey	11734 Courtleigh Dr, CA 90066	Outside	Permanent Supportive
30	Winnetka Senior Apts	20750 Sherman Way, Los Angeles CA 91306	Outside	Permanent Supportive
31	TELACU Pointe	3100 Fletcher Dr, Los Angeles, CA 90065	Outside	Seniors
32	Asturias Senior Apts	9628 Van Nuys Blvd, Panorama City, CA 91402	Outside	Seniors
33	Cantabria Senior Apts	9640 N Van Nuys Blvd, Los Angeles, CA 91402	Outside	Seniors
34	TELACU Vista	4900 N Via Marisol, Highland Park, CA 90032	Outside	Seniors
35	Andalucia Senior Apts	15305 W Lanark St, Los Angeles, CA 91406	Outside	Seniors
36	TELACU Las Flores	12793 Mercer St, Pacoima, CA 91331	Outside	Seniors
37	Buckingham Sr. Housing	4020 S Buckingham Rd, Los Angeles, CA 90008	Outside	Seniors
38	Villa Valley	15950 Sherman Way, Los Angeles, CA 91406	Outside	Seniors
39	Allesandro Street Apts	1934 Allesandro St, Los Angeles, CA 90039	Outside	Special Needs
40	Innes Heights, Lp	1245 Innes Ave, Los Angeles, CA 90026	Outside	Special Needs
41	Woodland Terrace	15532 W Nordhoff St, North Hills, CA 91343	Outside	Special Needs
42	Guy Gabaldon Apts	3553 Beswick St, Los Angeles, CA 90023	Outside	Special Needs

TABLE 2
Vehicle Trip Rates for Affordable Housing Sites in Los Angeles
(By Transit Priority Area and Affordable Housing Type)
 Counts conducted May, June, and November 2016

TPA Area	Affordable Housing Type	Bin	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
Inside	-		20	2.32	0.26	40%	60%	0.20	56%	44%
Outside	-		22	2.48	0.25	46%	54%	0.24	52%	48%
-	Family		14	4.16	0.52	38%	62%	0.38	55%	45%
-	Seniors		13	1.72	0.12	38%	62%	0.15	52%	48%
-	Special Needs		8	1.49	0.17	43%	57%	0.11	54%	46%
-	Permanent Supportive		7	1.23	0.08	67%	33%	0.13	53%	47%
Inside	Family	Inside, Family	8	4.16	0.49	37%	63%	0.35	56%	44%
Inside	Seniors	Inside, Seniors	5	1.31	0.13	38%	62%	0.13	47%	53%
Inside	Special Needs	Inside, Special Needs	4	1.00	0.10	30%	70%	0.05	67%	33%
Inside	Permanent Supportive	Inside, Permanent Supportive	3	0.87	0.08	62%	38%	0.09	59%	41%
Outside	Family	Outside, Family	6	4.15	0.55	40%	60%	0.43	55%	45%
Outside	Seniors	Outside, Seniors	8	1.97	0.11	38%	62%	0.17	55%	45%
Outside	Special Needs	Outside, Special Needs	4	1.98	0.24	54%	46%	0.16	44%	56%
Outside	Permanent Supportive	Outside, Permanent Supportive	4	1.50	0.09	71%	29%	0.16	49%	51%

ITE for Comparison

ITE Record Number	Description	Sample Size	Daily Rate (Trips per DU)	Average AM Peak Hour Rate (Trips per DU)	AM Percent In	AM Percent Out	Average PM Peak Hour Rate (Trips per DU)	PM Percent In	PM Percent Out
ITE 220	Apartment	78-90	6.65	0.51	20%	80%	0.62	65%	35%
ITE 222	High-Rise Apartment	9-17	4.20	0.30	25%	75%	0.35	61%	39%
ITE 252	Senior Adult Housing-Attached	5-10	3.44	0.20	34%	66%	0.25	54%	46%
ITE 253	Congregate Care Facility	2-3	2.02	0.06	59%	41%	0.17	55%	45%
ITE 255	Continuing Care Retirement Community	4-6	2.40	0.14	65%	35%	0.16	39%	61%

TABLE 3
Parking Demand Rates for Affordable Housing Sites in Los Angeles
(By Transit Priority Area and Affordable Housing Type)
Surveys conducted May, June, and November 2016

TPA Area	Affordable Housing Type	Sample Size	Parking Demand Per Dwelling Unit	Parking Utilization
Inside	-	20	0.53	64%
Outside	-	22	0.56	63%
-	Family	14	0.84	72%
-	Seniors	13	0.46	71%
-	Special Needs	8	0.32	43%
-	Permanent Supportive	7	0.37	56%
Inside	Family	8	0.85	74%
Inside	Seniors	5	0.44	73%
Inside	Special Needs	4	0.20	34%
Inside	Permanent Supportive	3	0.29	64%
Outside	Family	6	0.82	70%
Outside	Seniors	8	0.48	69%
Outside	Special Needs	4	0.44	52%
Outside	Permanent Supportive	4	0.43	50%

LAMC for Comparison

	Parking Requirement per Unit
Apartments (LAMC 12.21A.4(a))	
<3 habitable rooms	1
3 habitable rooms	1.5
>3 habitable rooms	2
Projects with Affordable Housing Density Bonus - Option 1 (applies to all units, not just restricted units) (LAMC 12.22A.25(d)(1))	
0-1 bedroom	1
2-3 bedrooms	2
4 or more bedrooms	2.5
Projects with Affordable Housing Density Bonus - Option 2 (applies to restricted units only) (LAMC 12.22A.25(d)(2))	
restricted affordable units	1
restricted to low or very low income senior citizen or disabled	0.5
restricted affordable units in residential hotel	0.25

APPENDIX D

COUNT DATA

CITY TRAFFIC COUNTERS
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 Page No : 1

Groups Printed- Passenger

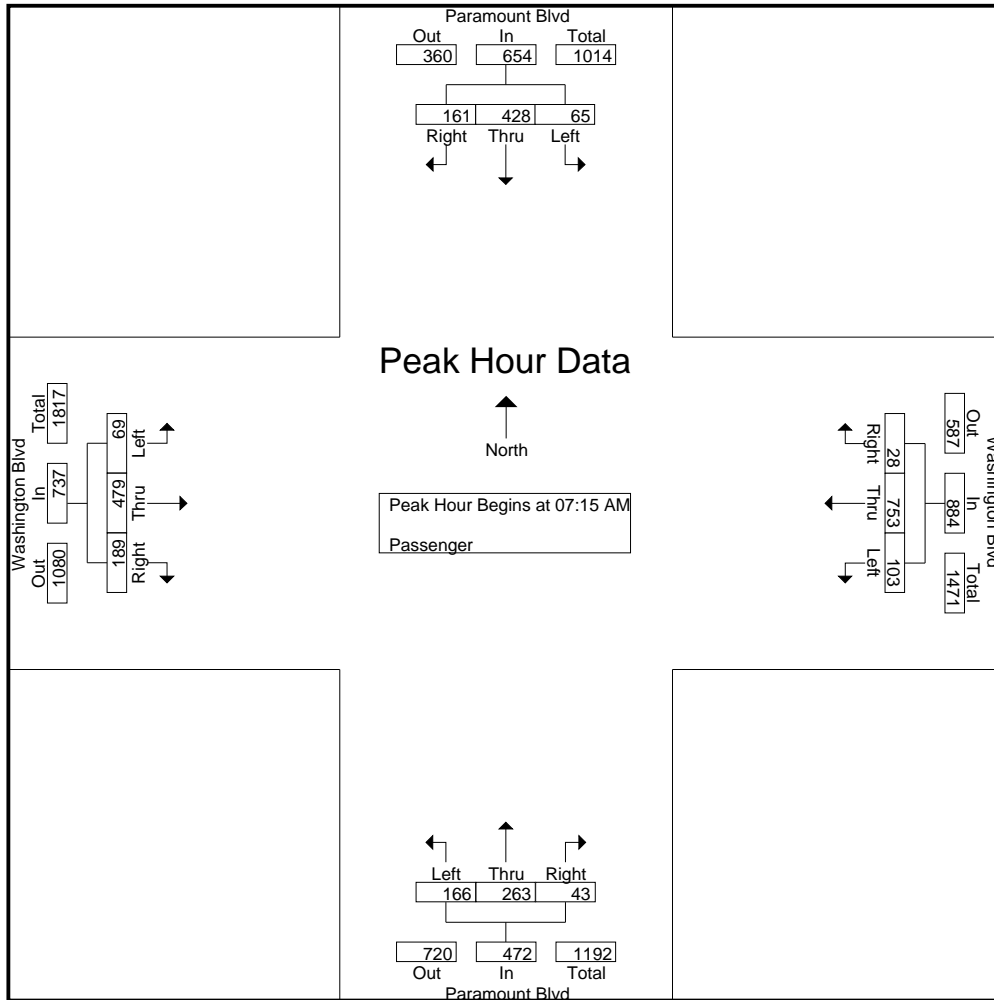
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07:30 AM	12	117	54	25	219	7	40	67	8	14	109	31	703
07:45 AM	16	111	34	32	199	6	52	67	12	21	143	73	766
Total	67	410	172	103	760	26	158	237	38	60	474	179	2684
08:00 AM	18	100	24	19	137	6	45	75	15	19	116	42	616
08:15 AM	17	92	31	22	138	8	36	65	17	10	106	42	584
08:30 AM	15	77	24	21	129	12	41	58	8	18	107	30	540
08:45 AM	19	70	28	13	140	8	52	76	9	15	103	30	563
Total	69	339	107	75	544	34	174	274	49	62	432	144	2303
04:00 PM	42	118	27	21	125	32	74	149	27	47	277	63	1002
04:15 PM	33	130	34	27	157	29	67	161	20	50	322	50	1080
04:30 PM	40	119	26	18	165	20	88	165	24	43	320	52	1080
04:45 PM	46	154	29	24	159	19	72	181	37	39	360	59	1179
Total	161	521	116	90	606	100	301	656	108	179	1279	224	4341
05:00 PM	31	136	26	18	151	31	81	173	32	36	326	57	1098
05:15 PM	52	134	39	23	155	22	71	157	27	43	400	59	1182
05:30 PM	48	131	24	30	157	35	75	163	31	50	415	54	1213
05:45 PM	53	141	18	23	135	32	69	130	28	45	370	58	1102
Total	184	542	107	94	598	120	296	623	118	174	1511	228	4595
Grand Total	481	1812	502	362	2508	280	929	1790	313	475	3696	775	13923
Apprch %	17.2	64.8	18	11.5	79.6	8.9	30.6	59	10.3	9.6	74.7	15.7	
Total %	3.5	13	3.6	2.6	18	2	6.7	12.9	2.2	3.4	26.5	5.6	

CITY TRAFFIC COUNTERS
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 Start Date : 3/9/2021
 Page No : 2

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07:45 AM	16	111	34	161	32	199	6	237	52	67	12	131	21	143	73	237	766
08:00 AM	18	100	24	142	19	137	6	162	45	75	15	135	19	116	42	177	616
Total Volume	65	428	161	654	103	753	28	884	166	263	43	472	69	479	189	737	2747
% App. Total	9.9	65.4	24.6		11.7	85.2	3.2		35.2	55.7	9.1		9.4	65	25.6		
PHF	.855	.915	.745	.893	.805	.860	.778	.880	.798	.877	.717	.874	.821	.837	.647	.777	.897

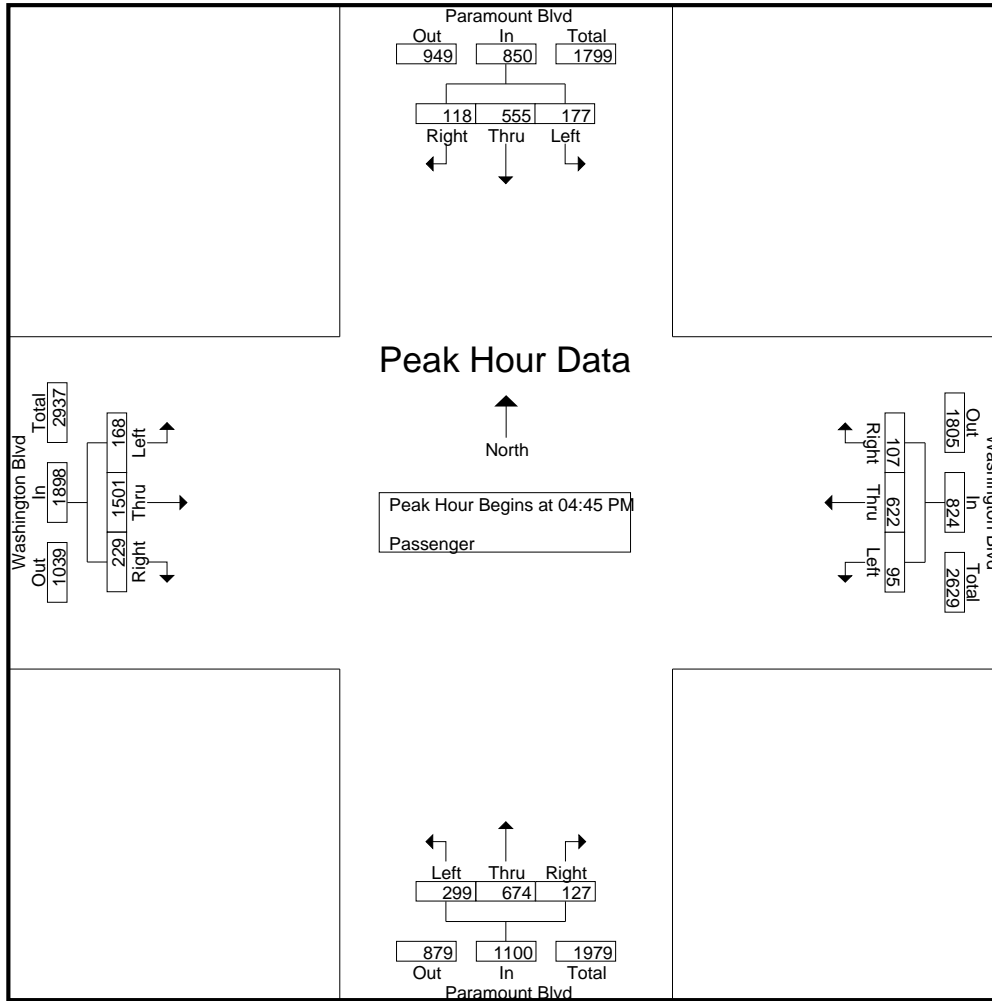
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 Peak Hour for Entire Intersection Begins at 07:15 AM



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 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

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Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	46	154	29	229	24	159	19	202	72	181	37	290	39	360	59	458	1179
05:00 PM	31	136	26	193	18	151	31	200	81	173	32	286	36	326	57	419	1098
05:15 PM	52	134	39	225	23	155	22	200	71	157	27	255	43	400	59	502	1182
05:30 PM	48	131	24	203	30	157	35	222	75	163	31	269	50	415	54	519	1213
Total Volume	177	555	118	850	95	622	107	824	299	674	127	1100	168	1501	229	1898	4672
% App. Total	20.8	65.3	13.9		11.5	75.5	13		27.2	61.3	11.5		8.9	79.1	12.1		
PHF	.851	.901	.756	.928	.792	.978	.764	.928	.923	.931	.858	.948	.840	.904	.970	.914	.963



CITY TRAFFIC COUNTERS
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 Page No : 1

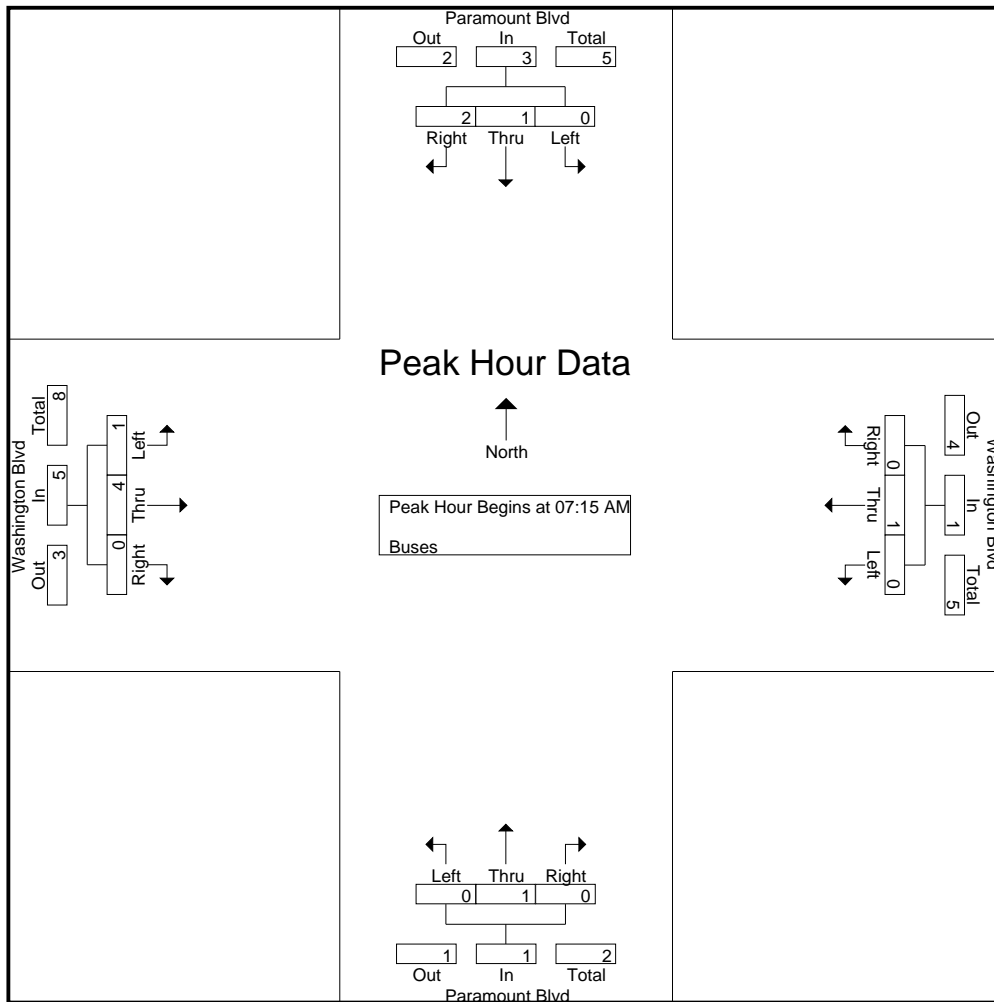
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Total	0	0	2	0	2	0	0	0	1	0	4	0	9
08:00 AM	0	1	0	0	0	0	0	1	0	1	0	0	3
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Total	0	2	0	0	2	0	0	1	0	1	3	0	9
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04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
Total	0	1	0	0	3	0	0	1	0	0	1	0	6
05:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	1	0	0	2	0	6
Grand Total	0	3	2	0	10	0	0	3	1	1	10	0	30
Apprch %	0	60	40	0	100	0	0	75	25	9.1	90.9	0	
Total %	0	10	6.7	0	33.3	0	0	10	3.3	3.3	33.3	0	

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 Page No : 2

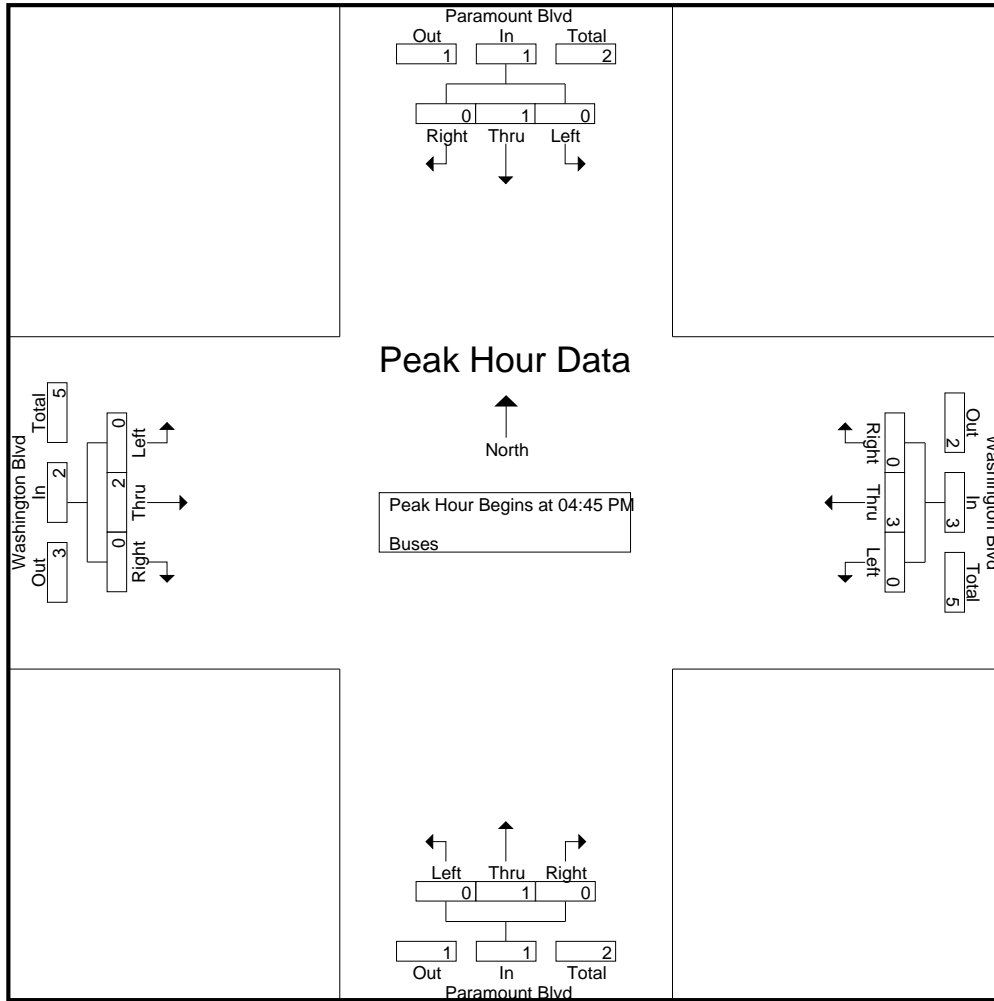
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Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	0	1	3
Total Volume	0	1	2	3	0	1	0	1	0	1	0	1	1	4	0	5	10
% App. Total	0	33.3	66.7		0	100	0		0	100	0		20	80	0		
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 Start Date : 3/9/2021
 Page No : 3

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Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	3	0	3	0	1	0	1	0	2	0	2	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.750	.000	.750	.000	.250	.000	.250	.000	.500	.000	.500	.583



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Motorcycles

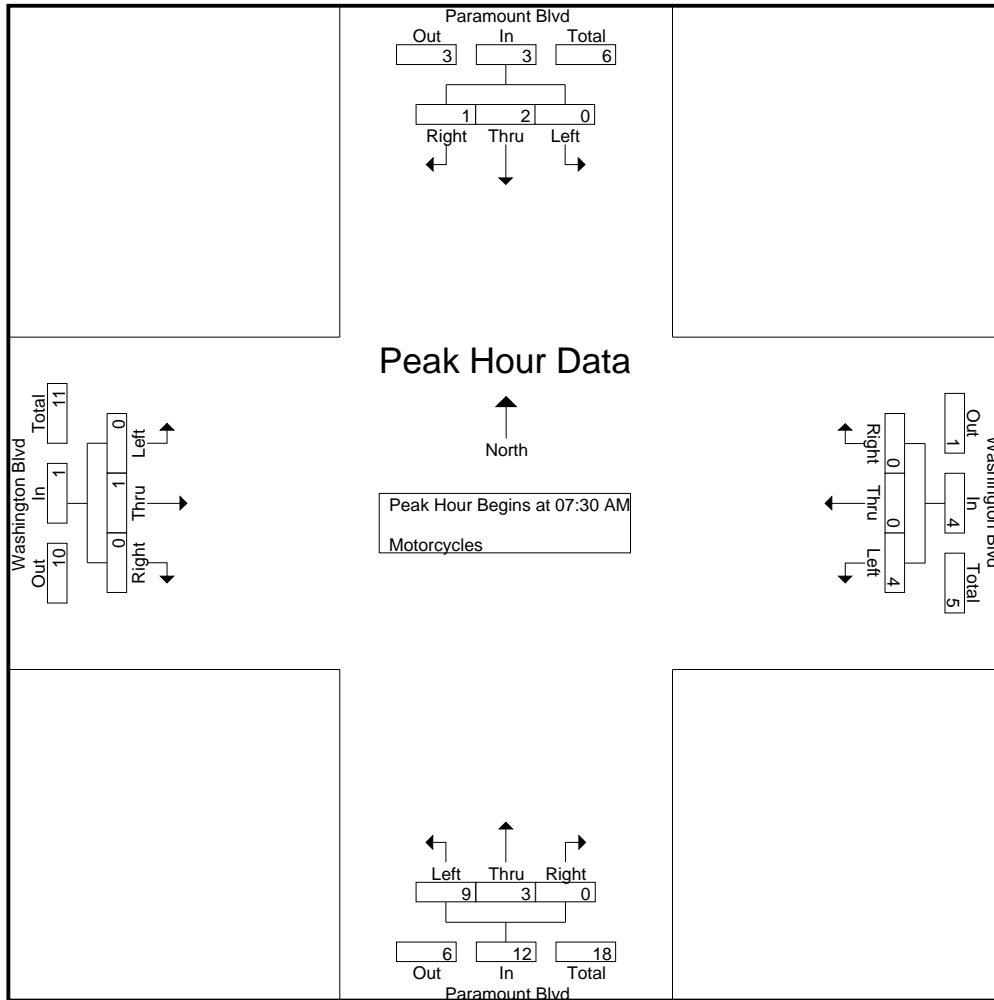
Start Time	Paramount Blvd Southbound			Washington Blvd Westbound			Paramount Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	1	0	0	2	0	0	0	0	0	3
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	2
07:30 AM	0	1	0	2	0	0	3	2	0	0	1	0	9
07:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	3
Total	0	2	1	4	0	0	7	2	0	0	1	0	17
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
08:15 AM	0	1	0	2	0	0	2	1	0	0	0	0	6
08:30 AM	0	2	0	0	0	0	1	0	1	0	0	0	4
08:45 AM	0	0	1	2	0	0	1	1	0	0	0	0	5
Total	0	3	1	4	0	0	6	2	1	0	0	0	17
04:00 PM	1	0	0	1	0	0	2	2	0	0	1	0	7
04:15 PM	0	1	1	1	0	0	1	1	1	0	0	1	7
04:30 PM	1	1	0	1	0	0	4	0	0	0	1	0	8
04:45 PM	1	0	0	0	0	0	2	0	0	1	0	0	4
Total	3	2	1	3	0	0	9	3	1	1	2	1	26
05:00 PM	0	2	0	1	0	0	4	0	0	0	1	0	8
05:15 PM	0	1	0	3	0	0	2	0	1	0	1	1	9
05:30 PM	1	0	1	1	0	0	5	0	0	0	1	0	9
05:45 PM	0	1	0	1	0	0	3	0	1	0	0	0	6
Total	1	4	1	6	0	0	14	0	2	0	3	1	32
Grand Total	4	11	4	17	0	0	36	7	4	1	6	2	92
Apprch %	21.1	57.9	21.1	100	0	0	76.6	14.9	8.5	11.1	66.7	22.2	
Total %	4.3	12	4.3	18.5	0	0	39.1	7.6	4.3	1.1	6.5	2.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	1	0	1	2	0	0	2	3	2	0	5	0	1	0	1	9
07:45 AM	0	0	1	1	0	0	0	0	2	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:15 AM	0	1	0	1	2	0	0	2	2	1	0	3	0	0	0	0	6
Total Volume	0	2	1	3	4	0	0	4	9	3	0	12	0	1	0	1	20
% App. Total	0	66.7	33.3		100	0	0		75	25	0		0	100	0		
PHF	.000	.500	.250	.750	.500	.000	.000	.500	.750	.375	.000	.600	.000	.250	.000	.250	.556

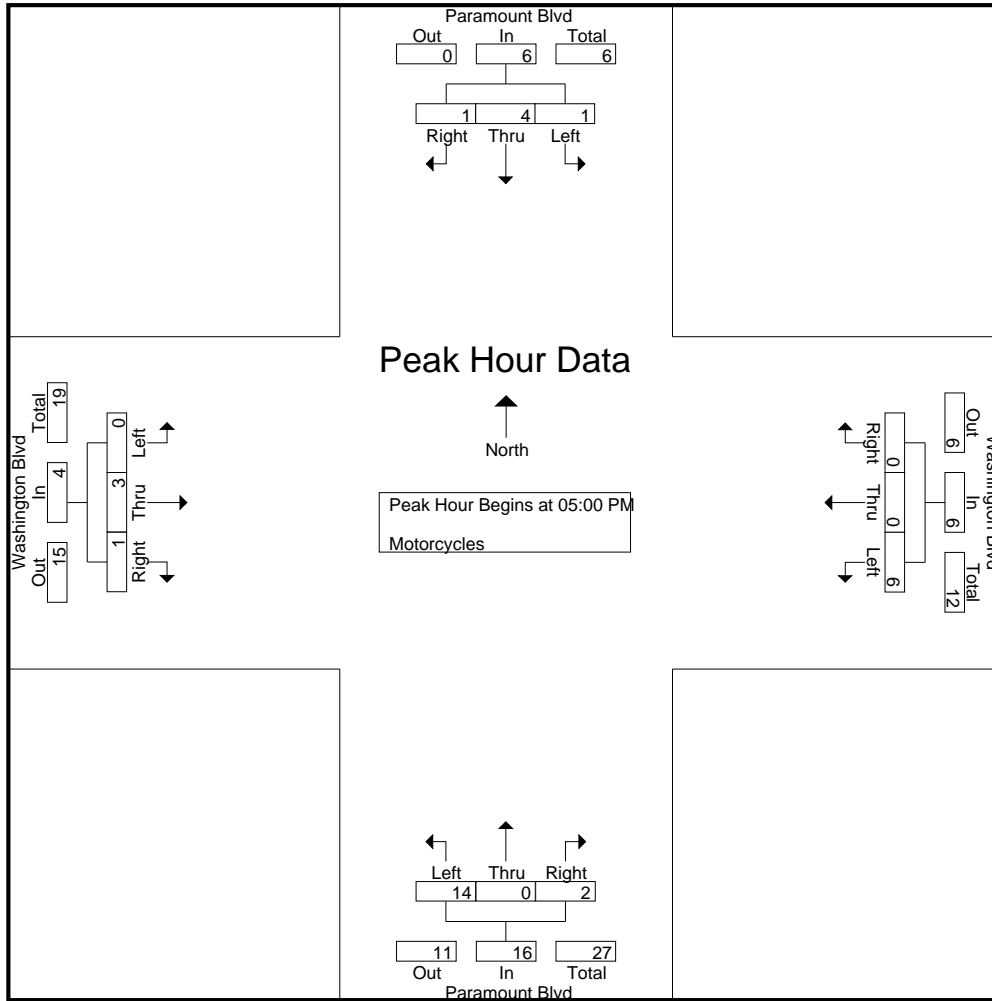
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	2	0	2	1	0	0	1	4	0	0	4	0	1	0	1	8
05:15 PM	0	1	0	1	3	0	0	3	2	0	1	3	0	1	1	2	9
05:30 PM	1	0	1	2	1	0	0	1	5	0	0	5	0	1	0	1	9
05:45 PM	0	1	0	1	1	0	0	1	3	0	1	4	0	0	0	0	6
Total Volume	1	4	1	6	6	0	0	6	14	0	2	16	0	3	1	4	32
% App. Total	16.7	66.7	16.7		100	0	0		87.5	0	12.5		0	75	25		
PHF	.250	.500	.250	.750	.500	.000	.000	.500	.700	.000	.500	.800	.000	.750	.250	.500	.889



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 2 Axle

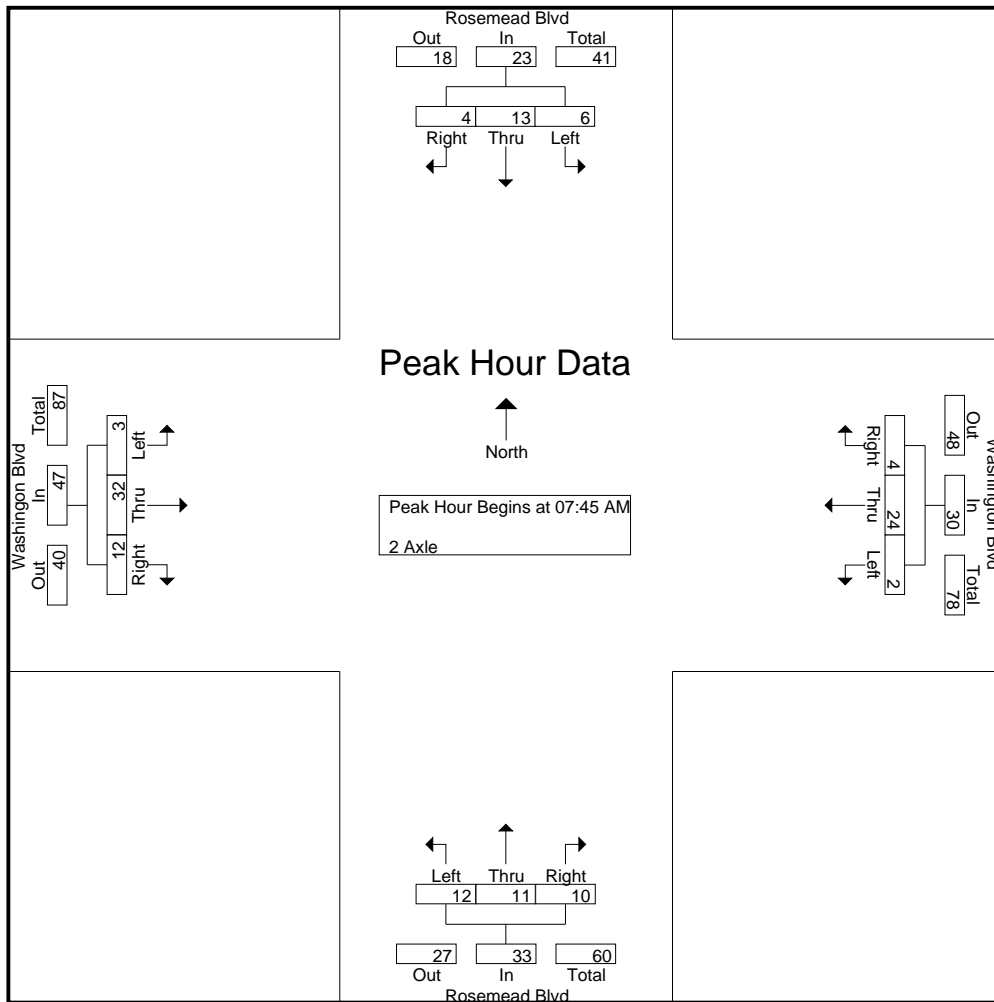
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	6	2	1	3	0	3	2	2	2	3	2	27
07:15 AM	5	6	2	2	5	0	2	2	1	2	7	0	34
07:30 AM	2	4	2	0	10	0	0	5	2	0	6	1	32
07:45 AM	1	5	1	1	7	1	1	4	1	1	2	3	28
Total	9	21	7	4	25	1	6	13	6	5	18	6	121
08:00 AM	1	4	2	0	5	1	3	3	4	0	9	3	35
08:15 AM	1	3	1	0	6	2	4	2	3	1	6	2	31
08:30 AM	3	1	0	1	6	0	4	2	2	1	15	4	39
08:45 AM	0	4	0	2	5	2	1	2	2	1	2	3	24
Total	5	12	3	3	22	5	12	9	11	3	32	12	129
04:00 PM	0	5	0	0	5	0	1	2	2	0	3	4	22
04:15 PM	0	2	1	1	3	1	0	7	0	3	7	2	27
04:30 PM	0	4	0	0	6	1	0	4	1	0	7	1	24
04:45 PM	1	5	1	3	3	0	3	0	1	0	4	2	23
Total	1	16	2	4	17	2	4	13	4	3	21	9	96
05:00 PM	1	0	1	0	5	0	0	1	2	0	4	0	14
05:15 PM	0	0	1	0	1	0	1	0	2	1	3	5	14
05:30 PM	1	2	1	0	2	1	2	3	0	1	11	1	25
05:45 PM	1	0	1	0	1	0	1	1	1	1	2	1	10
Total	3	2	4	0	9	1	4	5	5	3	20	7	63
Grand Total	18	51	16	11	73	9	26	40	26	14	91	34	409
Apprch %	21.2	60	18.8	11.8	78.5	9.7	28.3	43.5	28.3	10.1	65.5	24.5	
Total %	4.4	12.5	3.9	2.7	17.8	2.2	6.4	9.8	6.4	3.4	22.2	8.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	1	5	1	7	1	7	1	9	1	4	1	6	1	2	3	6	28
08:00 AM	1	4	2	7	0	5	1	6	3	3	4	10	0	9	3	12	35
08:15 AM	1	3	1	5	0	6	2	8	4	2	3	9	1	6	2	9	31
08:30 AM	3	1	0	4	1	6	0	7	4	2	2	8	1	15	4	20	39
Total Volume	6	13	4	23	2	24	4	30	12	11	10	33	3	32	12	47	133
% App. Total	26.1	56.5	17.4		6.7	80	13.3		36.4	33.3	30.3		6.4	68.1	25.5		
PHF	.500	.650	.500	.821	.500	.857	.500	.833	.750	.688	.625	.825	.750	.533	.750	.588	.853

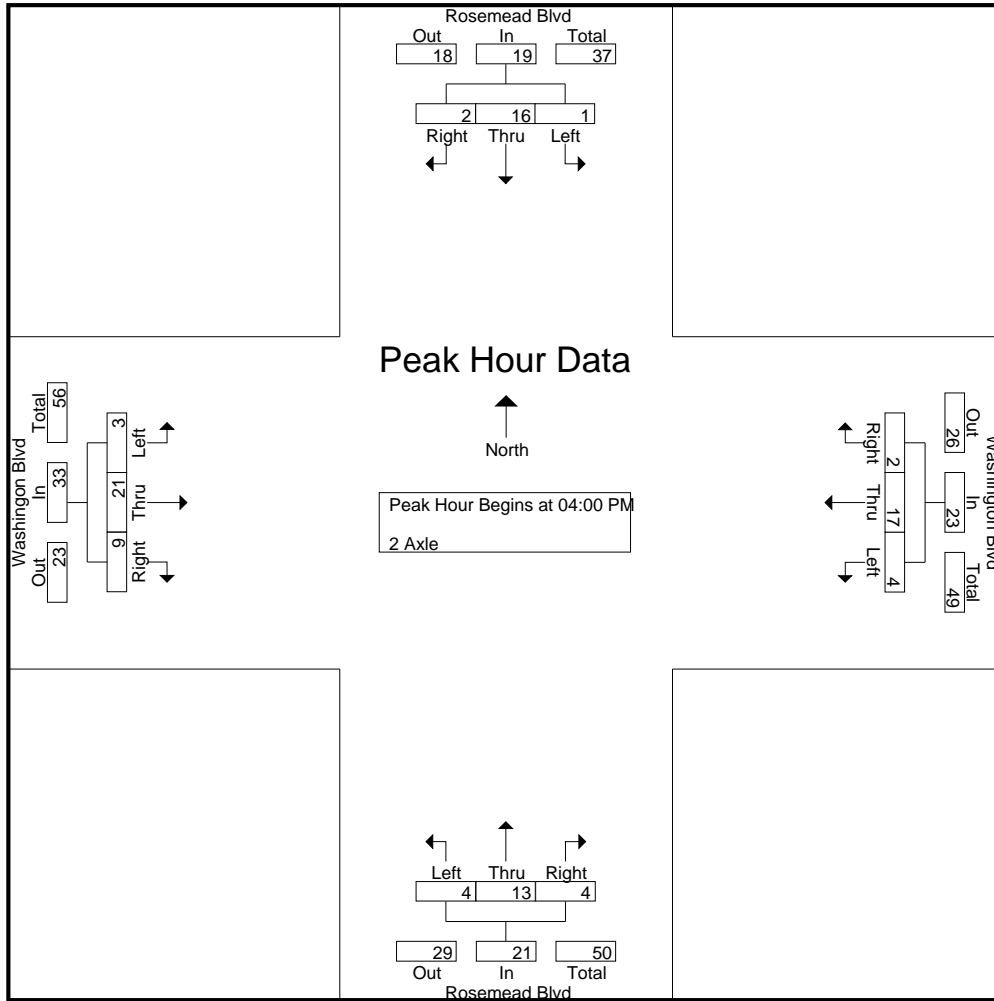
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	5	0	5	0	5	0	5	1	2	2	5	0	3	4	7	22
04:15 PM	0	2	1	3	1	3	1	5	0	7	0	7	3	7	2	12	27
04:30 PM	0	4	0	4	0	6	1	7	0	4	1	5	0	7	1	8	24
04:45 PM	1	5	1	7	3	3	0	6	3	0	1	4	0	4	2	6	23
Total Volume	1	16	2	19	4	17	2	23	4	13	4	21	3	21	9	33	96
% App. Total	5.3	84.2	10.5		17.4	73.9	8.7		19	61.9	19		9.1	63.6	27.3		
PHF	.250	.800	.500	.679	.333	.708	.500	.821	.333	.464	.500	.750	.250	.750	.563	.688	.889



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 3 Axle

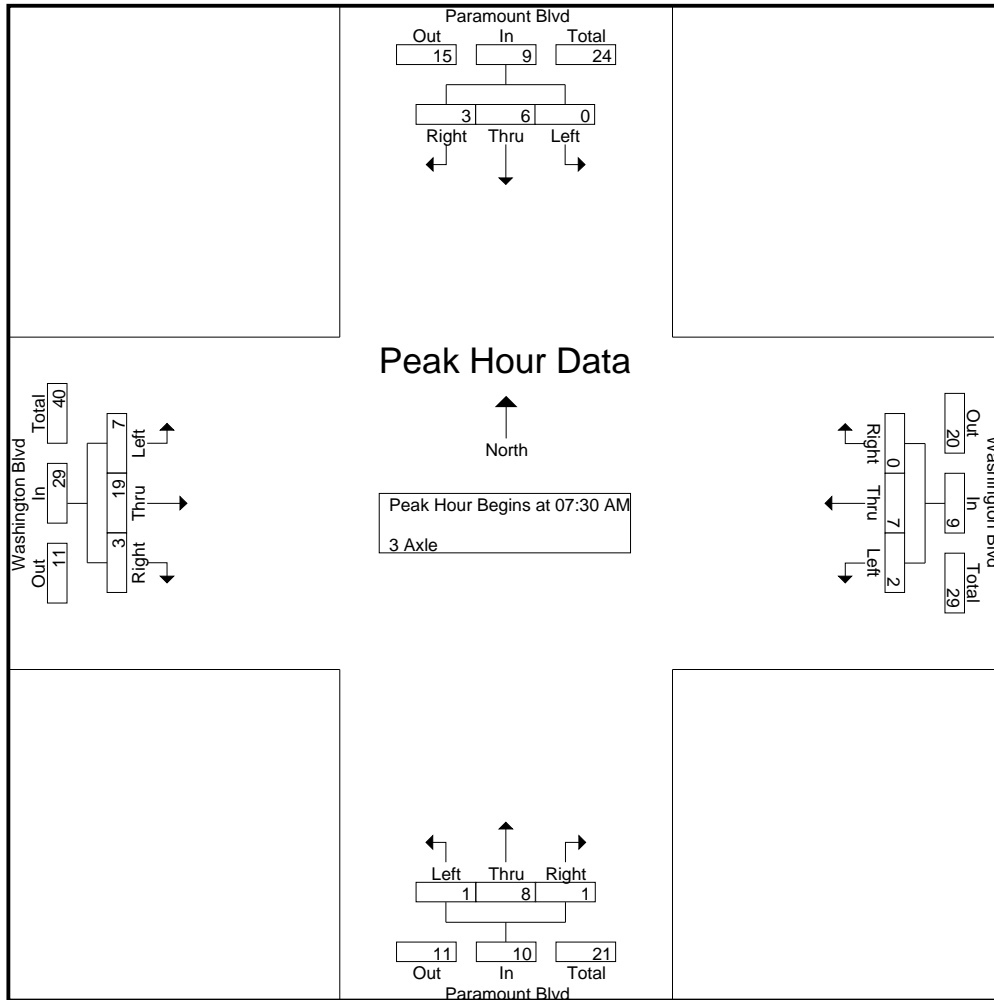
Start Time	Paramount Blvd Southbound			Washington Blvd Westbound			Paramount Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	1	1	0	0	2	1	8
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
07:30 AM	0	1	1	1	2	0	0	1	1	0	4	0	11
07:45 AM	0	2	1	0	1	0	1	2	0	1	5	2	15
Total	0	3	2	1	7	0	2	4	1	1	12	4	37
08:00 AM	0	2	0	0	2	0	0	3	0	1	5	0	13
08:15 AM	0	1	1	1	2	0	0	2	0	5	5	1	18
08:30 AM	0	0	0	0	4	0	0	1	0	0	6	0	11
08:45 AM	0	2	2	0	2	0	0	0	0	0	3	0	9
Total	0	5	3	1	10	0	0	6	0	6	19	1	51
04:00 PM	0	0	0	0	5	1	1	0	0	2	5	0	14
04:15 PM	0	2	0	0	2	0	0	2	1	0	2	0	9
04:30 PM	0	0	1	0	3	0	1	0	0	0	3	0	8
04:45 PM	0	1	1	0	3	0	0	1	0	0	2	0	8
Total	0	3	2	0	13	1	2	3	1	2	12	0	39
05:00 PM	0	0	3	1	4	1	0	1	0	2	0	0	12
05:15 PM	0	1	0	0	1	0	0	1	0	3	0	0	6
05:30 PM	1	1	1	1	4	0	0	0	0	0	0	0	8
05:45 PM	1	0	1	0	2	0	0	0	0	0	4	0	8
Total	2	2	5	2	11	1	0	2	0	5	4	0	34
Grand Total	2	13	12	4	41	2	4	15	2	14	47	5	161
Apprch %	7.4	48.1	44.4	8.5	87.2	4.3	19	71.4	9.5	21.2	71.2	7.6	
Total %	1.2	8.1	7.5	2.5	25.5	1.2	2.5	9.3	1.2	8.7	29.2	3.1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	1	1	2	1	2	0	3	0	1	1	2	0	4	0	4	11
07:45 AM	0	2	1	3	0	1	0	1	1	2	0	3	1	5	2	8	15
08:00 AM	0	2	0	2	0	2	0	2	0	3	0	3	1	5	0	6	13
08:15 AM	0	1	1	2	1	2	0	3	0	2	0	2	5	5	1	11	18
Total Volume	0	6	3	9	2	7	0	9	1	8	1	10	7	19	3	29	57
% App. Total	0	66.7	33.3		22.2	77.8	0		10	80	10		24.1	65.5	10.3		
PHF	.000	.750	.750	.750	.500	.875	.000	.750	.250	.667	.250	.833	.350	.950	.375	.659	.792

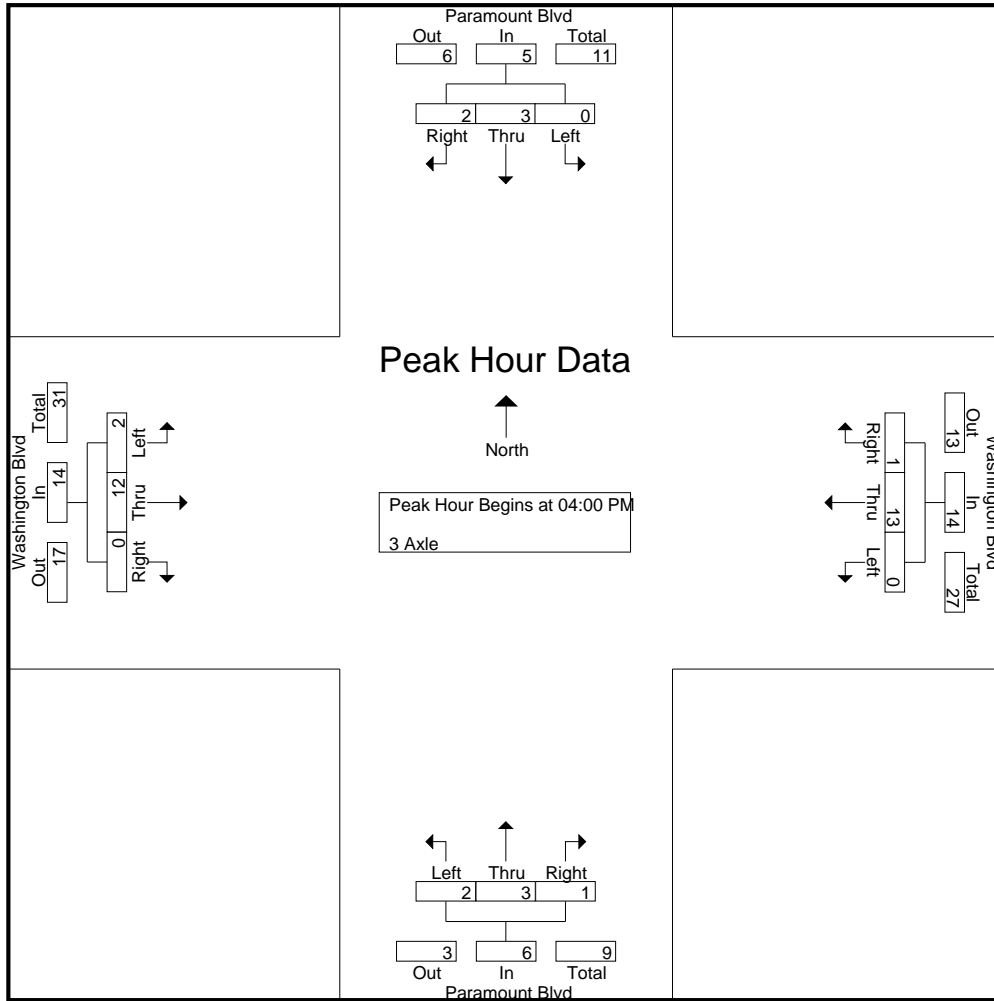
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	5	1	6	1	0	0	1	2	5	0	7	14
04:15 PM	0	2	0	2	0	2	0	2	0	2	1	3	0	2	0	2	9
04:30 PM	0	0	1	1	0	3	0	3	1	0	0	1	0	3	0	3	8
04:45 PM	0	1	1	2	0	3	0	3	0	1	0	1	0	2	0	2	8
Total Volume	0	3	2	5	0	13	1	14	2	3	1	6	2	12	0	14	39
% App. Total	0	60	40		0	92.9	7.1		33.3	50	16.7		14.3	85.7	0		
PHF	.000	.375	.500	.625	.000	.650	.250	.583	.500	.375	.250	.500	.250	.600	.000	.500	.696



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 4+ Axles

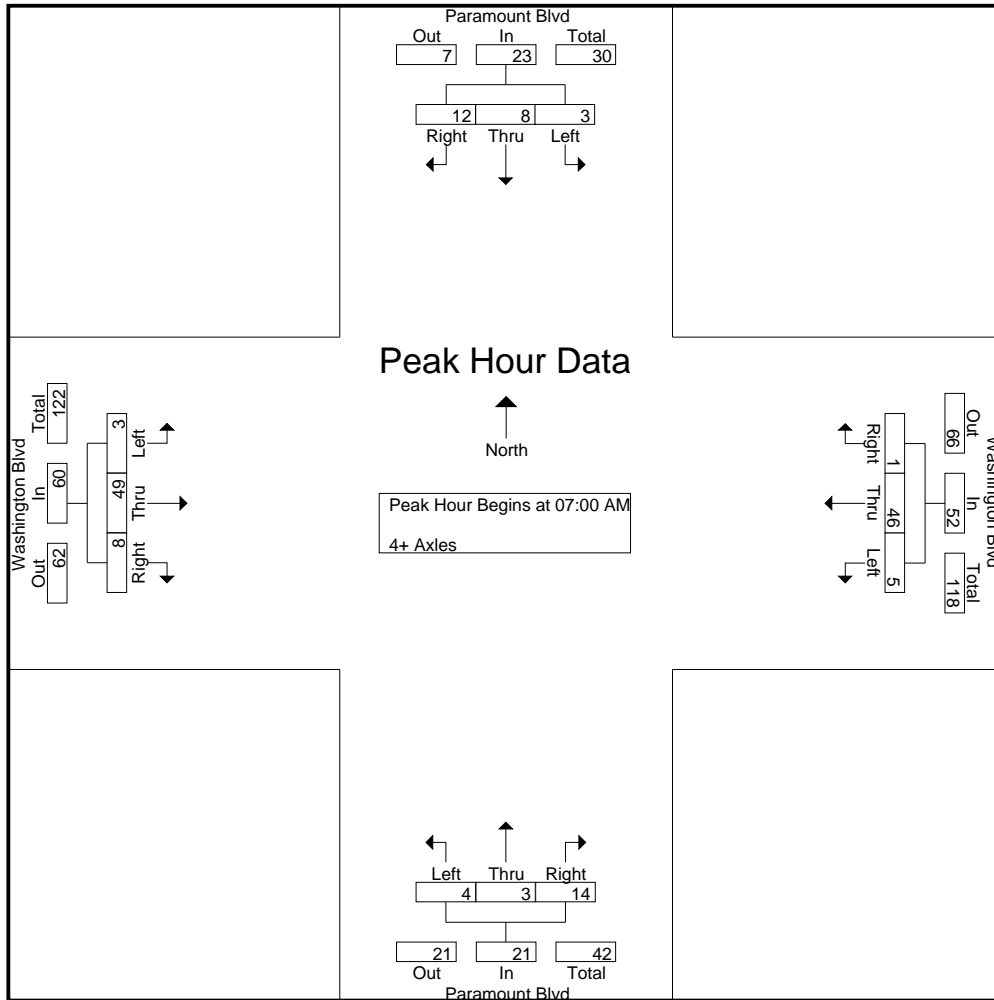
Start Time	Paramount Blvd Southbound			Washington Blvd Westbound			Paramount Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	3	3	2	12	0	1	0	6	1	9	4	41
07:15 AM	1	1	1	0	13	0	0	2	5	1	16	1	41
07:30 AM	1	2	5	1	7	1	0	1	2	0	10	2	32
07:45 AM	1	2	3	2	14	0	3	0	1	1	14	1	42
Total	3	8	12	5	46	1	4	3	14	3	49	8	156
08:00 AM	0	0	1	2	9	0	2	4	2	0	9	1	30
08:15 AM	1	1	3	0	8	1	3	4	3	0	10	2	36
08:30 AM	1	0	0	1	11	0	0	5	3	2	11	1	35
08:45 AM	3	3	3	1	8	2	2	3	1	5	10	0	41
Total	5	4	7	4	36	3	7	16	9	7	40	4	142
04:00 PM	0	2	1	0	7	0	1	1	2	1	3	2	20
04:15 PM	0	1	2	3	5	0	1	1	1	0	8	0	22
04:30 PM	0	1	1	1	6	0	3	1	1	1	9	2	26
04:45 PM	0	2	2	1	8	0	1	4	0	0	9	1	28
Total	0	6	6	5	26	0	6	7	4	2	29	5	96
05:00 PM	0	1	2	1	8	1	1	1	1	1	7	3	27
05:15 PM	0	0	1	0	8	0	0	2	0	0	7	5	23
05:30 PM	0	2	1	0	8	0	0	0	0	2	4	0	17
05:45 PM	0	0	1	0	4	0	0	1	0	1	5	0	12
Total	0	3	5	1	28	1	1	4	1	4	23	8	79
Grand Total	8	21	30	15	136	5	18	30	28	16	141	25	473
Apprch %	13.6	35.6	50.8	9.6	87.2	3.2	23.7	39.5	36.8	8.8	77.5	13.7	
Total %	1.7	4.4	6.3	3.2	28.8	1.1	3.8	6.3	5.9	3.4	29.8	5.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	3	6	2	12	0	14	1	0	6	7	1	9	4	14	41
07:15 AM	1	1	1	3	0	13	0	13	0	2	5	7	1	16	1	18	41
07:30 AM	1	2	5	8	1	7	1	9	0	1	2	3	0	10	2	12	32
07:45 AM	1	2	3	6	2	14	0	16	3	0	1	4	1	14	1	16	42
Total Volume	3	8	12	23	5	46	1	52	4	3	14	21	3	49	8	60	156
% App. Total	13	34.8	52.2		9.6	88.5	1.9		19	14.3	66.7		5	81.7	13.3		
PHF	.750	.667	.600	.719	.625	.821	.250	.813	.333	.375	.583	.750	.750	.766	.500	.833	.929

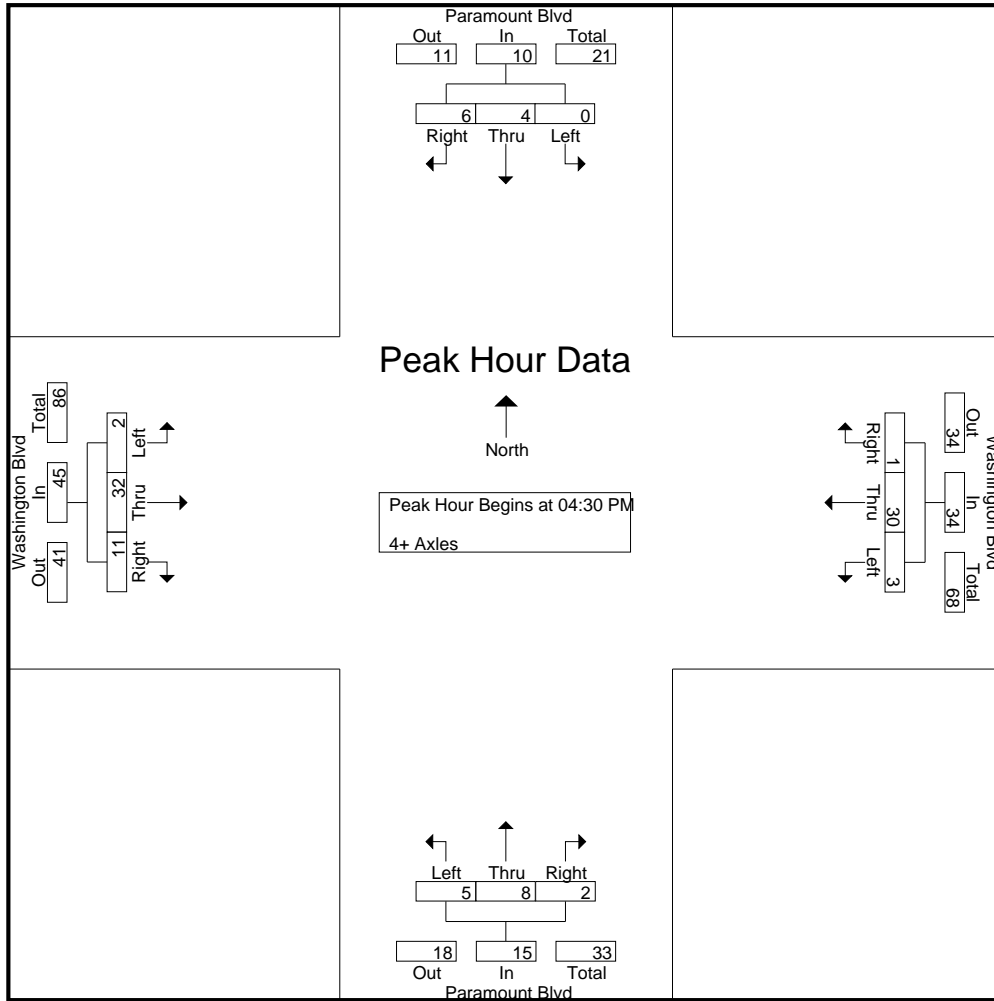
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Paramount Blvd Southbound				Washington Blvd Westbound				Paramount Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	1	2	1	6	0	7	3	1	1	5	1	9	2	12	26
04:45 PM	0	2	2	4	1	8	0	9	1	4	0	5	0	9	1	10	28
05:00 PM	0	1	2	3	1	8	1	10	1	1	1	3	1	7	3	11	27
05:15 PM	0	0	1	1	0	8	0	8	0	2	0	2	0	7	5	12	23
Total Volume	0	4	6	10	3	30	1	34	5	8	2	15	2	32	11	45	104
% App. Total	0	40	60		8.8	88.2	2.9		33.3	53.3	13.3		4.4	71.1	24.4		
PHF	.000	.500	.750	.625	.750	.938	.250	.850	.417	.500	.500	.750	.500	.889	.550	.938	.929



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

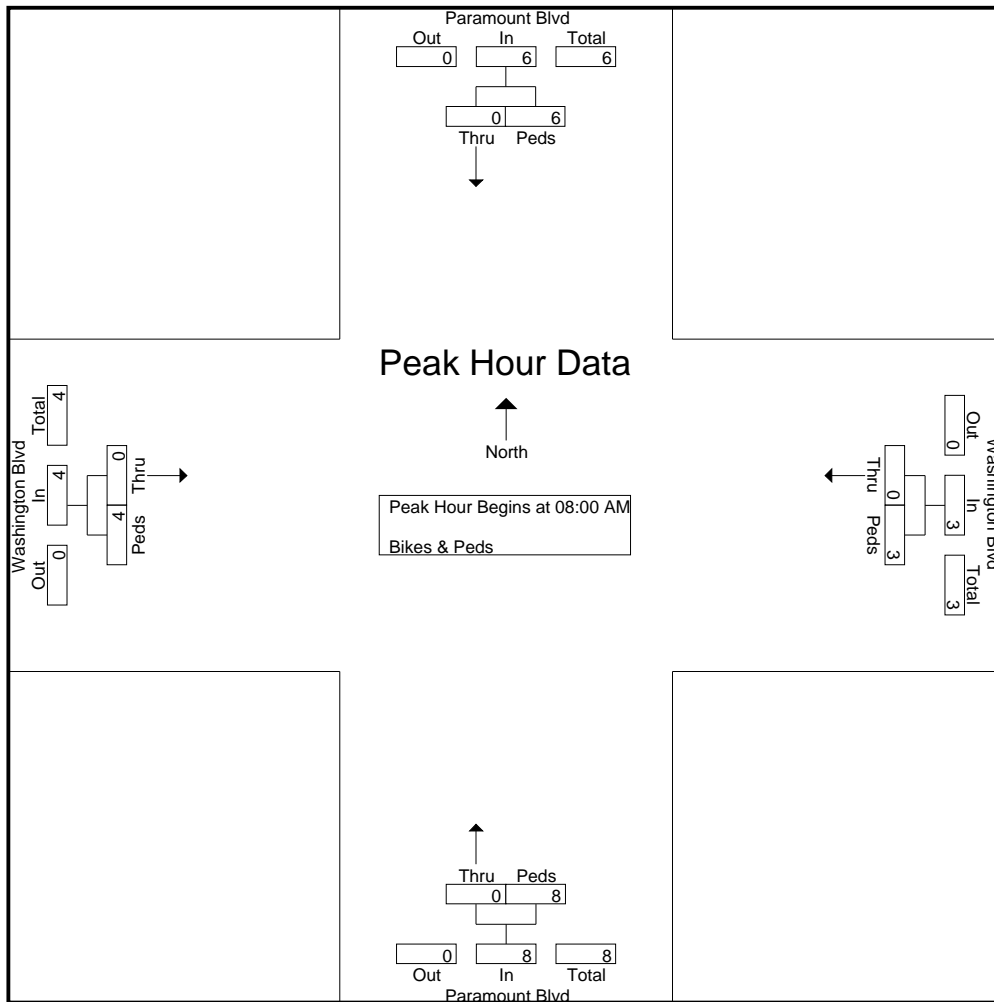
Groups Printed- Bikes & Peds

Start Time	Paramount Blvd Southbound		Washington Blvd Westbound		Paramount Blvd Northbound		Washington Blvd Eastbound		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	2	0	7	1	0	10
07:30 AM	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	1	0	0	0	1
Total	0	0	1	2	1	8	1	1	14
08:00 AM	0	0	0	1	0	2	0	0	3
08:15 AM	0	3	0	2	0	4	0	2	11
08:30 AM	0	1	0	0	0	0	0	2	3
08:45 AM	0	2	0	0	0	2	0	0	4
Total	0	6	0	3	0	8	0	4	21
04:00 PM	1	1	1	2	1	1	1	1	9
04:15 PM	0	2	0	0	0	2	0	1	5
04:30 PM	0	3	0	8	1	1	0	0	13
04:45 PM	2	0	0	0	1	1	0	0	4
Total	3	6	1	10	3	5	1	2	31
05:00 PM	1	1	0	2	0	8	0	3	15
05:15 PM	1	3	0	0	0	1	0	2	7
05:30 PM	2	0	1	0	0	0	0	0	3
05:45 PM	1	2	0	2	1	2	0	0	8
Total	5	6	1	4	1	11	0	5	33
Grand Total	8	18	3	19	5	32	2	12	99
Apprch %	30.8	69.2	13.6	86.4	13.5	86.5	14.3	85.7	
Total %	8.1	18.2	3	19.2	5.1	32.3	2	12.1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Paramount Blvd Southbound			Washington Blvd Westbound			Paramount Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	1	1	0	2	2	0	0	0	3
08:15 AM	0	3	3	0	2	2	0	4	4	0	2	2	11
08:30 AM	0	1	1	0	0	0	0	0	0	0	2	2	3
08:45 AM	0	2	2	0	0	0	0	2	2	0	0	0	4
Total Volume	0	6	6	0	3	3	0	8	8	0	4	4	21
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.500	.500	.000	.375	.375	.000	.500	.500	.000	.500	.500	.477

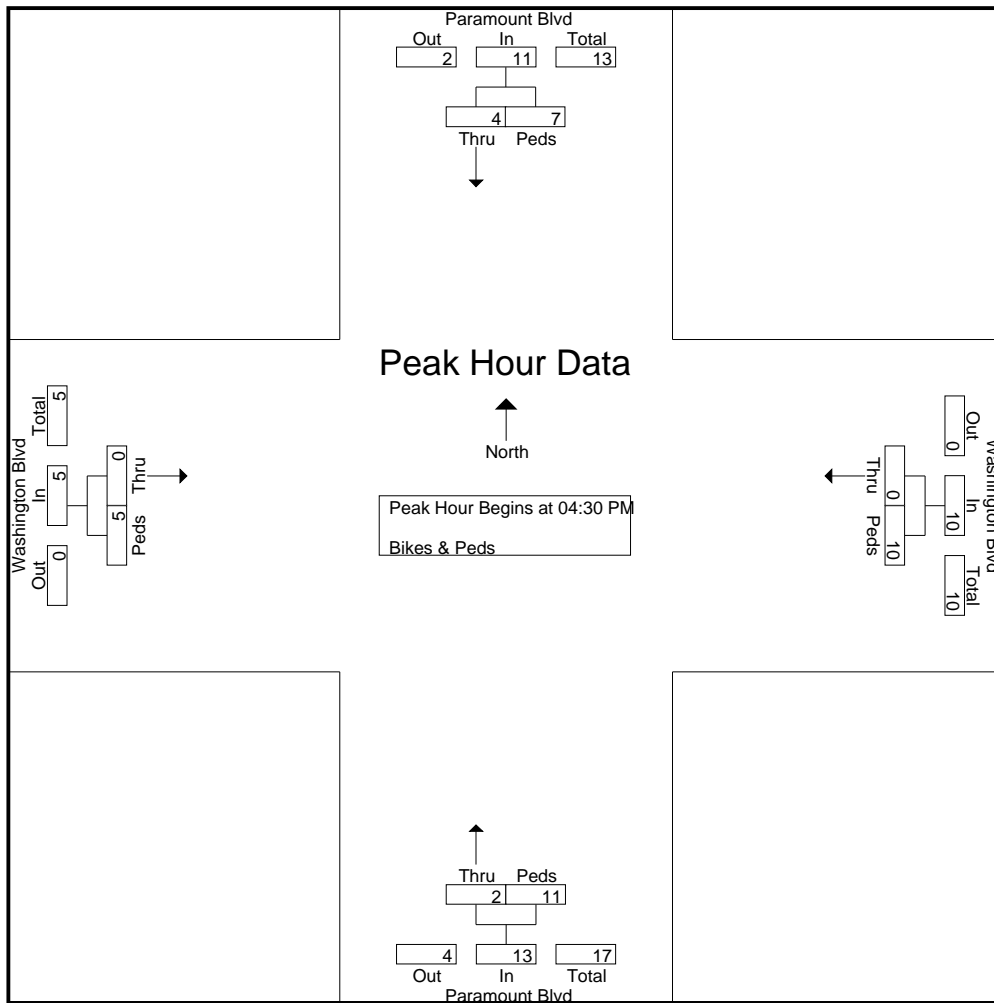


CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Paramount_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Paramount Blvd Southbound			Washington Blvd Westbound			Paramount Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
04:30 PM	0	3	3	0	8	8	1	1	2	0	0	0	13
04:45 PM	2	0	2	0	0	0	1	1	2	0	0	0	4
05:00 PM	1	1	2	0	2	2	0	8	8	0	3	3	15
05:15 PM	1	3	4	0	0	0	0	1	1	0	2	2	7
Total Volume	4	7	11	0	10	10	2	11	13	0	5	5	39
% App. Total	36.4	63.6		0	100		15.4	84.6		0	100		
PHF	.500	.583	.688	.000	.313	.313	.500	.344	.406	.000	.417	.417	.650

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Passenger

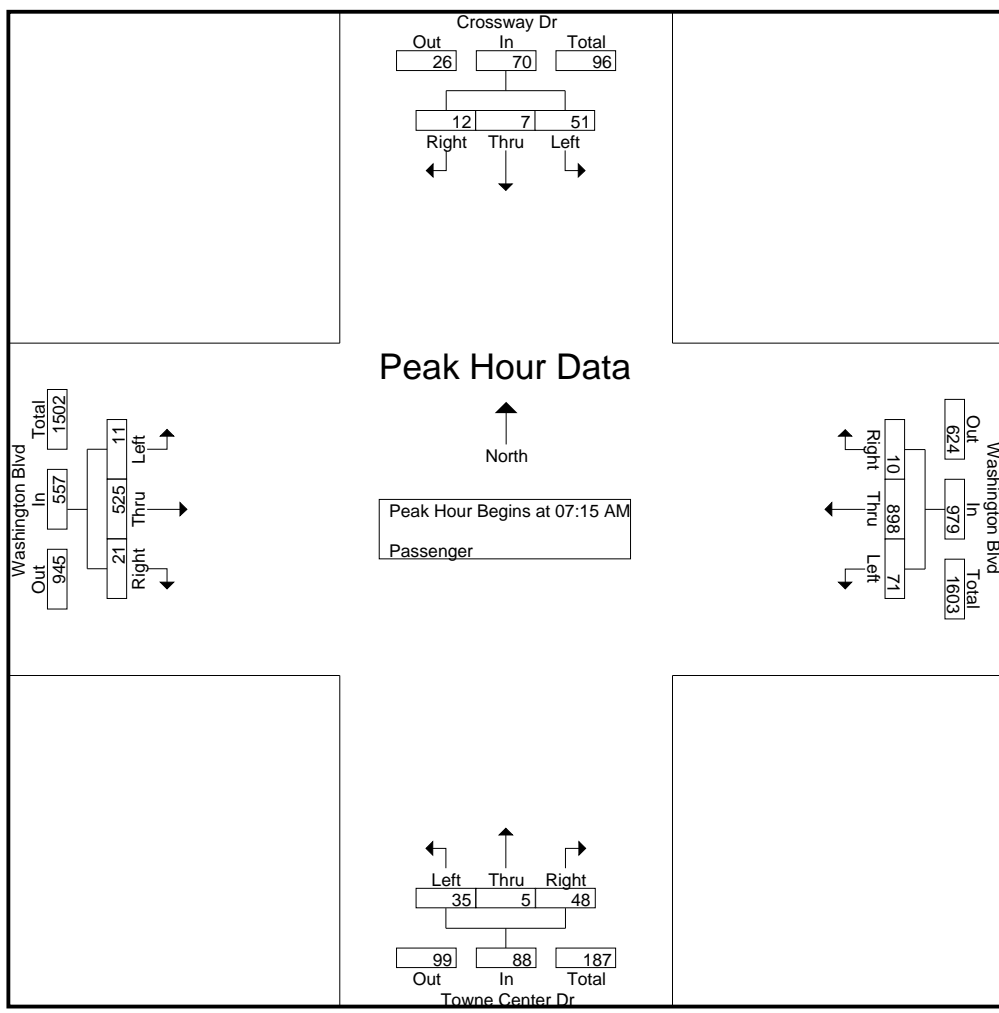
Start Time	Crossway Dr Southbound			Washington Blvd Westbound			Towne Center Dr Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	11	2	5	14	167	2	11	1	6	0	146	1	366
07:15 AM	17	2	2	14	235	1	12	2	6	1	102	8	402
07:30 AM	7	2	1	22	270	3	7	0	16	4	137	2	471
07:45 AM	15	1	6	24	217	2	9	2	11	3	149	7	446
Total	50	7	14	74	889	8	39	5	39	8	534	18	1685
08:00 AM	12	2	3	11	176	4	7	1	15	3	137	4	375
08:15 AM	11	2	1	18	176	8	6	2	5	2	121	4	356
08:30 AM	7	3	4	16	157	8	9	1	9	2	127	5	348
08:45 AM	6	5	4	18	173	8	1	1	15	4	116	6	357
Total	36	12	12	63	682	28	23	5	44	11	501	19	1436
04:00 PM	7	3	2	44	170	11	32	8	36	34	280	12	639
04:15 PM	14	5	5	41	194	11	40	11	33	31	290	15	690
04:30 PM	13	7	4	40	206	13	31	10	39	36	300	19	718
04:45 PM	12	2	2	43	181	12	40	10	32	21	326	18	699
Total	46	17	13	168	751	47	143	39	140	122	1196	64	2746
05:00 PM	18	5	4	33	194	13	36	10	35	24	303	14	689
05:15 PM	22	2	6	45	179	9	30	7	27	24	339	10	700
05:30 PM	18	5	2	33	175	18	36	8	33	15	359	15	717
05:45 PM	20	4	7	38	143	12	49	5	30	16	313	18	655
Total	78	16	19	149	691	52	151	30	125	79	1314	57	2761
Grand Total	210	52	58	454	3013	135	356	79	348	220	3545	158	8628
Apprch %	65.6	16.2	18.1	12.6	83.6	3.7	45.5	10.1	44.4	5.6	90.4	4	
Total %	2.4	0.6	0.7	5.3	34.9	1.6	4.1	0.9	4	2.5	41.1	1.8	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	17	2	2	21	14	235	1	250	12	2	6	20	1	102	8	111	402
07:30 AM	7	2	1	10	22	270	3	295	7	0	16	23	4	137	2	143	471
07:45 AM	15	1	6	22	24	217	2	243	9	2	11	22	3	149	7	159	446
08:00 AM	12	2	3	17	11	176	4	191	7	1	15	23	3	137	4	144	375
Total Volume	51	7	12	70	71	898	10	979	35	5	48	88	11	525	21	557	1694
% App. Total	72.9	10	17.1		7.3	91.7	1		39.8	5.7	54.5		2	94.3	3.8		
PHF	.750	.875	.500	.795	.740	.831	.625	.830	.729	.625	.750	.957	.688	.881	.656	.876	.899

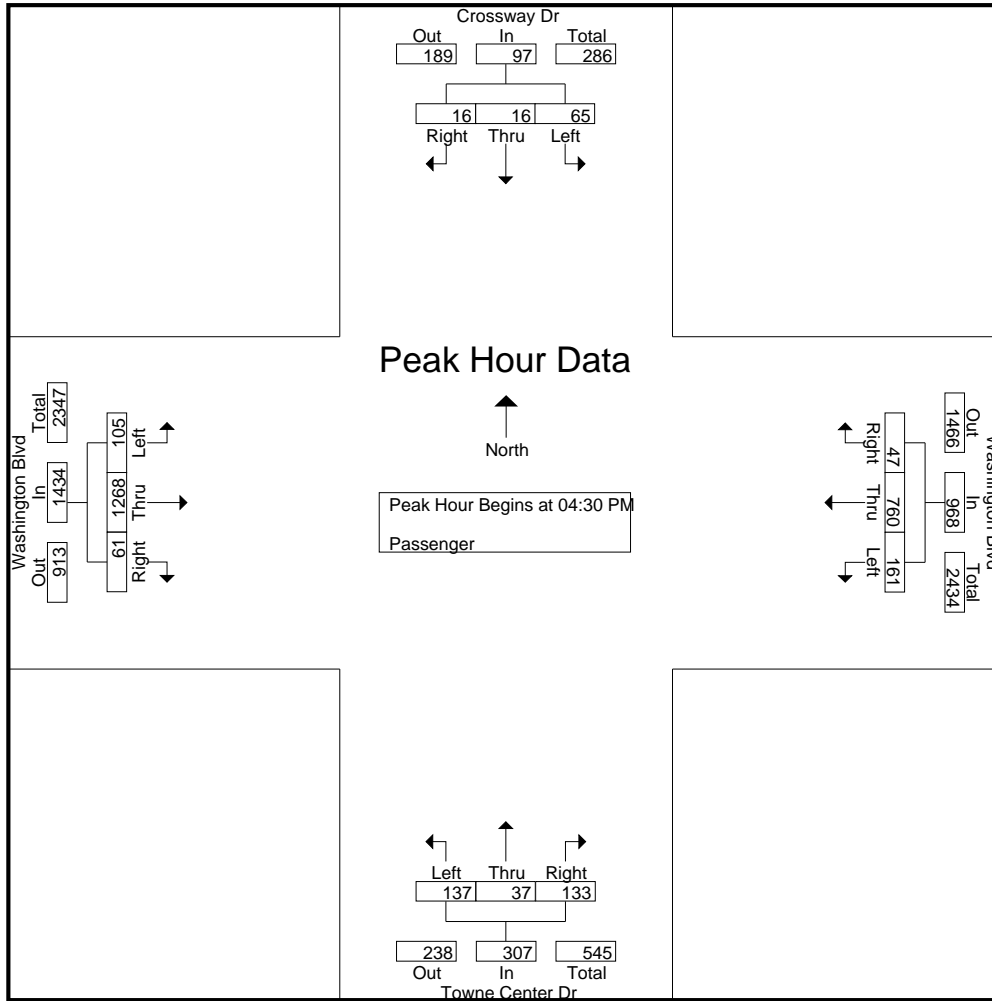
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	13	7	4	24	40	206	13	259	31	10	39	80	36	300	19	355	718
04:45 PM	12	2	2	16	43	181	12	236	40	10	32	82	21	326	18	365	699
05:00 PM	18	5	4	27	33	194	13	240	36	10	35	81	24	303	14	341	689
05:15 PM	22	2	6	30	45	179	9	233	30	7	27	64	24	339	10	373	700
Total Volume	65	16	16	97	161	760	47	968	137	37	133	307	105	1268	61	1434	2806
% App. Total	67	16.5	16.5		16.6	78.5	4.9		44.6	12.1	43.3		7.3	88.4	4.3		
PHF	.739	.571	.667	.808	.894	.922	.904	.934	.856	.925	.853	.936	.729	.935	.803	.961	.977



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Buses

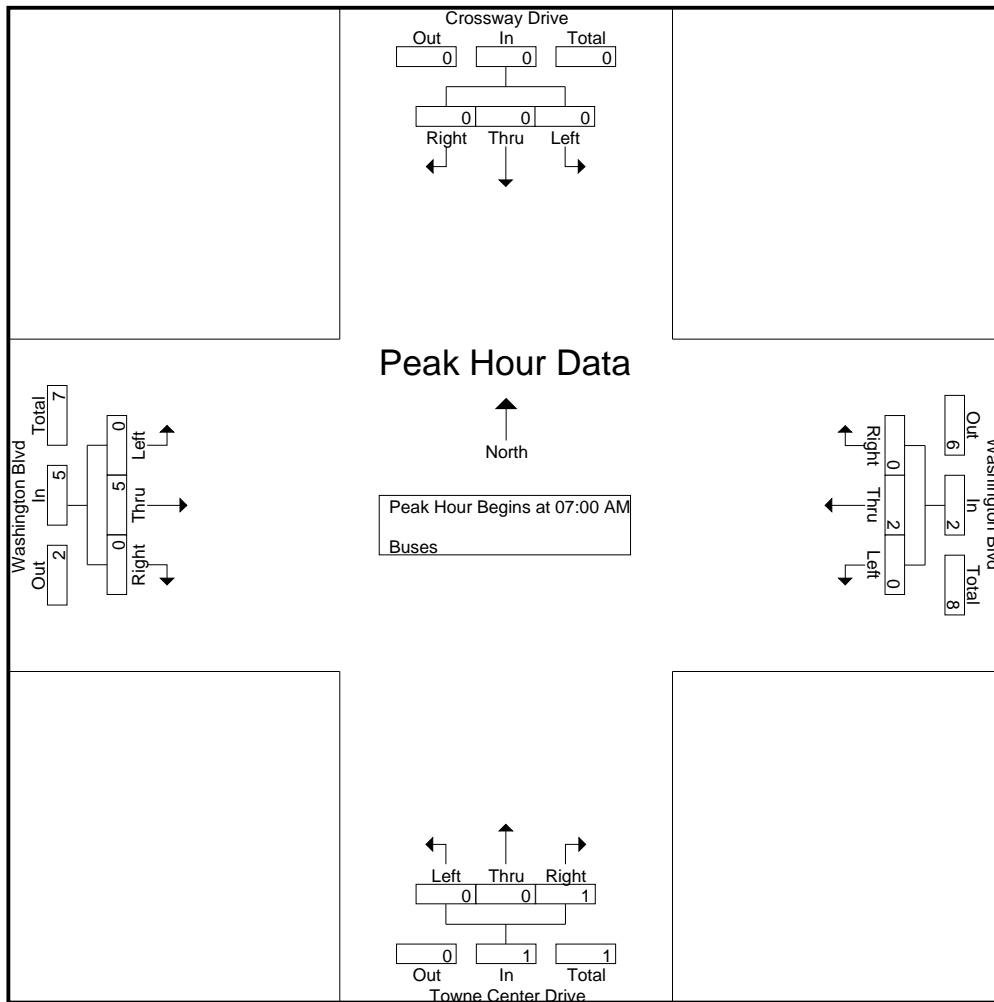
Start Time	Crossway Drive Southbound			Washington Blvd Westbound			Towne Center Drive Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	2	0	0	0	1	0	5	0	8
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	2	0	0	0	0	0	3	0	5
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	0	1	0	4
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
05:30 PM	2	0	0	0	0	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	2	0	0	0	3	0	0	0	0	0	3	0	8
Grand Total	2	0	0	0	10	0	0	0	1	0	12	0	25
Apprch %	100	0	0	0	100	0	0	0	100	0	100	0	
Total %	8	0	0	0	40	0	0	0	4	0	48	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	5	0	5	8
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.250	.250	.000	.625	.000	.625	.667

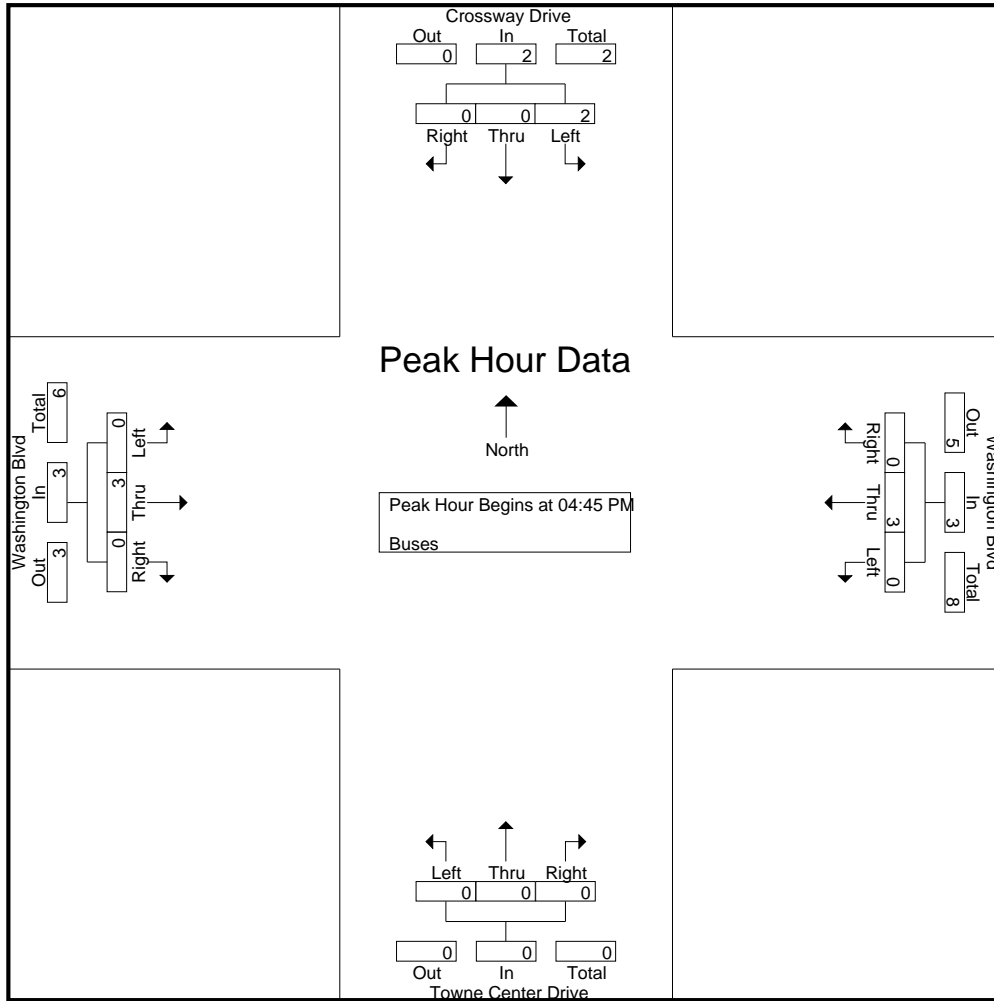
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total Volume	2	0	0	2	0	3	0	3	0	0	0	0	0	3	0	3	8
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.667



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Motorcycles

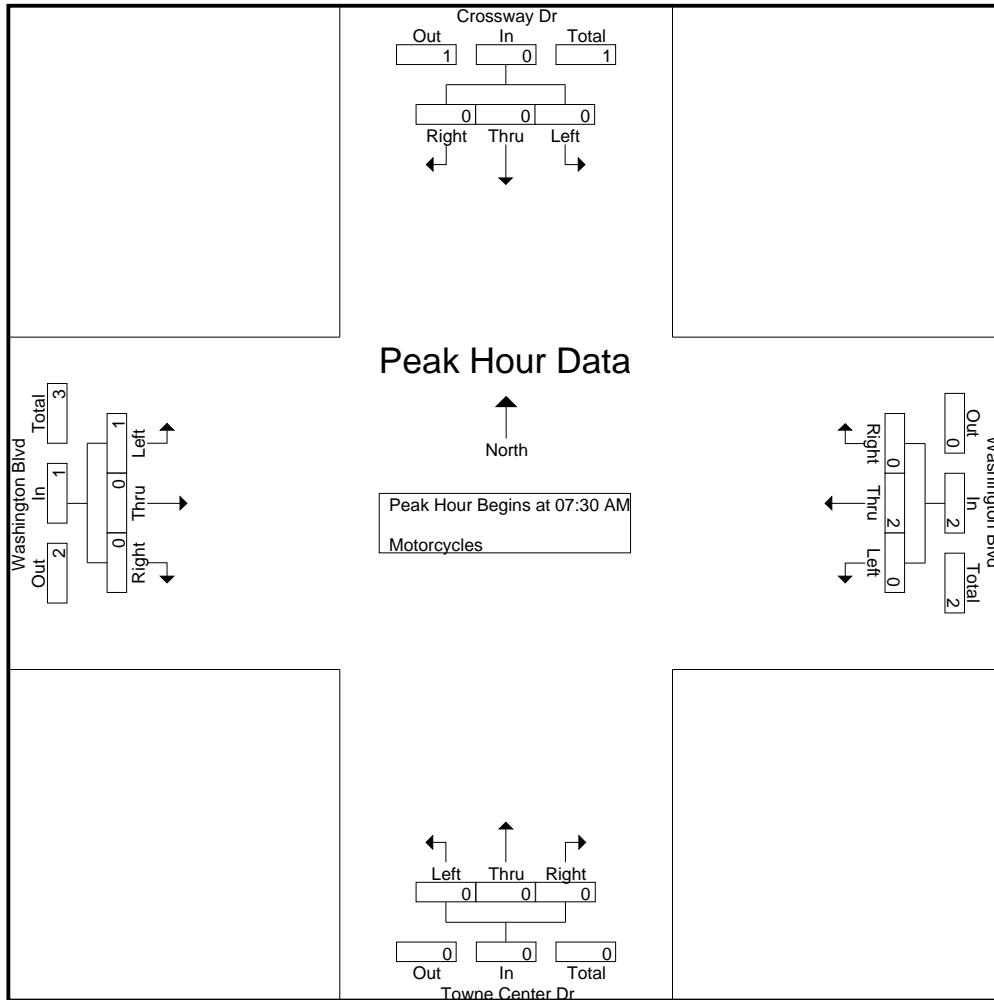
Start Time	Crossway Dr Southbound			Washington Blvd Westbound			Towne Center Dr Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	0	0	1
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
04:15 PM	0	0	0	0	2	0	0	0	0	1	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
04:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	3	0	0	0	0	4	2	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
05:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	0	1	0	0	0	0	6	0	0	7
Grand Total	0	0	0	0	6	0	0	0	0	11	2	0	19
Apprch %	0	0	0	0	100	0	0	0	0	84.6	15.4	0	
Total %	0	0	0	0	31.6	0	0	0	0	57.9	10.5	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
% App. Total	0	0	0		0	100	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.750

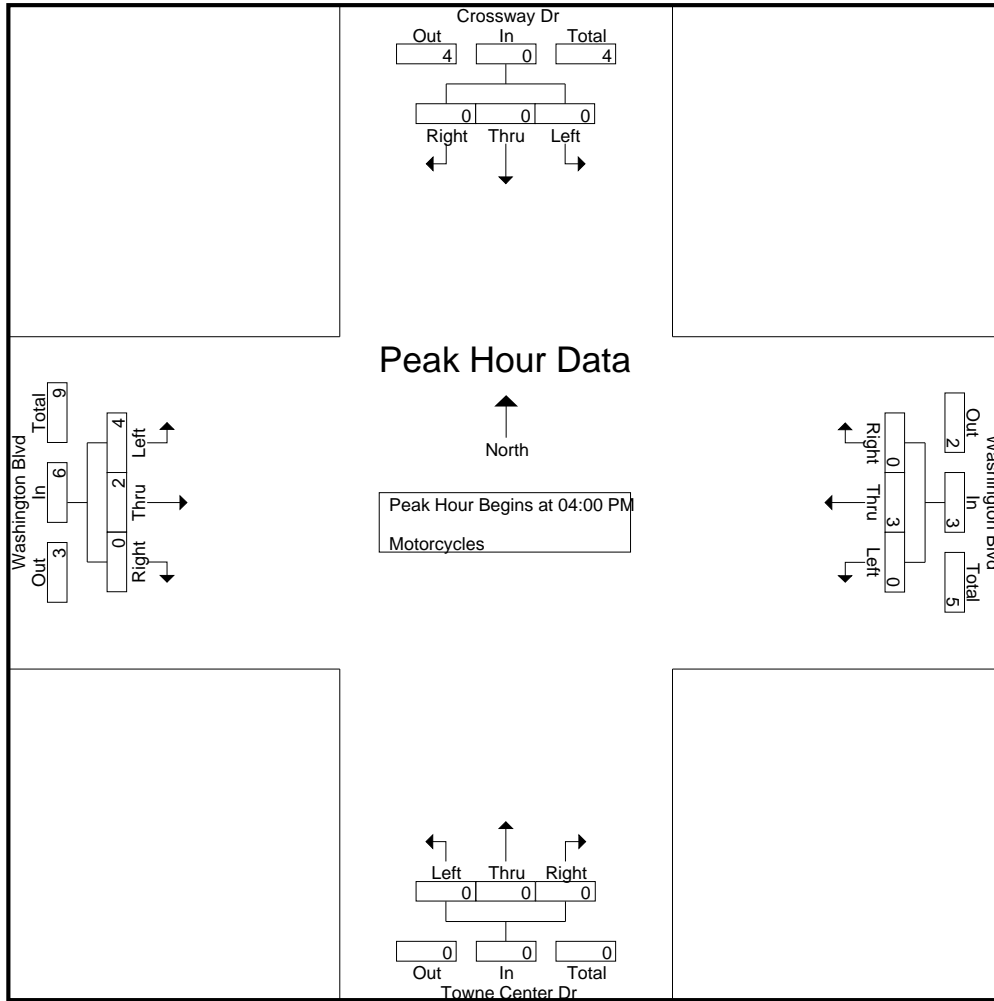
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	4	2	0	6	9
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	66.7	33.3	0	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.500	.500	.000	.750	.750



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 2 Axle

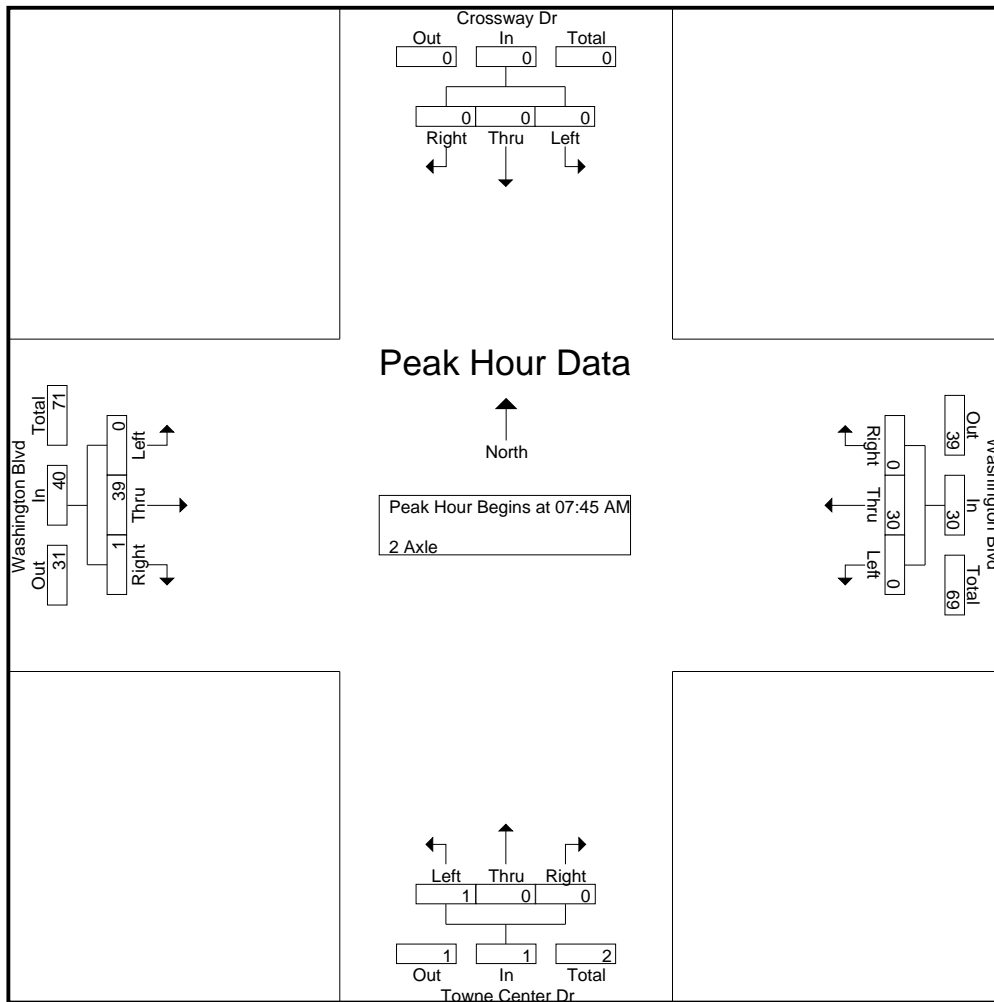
Start Time	Crossway Dr Southbound			Washington Blvd Westbound			Towne Center Dr Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	0	0	0	0	5	0	8
07:15 AM	1	0	0	0	4	0	0	0	1	0	11	1	18
07:30 AM	0	0	0	0	8	0	1	0	1	0	7	0	17
07:45 AM	0	0	0	0	10	0	1	0	0	0	5	0	16
Total	1	0	0	0	25	0	2	0	2	0	28	1	59
08:00 AM	0	0	0	0	4	0	0	0	0	0	8	0	12
08:15 AM	0	0	0	0	10	0	0	0	0	0	9	1	20
08:30 AM	0	0	0	0	6	0	0	0	0	0	17	0	23
08:45 AM	0	0	0	0	8	0	0	0	0	0	6	0	14
Total	0	0	0	0	28	0	0	0	0	0	40	1	69
04:00 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
04:15 PM	0	0	0	0	7	0	0	0	0	0	5	0	12
04:30 PM	0	0	0	0	3	0	1	0	0	0	8	0	12
04:45 PM	0	0	0	0	4	0	0	0	0	0	8	0	12
Total	0	0	0	0	19	0	1	0	0	0	25	0	45
05:00 PM	0	0	0	0	3	0	0	0	0	0	9	0	12
05:15 PM	0	0	0	0	2	0	0	0	0	0	3	0	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	6	0	8
05:45 PM	0	0	0	1	2	0	0	0	1	0	3	0	7
Total	0	0	0	1	7	1	0	1	1	0	21	0	32
Grand Total	1	0	0	1	79	1	3	1	3	0	114	2	205
Apprch %	100	0	0	1.2	97.5	1.2	42.9	14.3	42.9	0	98.3	1.7	
Total %	0.5	0	0	0.5	38.5	0.5	1.5	0.5	1.5	0	55.6	1	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	10	0	10	1	0	0	1	0	5	0	5	16
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
08:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	9	1	10	20
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	17	0	17	23
Total Volume	0	0	0	0	0	30	0	30	1	0	0	1	0	39	1	40	71
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	97.5	2.5	100	100
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.250	.000	.000	.250	.000	.574	.250	.588	.772

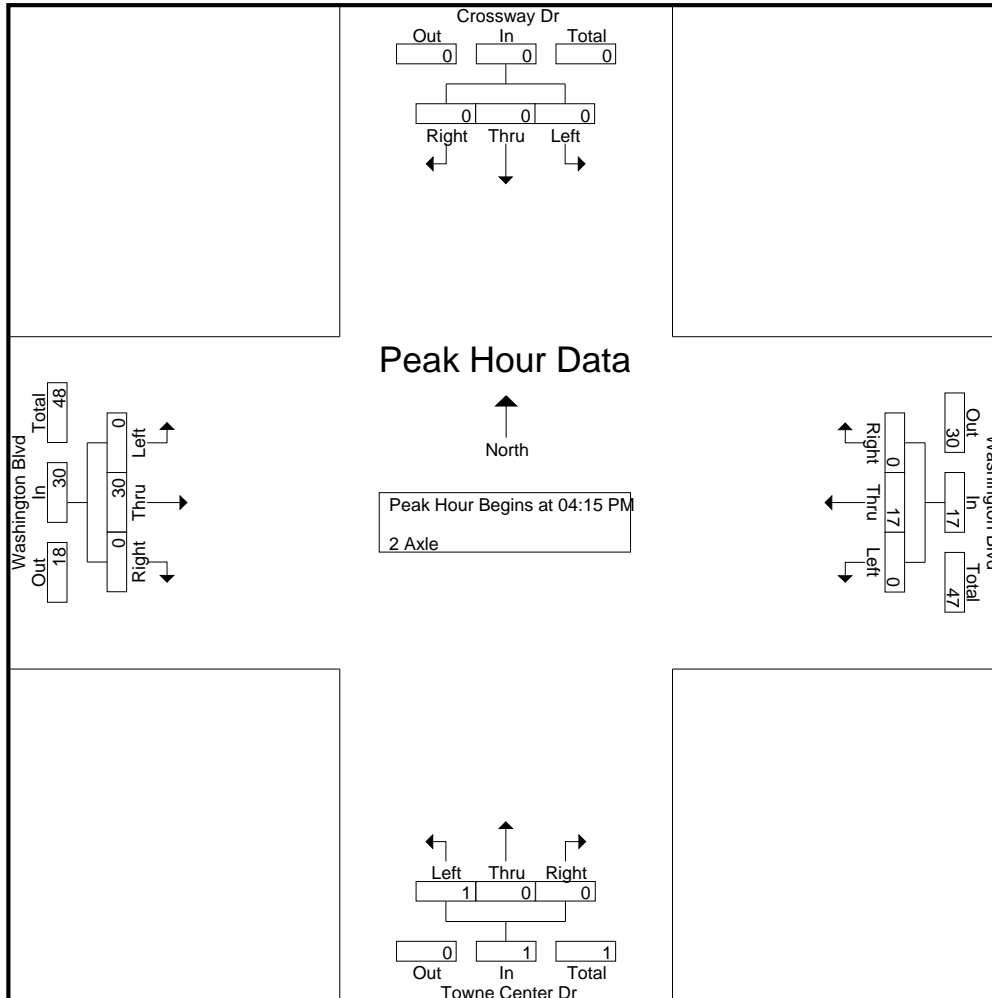
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Dr Southbound				Washington Blvd Westbound				Towne Center Dr Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	8	0	8	12
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	8	0	8	12
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
Total Volume	0	0	0	0	0	17	0	17	1	0	0	1	0	30	0	30	48
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.607	.000	.607	.250	.000	.000	.250	.000	.833	.000	.833	1.00



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 3 Axle

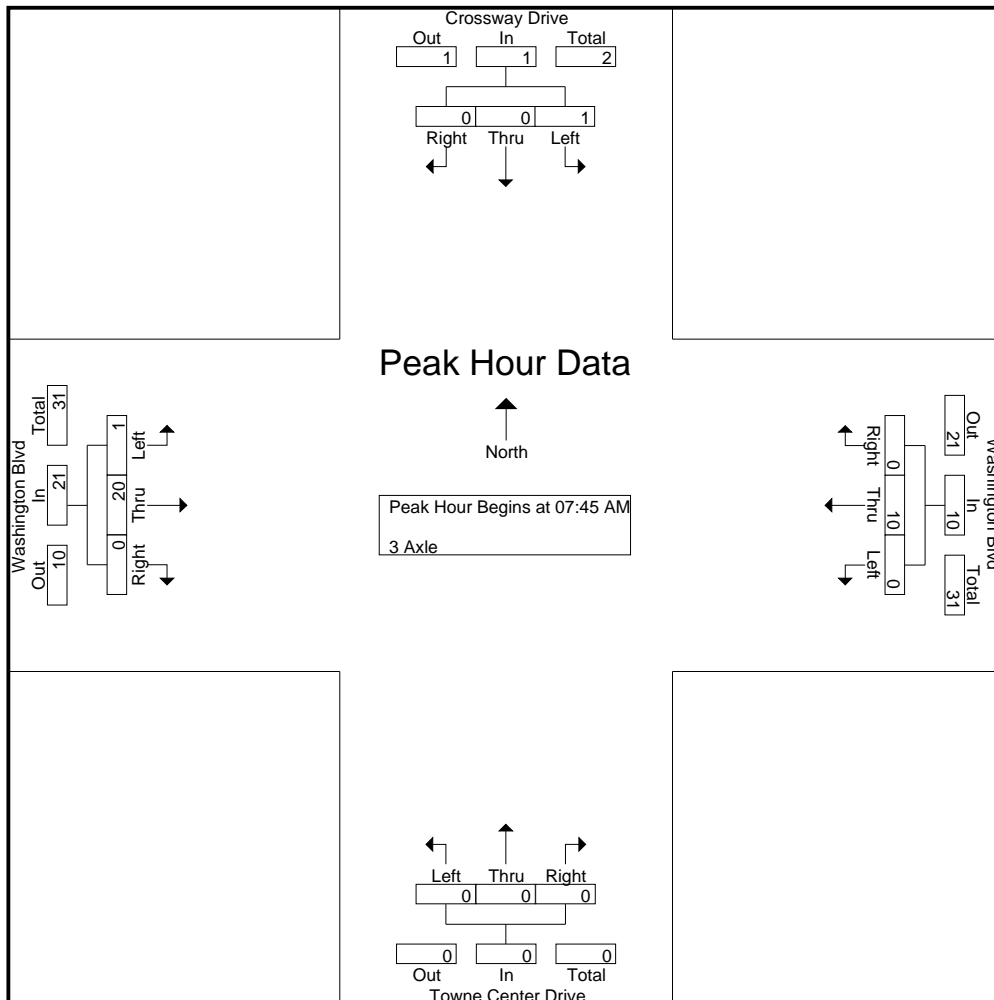
Start Time	Crossway Drive Southbound			Washington Blvd Westbound			Towne Center Drive Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
07:30 AM	0	0	0	0	2	0	0	0	0	0	6	0	8
07:45 AM	0	0	0	0	1	0	0	0	0	0	5	0	6
Total	0	0	0	0	7	0	0	0	0	0	14	0	21
08:00 AM	0	0	0	0	1	0	0	0	0	1	7	0	9
08:15 AM	1	0	0	0	3	0	0	0	0	0	3	0	7
08:30 AM	0	0	0	0	5	0	0	0	0	0	5	0	10
08:45 AM	0	0	0	0	2	0	0	0	1	0	2	0	5
Total	1	0	0	0	11	0	0	0	1	1	17	0	31
04:00 PM	0	0	0	1	5	0	0	0	0	0	5	0	11
04:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
04:30 PM	0	0	0	0	5	0	0	0	0	0	2	0	7
04:45 PM	0	0	0	0	6	0	0	0	0	0	2	0	8
Total	0	0	0	1	17	0	0	0	0	0	11	0	29
05:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	3	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	4
05:45 PM	0	0	0	0	2	0	0	0	0	0	6	0	8
Total	0	0	0	0	13	0	0	0	0	0	8	0	21
Grand Total	1	0	0	1	48	0	0	0	1	1	50	0	102
Apprch %	100	0	0	2	98	0	0	0	100	2	98	0	
Total %	1	0	0	1	47.1	0	0	0	1	1	49	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	7	0	8	9
08:15 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
08:30 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
Total Volume	1	0	0	1	0	10	0	10	0	0	0	0	1	20	0	21	32
% App. Total	100	0	0		0	100	0		0	0	0		4.8	95.2	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.714	.000	.656	.800

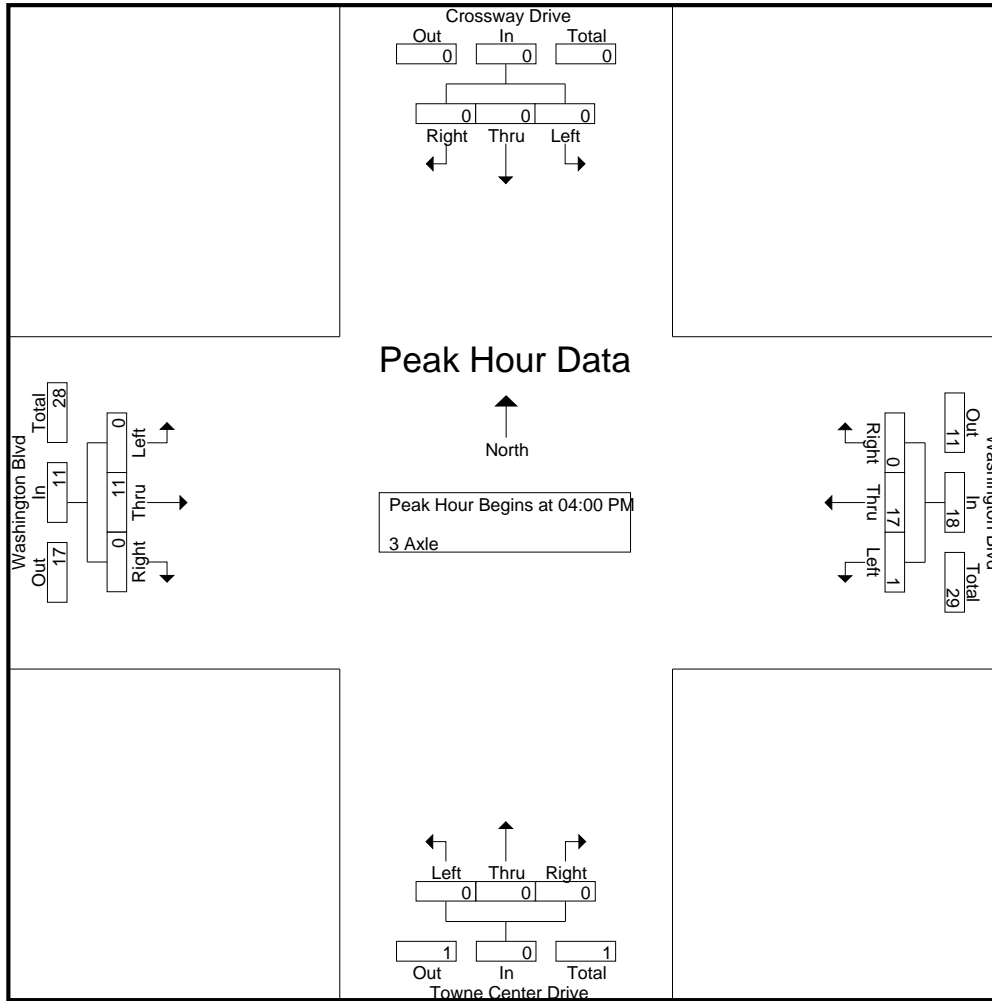
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	5	0	5	11
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
Total Volume	0	0	0	0	1	17	0	18	0	0	0	0	0	11	0	11	29
% App. Total	0	0	0	0	5.6	94.4	0		0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.250	.708	.000	.750	.000	.000	.000	.000	.000	.550	.000	.550	.659



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 4+ Axles

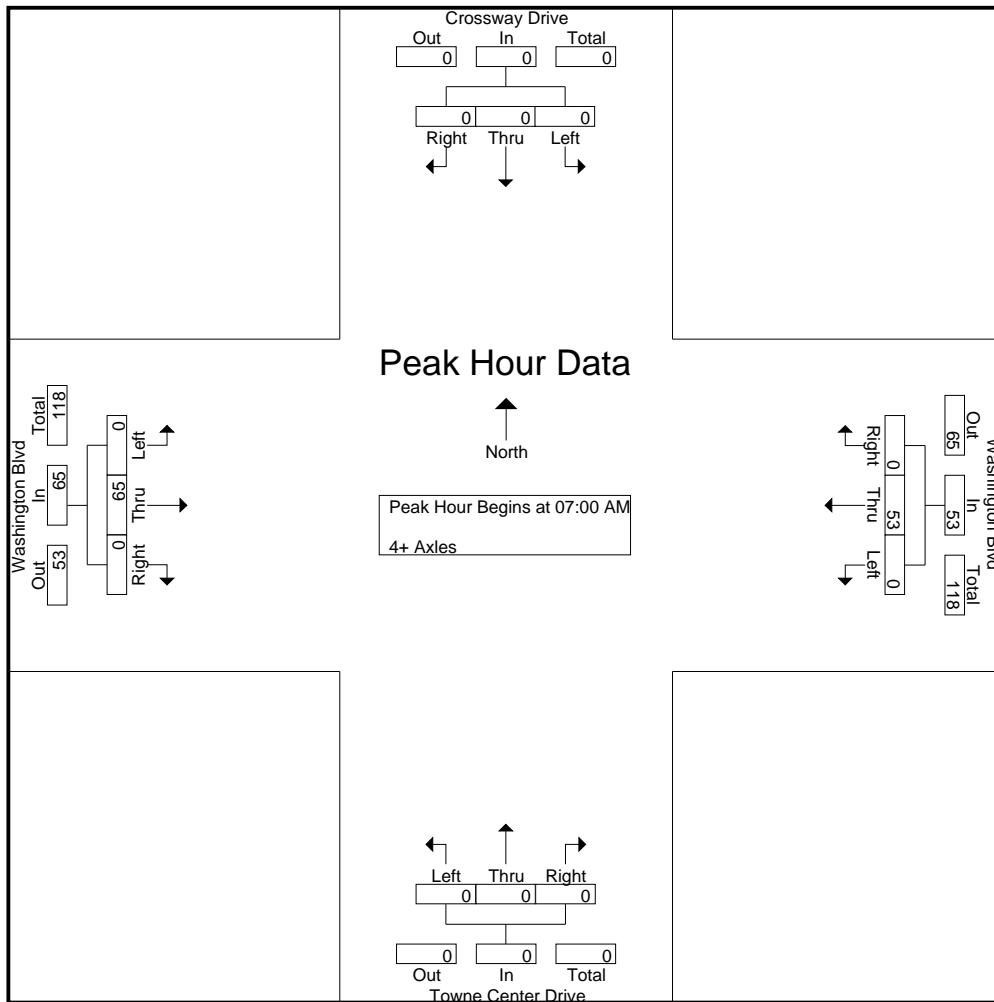
Start Time	Crossway Drive Southbound			Washington Blvd Westbound			Towne Center Drive Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	14	0	0	0	0	0	15	0	29
07:15 AM	0	0	0	0	13	0	0	0	0	0	20	0	33
07:30 AM	0	0	0	0	12	0	0	0	0	0	13	0	25
07:45 AM	0	0	0	0	14	0	0	0	0	0	17	0	31
Total	0	0	0	0	53	0	0	0	0	0	65	0	118
08:00 AM	0	0	0	0	12	0	0	0	1	0	9	0	22
08:15 AM	0	0	0	0	8	0	0	0	0	0	16	0	24
08:30 AM	0	0	0	0	11	0	0	0	1	0	15	1	28
08:45 AM	0	0	0	0	10	0	1	0	0	0	13	1	25
Total	0	0	0	0	41	0	1	0	2	0	53	2	99
04:00 PM	0	0	0	0	8	0	0	0	0	0	8	0	16
04:15 PM	0	0	0	0	7	0	0	0	0	0	10	0	17
04:30 PM	0	0	0	0	5	0	0	0	0	0	9	0	14
04:45 PM	0	0	0	0	10	0	0	0	0	0	8	0	18
Total	0	0	0	0	30	0	0	0	0	0	35	0	65
05:00 PM	0	0	0	0	9	0	0	0	0	0	6	0	15
05:15 PM	0	0	0	0	8	0	0	0	0	0	7	0	15
05:30 PM	0	0	0	0	6	0	0	0	0	0	4	0	10
05:45 PM	0	0	0	0	6	0	0	0	0	0	7	0	13
Total	0	0	0	0	29	0	0	0	0	0	24	0	53
Grand Total	0	0	0	0	153	0	1	0	2	0	177	2	335
Apprch %	0	0	0	0	100	0	33.3	0	66.7	0	98.9	1.1	
Total %	0	0	0	0	45.7	0	0.3	0	0.6	0	52.8	0.6	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	15	0	15	29
07:15 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	20	0	20	33
07:30 AM	0	0	0	0	0	12	0	12	0	0	0	0	0	13	0	13	25
07:45 AM	0	0	0	0	0	14	0	14	0	0	0	0	0	17	0	17	31
Total Volume	0	0	0	0	0	53	0	53	0	0	0	0	0	65	0	65	118
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.946	.000	.946	.000	.000	.000	.000	.000	.813	.000	.813	.894

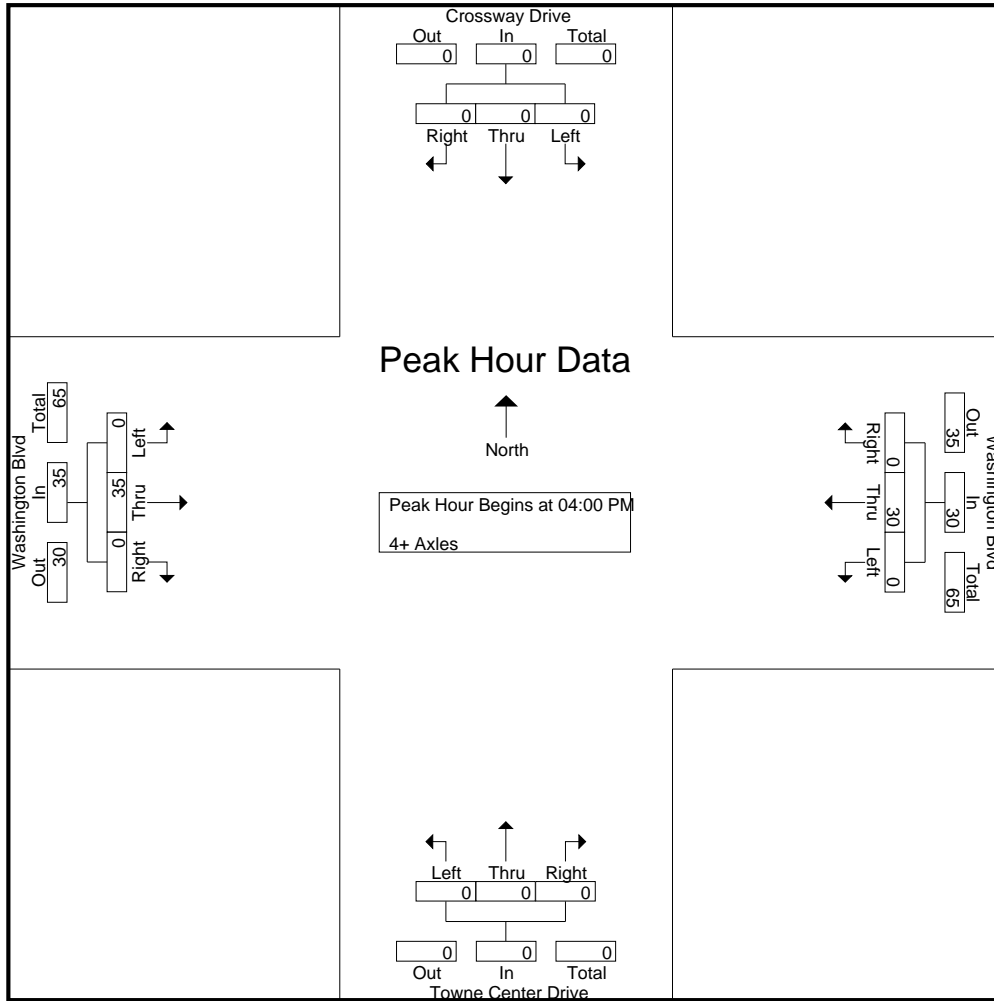
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Drive Southbound				Washington Blvd Westbound				Towne Center Drive Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	8	0	8	16
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	10	0	10	17
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
04:45 PM	0	0	0	0	0	10	0	10	0	0	0	0	0	8	0	8	18
Total Volume	0	0	0	0	0	30	0	30	0	0	0	0	0	35	0	35	65
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.875	.000	.875	.903



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

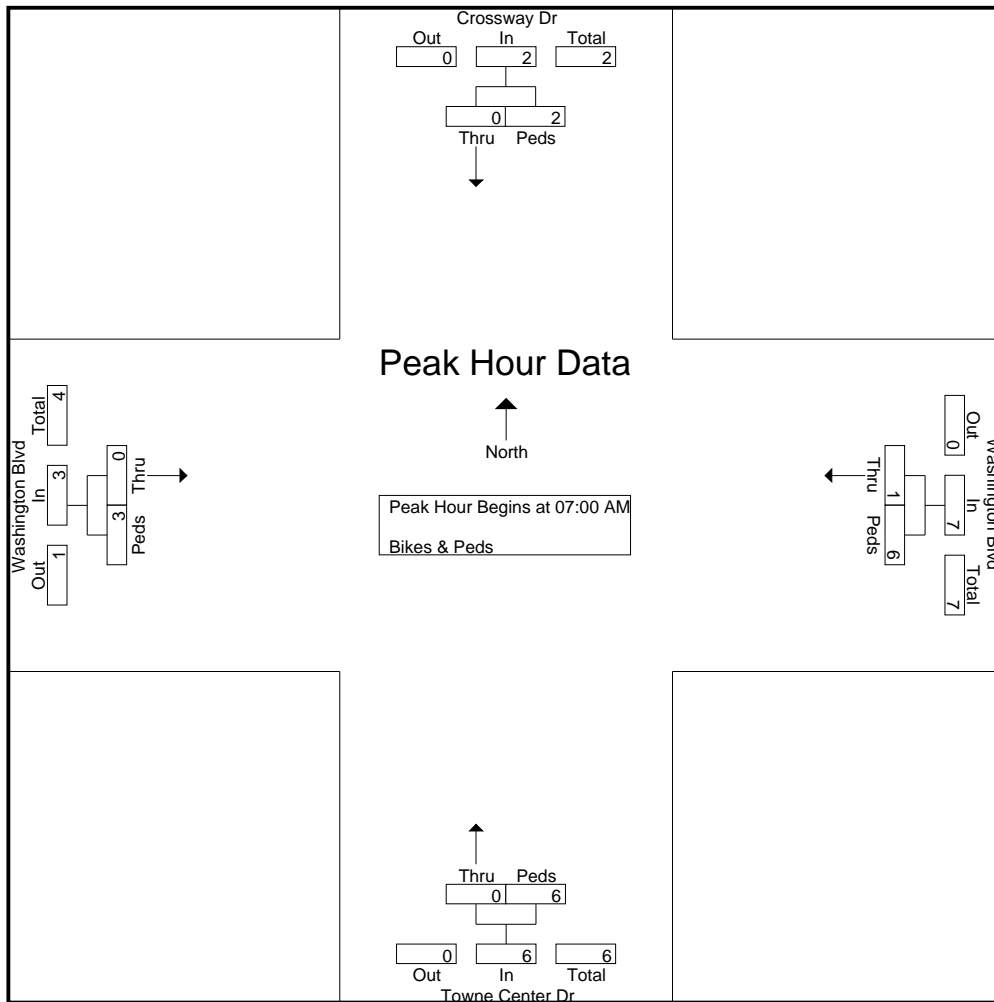
Groups Printed- Bikes & Peds

Start Time	Crossway Dr Southbound		Washington Blvd Westbound		Towne Center Dr Northbound		Washington Blvd Eastbound		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	0	0	3	0	5	0	2	10
07:15 AM	0	2	1	2	0	1	0	1	7
07:30 AM	0	0	0	1	0	0	0	0	1
Total	0	2	1	6	0	6	0	3	18
08:00 AM	0	1	0	2	0	1	0	1	5
08:15 AM	1	0	0	1	0	0	0	0	2
08:30 AM	0	0	0	1	0	1	0	1	3
08:45 AM	0	0	0	2	0	1	0	0	3
Total	1	1	0	6	0	3	0	2	13
04:00 PM	0	0	0	9	0	0	0	0	9
04:15 PM	0	0	0	2	0	1	0	0	3
04:30 PM	1	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	1	1	1	1	4	8
Total	1	0	0	13	1	2	1	5	23
05:00 PM	0	0	0	0	2	0	2	2	6
05:15 PM	0	0	0	2	0	0	0	1	3
05:30 PM	1	0	1	1	2	0	2	1	8
05:45 PM	0	0	0	0	0	2	1	6	9
Total	1	0	1	3	4	2	5	10	26
Grand Total	3	3	2	28	5	13	6	20	80
Apprch %	50	50	6.7	93.3	27.8	72.2	23.1	76.9	
Total %	3.8	3.8	2.5	35	6.2	16.2	7.5	25	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Crossway Dr Southbound			Washington Blvd Westbound			Towne Center Dr Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	3	3	0	5	5	0	2	2	10
07:15 AM	0	2	2	1	2	3	0	1	1	0	1	1	7
07:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	2	1	6	7	0	6	6	0	3	3	18
% App. Total	0	100		14.3	85.7		0	100		0	100		
PHF	.000	.250	.250	.250	.500	.583	.000	.300	.300	.000	.375	.375	.450

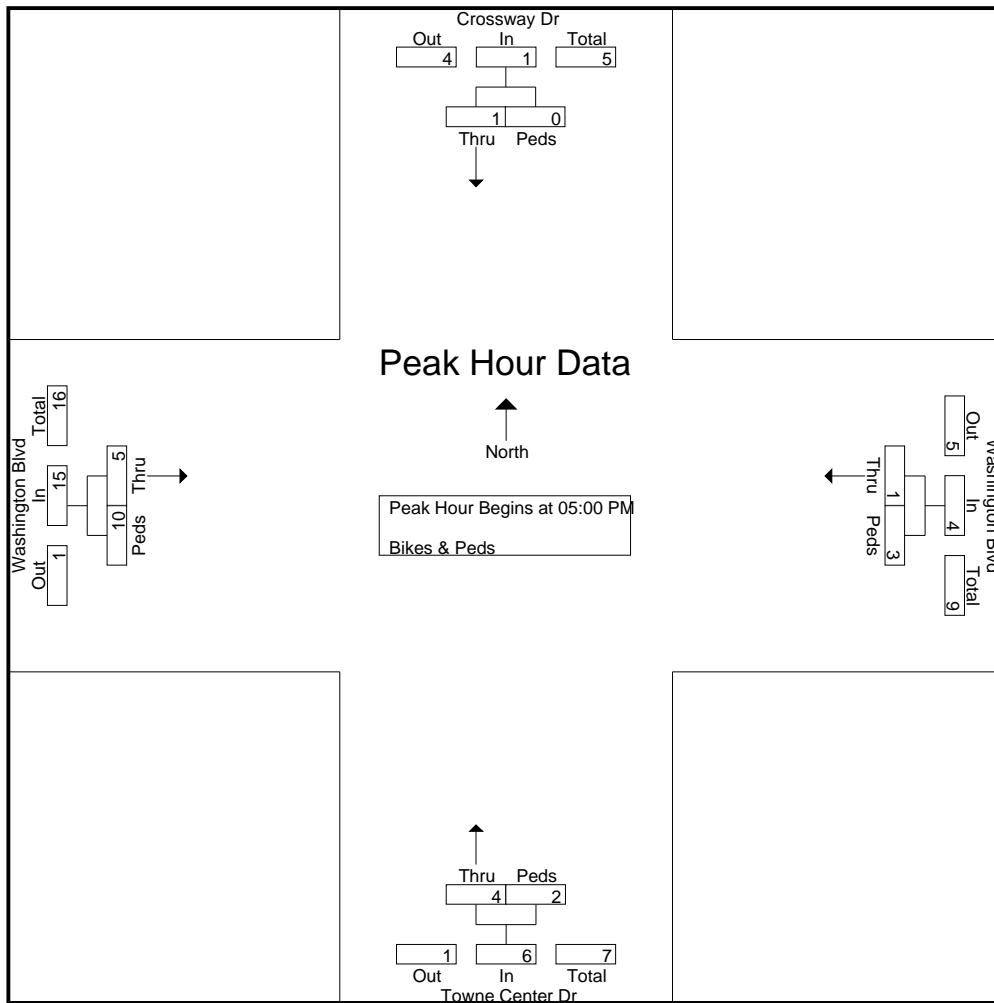


CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Crossway_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Crossway Dr Southbound			Washington Blvd Westbound			Towne Center Dr Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
05:00 PM	0	0	0	0	0	0	2	0	2	2	2	4	6
05:15 PM	0	0	0	0	2	2	0	0	0	0	1	1	3
05:30 PM	1	0	1	1	1	2	2	0	2	2	1	3	8
05:45 PM	0	0	0	0	0	0	0	2	2	1	6	7	9
Total Volume	1	0	1	1	3	4	4	2	6	5	10	15	26
% App. Total	100	0		25	75		66.7	33.3		33.3	66.7		
PHF	.250	.000	.250	.250	.375	.500	.500	.250	.750	.625	.417	.536	.722

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

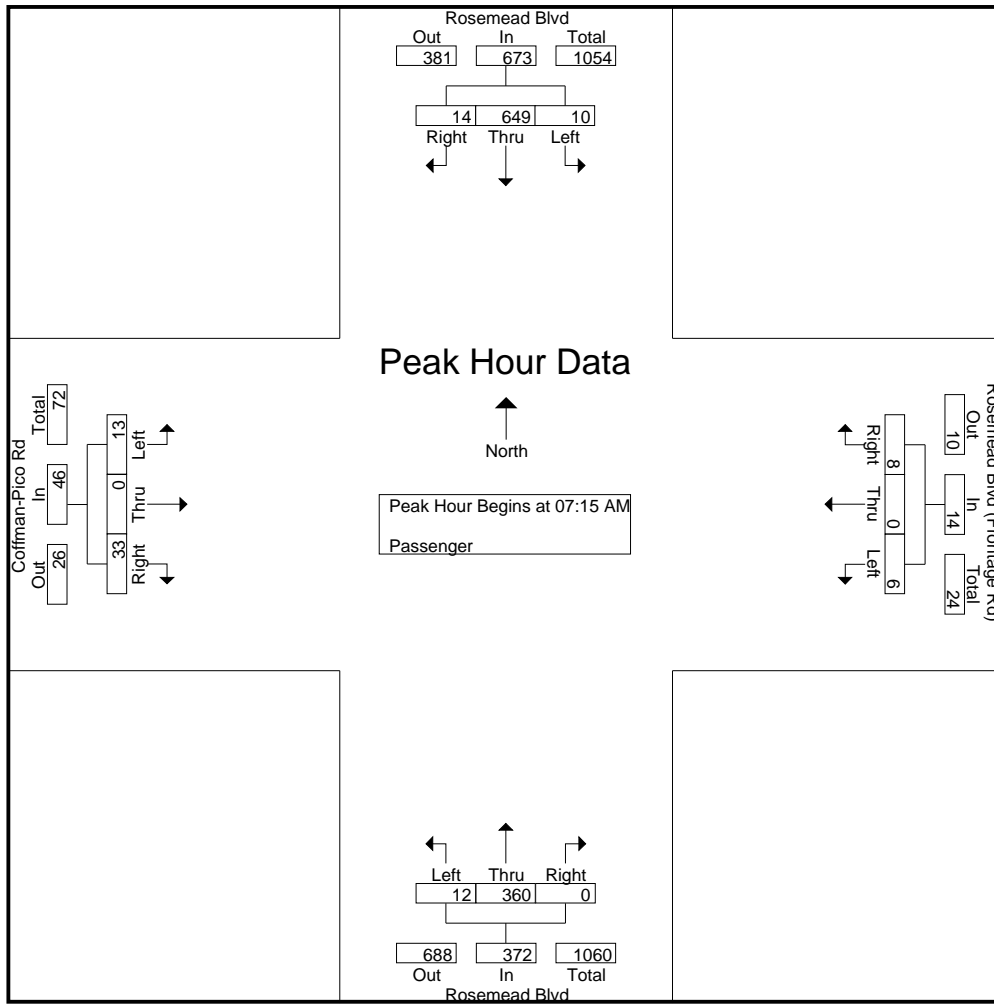
Groups Printed- Passenger

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	150	3	0	0	2	1	81	0	4	0	4	246
07:15 AM	1	162	2	1	0	2	5	89	0	4	0	7	273
07:30 AM	1	176	0	2	0	1	3	92	0	5	0	5	285
07:45 AM	4	153	5	2	0	2	2	107	0	1	0	9	285
Total	7	641	10	5	0	7	11	369	0	14	0	25	1089
08:00 AM	4	158	7	1	0	3	2	72	0	3	0	12	262
08:15 AM	2	126	5	1	0	5	5	97	0	6	0	13	260
08:30 AM	1	137	1	2	0	2	4	92	0	0	0	5	244
08:45 AM	3	126	4	1	0	2	5	91	2	2	0	8	244
Total	10	547	17	5	0	12	16	352	2	11	0	38	1010
04:00 PM	9	218	6	3	0	2	7	264	0	10	0	4	523
04:15 PM	9	175	3	2	0	2	7	243	2	8	0	9	460
04:30 PM	2	206	8	1	0	3	8	246	0	15	0	6	495
04:45 PM	4	225	7	3	0	4	7	229	2	12	1	3	497
Total	24	824	24	9	0	11	29	982	4	45	1	22	1975
05:00 PM	5	207	6	1	0	5	3	237	1	13	0	9	487
05:15 PM	7	217	4	2	0	2	5	276	4	10	2	5	534
05:30 PM	5	223	3	1	0	3	7	211	0	8	0	13	474
05:45 PM	10	238	0	1	0	2	9	223	2	12	1	8	506
Total	27	885	13	5	0	12	24	947	7	43	3	35	2001
Grand Total	68	2897	64	24	0	42	80	2650	13	113	4	120	6075
Apprch %	2.2	95.6	2.1	36.4	0	63.6	2.9	96.6	0.5	47.7	1.7	50.6	
Total %	1.1	47.7	1.1	0.4	0	0.7	1.3	43.6	0.2	1.9	0.1	2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

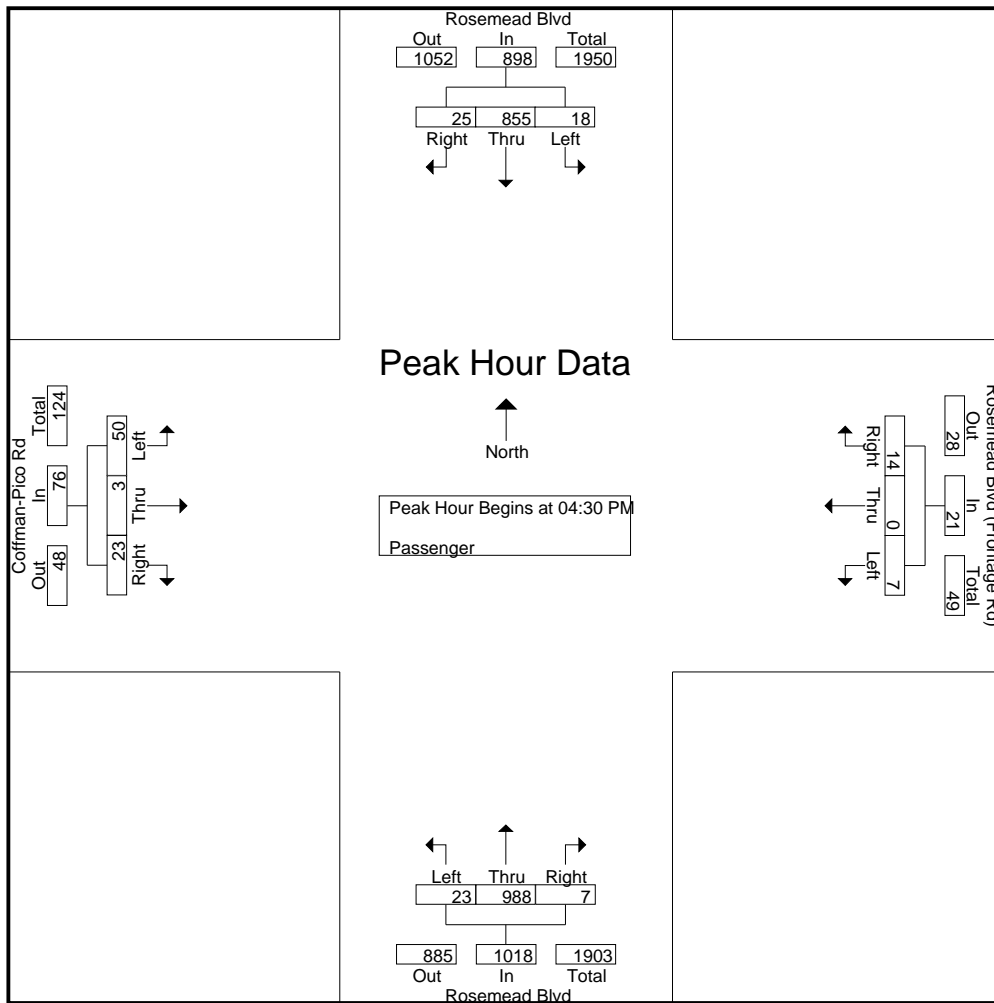
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	162	2	165	1	0	2	3	5	89	0	94	4	0	7	11	273
07:30 AM	1	176	0	177	2	0	1	3	3	92	0	95	5	0	5	10	285
07:45 AM	4	153	5	162	2	0	2	4	2	107	0	109	1	0	9	10	285
08:00 AM	4	158	7	169	1	0	3	4	2	72	0	74	3	0	12	15	262
Total Volume	10	649	14	673	6	0	8	14	12	360	0	372	13	0	33	46	1105
% App. Total	1.5	96.4	2.1		42.9	0	57.1		3.2	96.8	0		28.3	0	71.7		
PHF	.625	.922	.500	.951	.750	.000	.667	.875	.600	.841	.000	.853	.650	.000	.688	.767	.969



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	206	8	216	1	0	3	4	8	246	0	254	15	0	6	21	495
04:45 PM	4	225	7	236	3	0	4	7	7	229	2	238	12	1	3	16	497
05:00 PM	5	207	6	218	1	0	5	6	3	237	1	241	13	0	9	22	487
05:15 PM	7	217	4	228	2	0	2	4	5	276	4	285	10	2	5	17	534
Total Volume	18	855	25	898	7	0	14	21	23	988	7	1018	50	3	23	76	2013
% App. Total	2	95.2	2.8		33.3	0	66.7		2.3	97.1	0.7		65.8	3.9	30.3		
PHF	.643	.950	.781	.951	.583	.000	.700	.750	.719	.895	.438	.893	.833	.375	.639	.864	.942



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

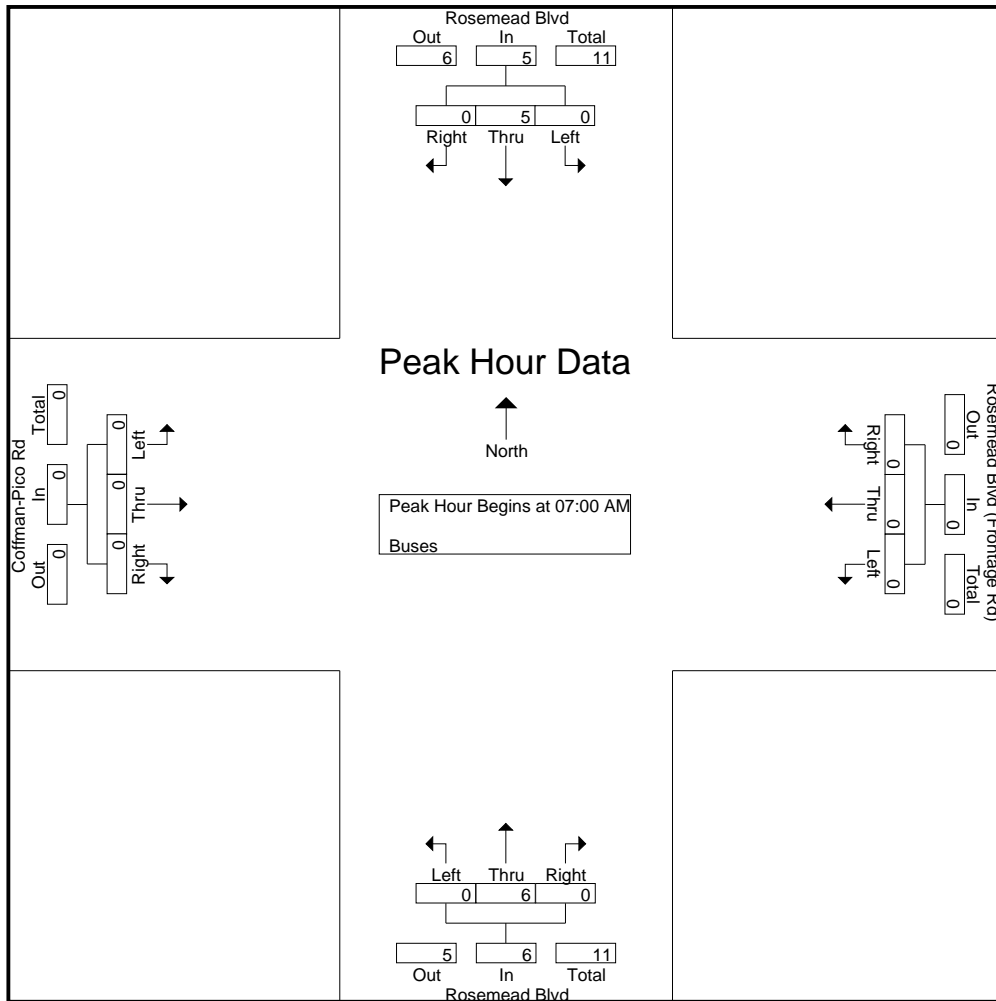
Groups Printed- Buses

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:15 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	5	0	0	0	0	0	6	0	0	0	0	11
08:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
08:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	0	0	0	2	0	0	0	0	7
04:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
04:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
04:45 PM	0	5	0	0	0	0	0	2	0	0	0	0	7
Total	0	10	0	0	0	0	0	6	0	0	0	0	16
05:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
05:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	13	0	0	0	0	0	4	0	0	0	0	17
Grand Total	0	33	0	0	0	0	0	18	0	0	0	0	51
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	64.7	0	0	0	0	0	35.3	0	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

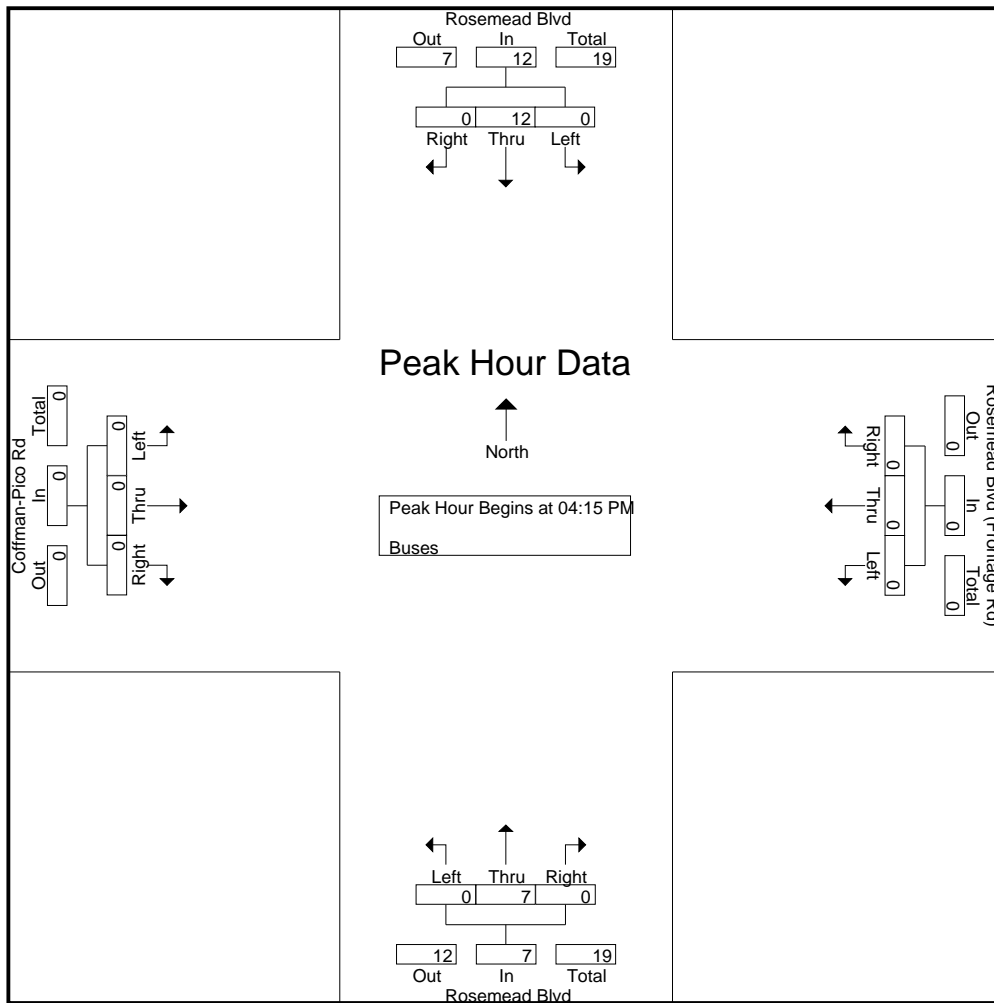
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	0	5	0	0	0	0	0	6	0	6	0	0	0	0	11
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.000	.417	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.550



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
04:30 PM	0	3	0	3	0	0	0	0	0	0	1	0	1	0	0	0	0	4
04:45 PM	0	5	0	5	0	0	0	0	0	0	2	0	2	0	0	0	0	7
05:00 PM	0	3	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	12	0	12	0	0	0	0	0	0	7	0	7	0	0	0	0	19
% App. Total	0	100	0		0	0	0		0	0	100	0		0	0	0		
PHF	.000	.600	.000	.600	.000	.000	.000	.000	.000	.000	.875	.000	.875	.000	.000	.000	.000	.679



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

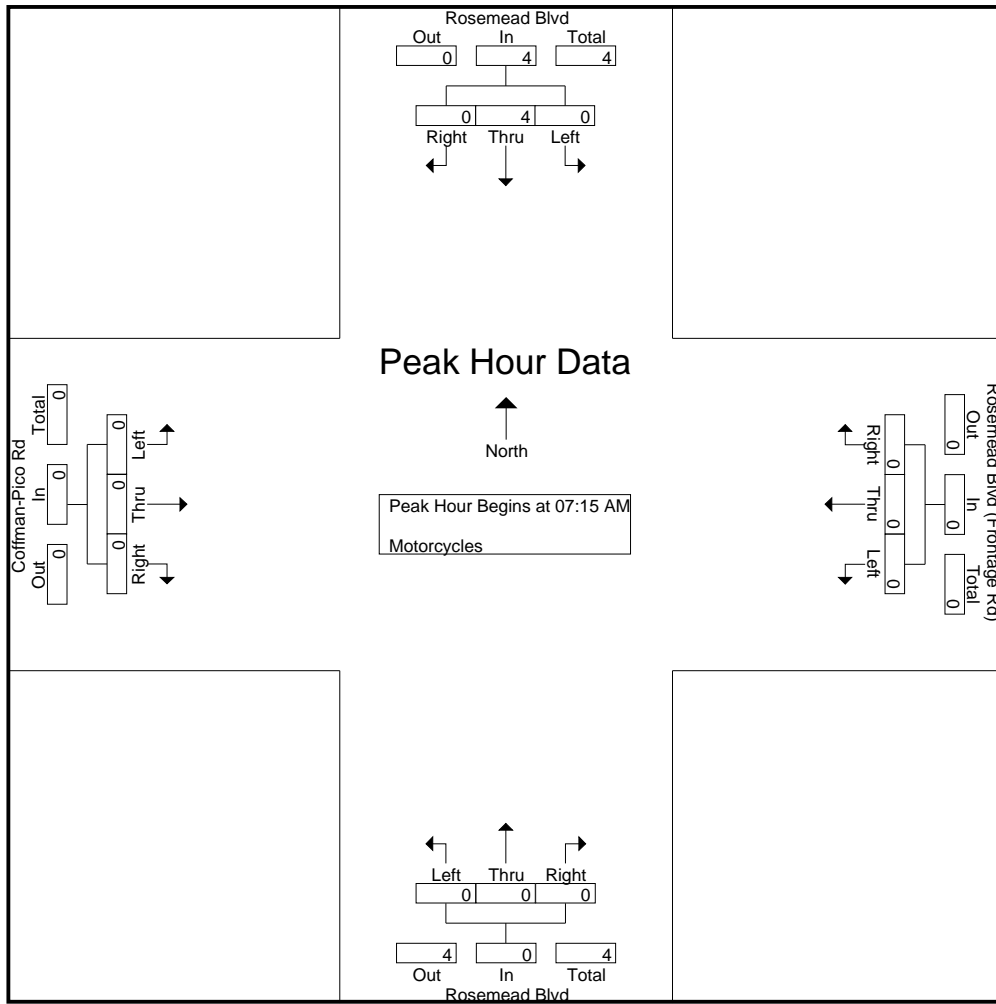
Groups Printed- Motorcycles

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	2	0	0	0	0	0	1	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	1	3
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	3	0	0	0	1	5
Grand Total	0	5	0	0	0	0	0	5	0	1	0	2	13
Apprch %	0	100	0	0	0	0	0	100	0	33.3	0	66.7	
Total %	0	38.5	0	0	0	0	0	38.5	0	7.7	0	15.4	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

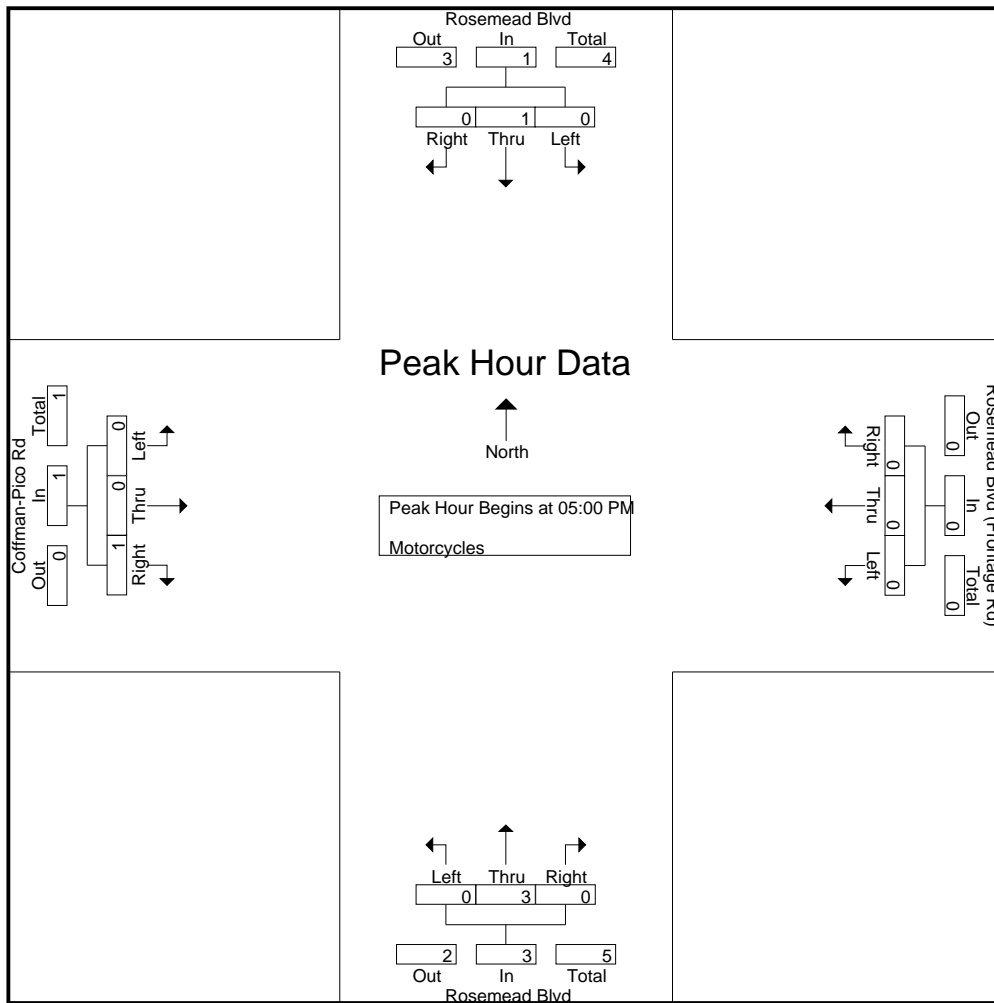
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 05:00 PM																		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	0	5
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.250	.250		.625



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

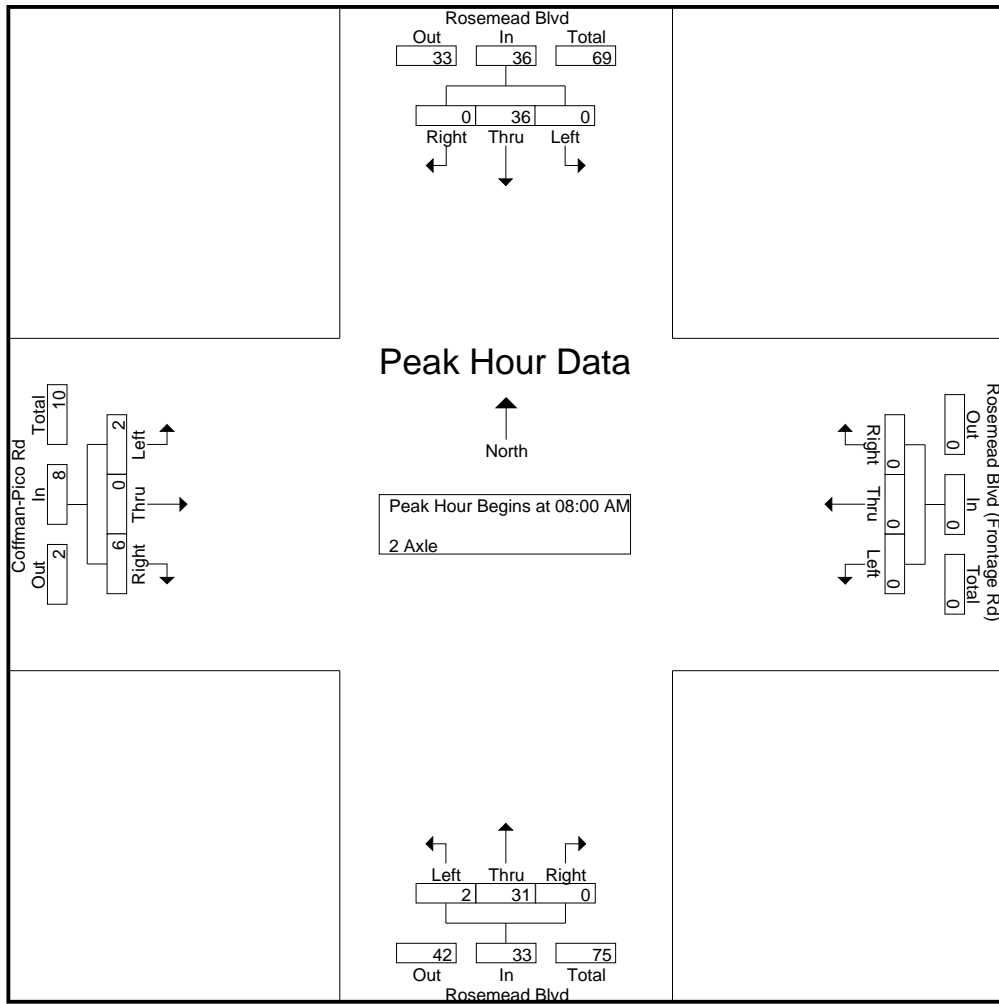
Groups Printed- 2 Axle

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	6	0	0	0	0	0	6	0	0	0	0	12
07:15 AM	0	7	0	0	0	0	0	2	0	0	0	0	9
07:30 AM	0	13	1	0	0	0	1	6	0	0	0	0	21
07:45 AM	0	4	0	0	0	0	0	5	0	0	0	1	10
Total	0	30	1	0	0	0	1	19	0	0	0	1	52
08:00 AM	0	11	0	0	0	0	0	3	0	0	0	1	15
08:15 AM	0	12	0	0	0	0	1	8	0	0	0	1	22
08:30 AM	0	8	0	0	0	0	1	10	0	1	0	1	21
08:45 AM	0	5	0	0	0	0	0	10	0	1	0	3	19
Total	0	36	0	0	0	0	2	31	0	2	0	6	77
04:00 PM	0	5	0	0	0	0	0	3	0	0	0	0	8
04:15 PM	0	7	0	0	0	0	0	3	0	0	0	0	10
04:30 PM	0	5	0	0	0	0	0	5	0	0	0	0	10
04:45 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	20	0	0	0	0	0	13	0	0	0	0	33
05:00 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
05:15 PM	0	7	0	0	0	0	0	6	0	0	0	0	13
05:30 PM	0	3	0	0	0	0	0	5	0	0	1	0	9
05:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	0	16	0	0	0	0	0	19	0	0	1	0	36
Grand Total	0	102	1	0	0	0	3	82	0	2	1	7	198
Apprch %	0	99	1	0	0	0	3.5	96.5	0	20	10	70	
Total %	0	51.5	0.5	0	0	0	1.5	41.4	0	1	0.5	3.5	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

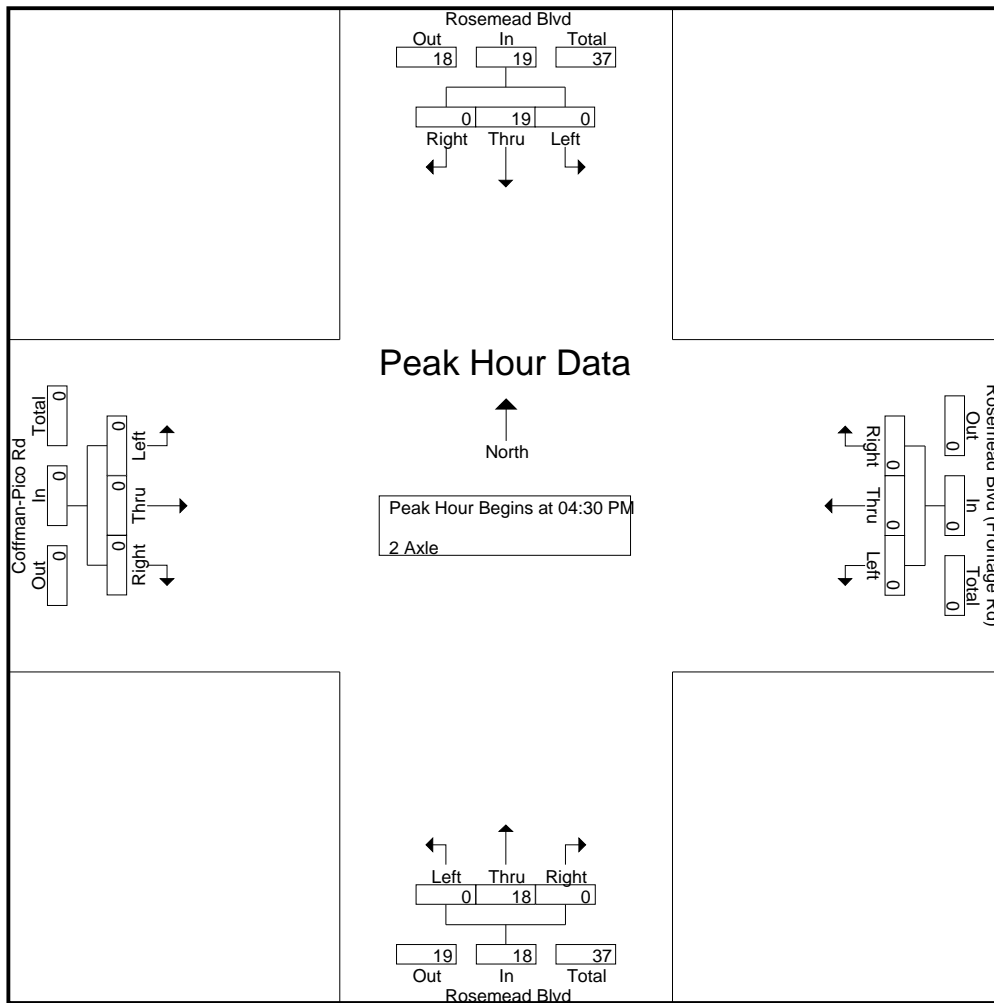
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	11	0	11	0	0	0	0	0	3	0	3	0	0	1	1	15
08:15 AM	0	12	0	12	0	0	0	0	1	8	0	9	0	0	1	1	22
08:30 AM	0	8	0	8	0	0	0	0	1	10	0	11	1	0	1	2	21
08:45 AM	0	5	0	5	0	0	0	0	0	10	0	10	1	0	3	4	19
Total Volume	0	36	0	36	0	0	0	0	2	31	0	33	2	0	6	8	77
% App. Total	0	100	0		0	0	0		6.1	93.9	0		25	0	75		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.500	.775	.000	.750	.500	.000	.500	.500	.875



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
04:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:00 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
05:15 PM	0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	13
Total Volume	0	19	0	19	0	0	0	0	0	18	0	18	0	0	0	0	37
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.679	.000	.679	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.712



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

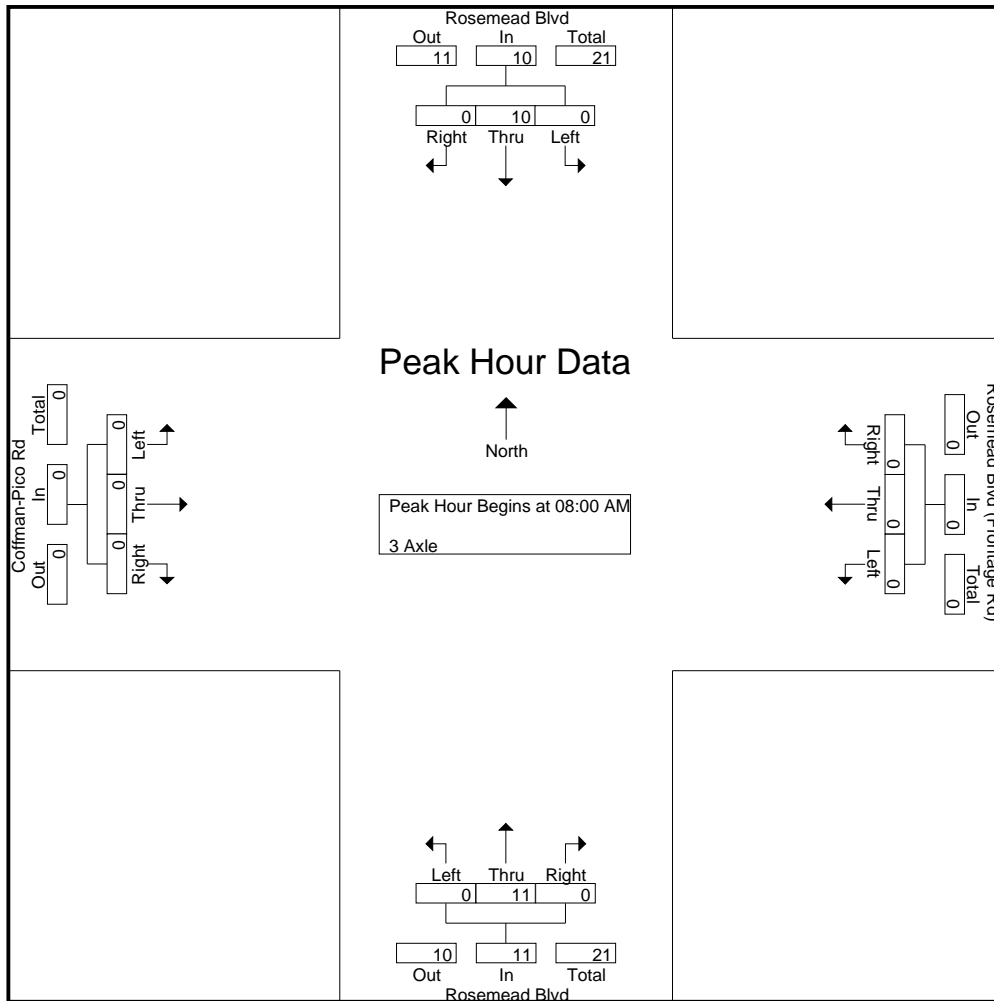
Groups Printed- 3 Axle

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
07:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	0	9	0	0	0	0	0	5	0	0	0	0	14
08:00 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
08:15 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
08:30 AM	0	3	0	0	0	0	0	3	0	0	0	0	6
08:45 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	10	0	0	0	0	0	11	0	0	0	0	21
04:00 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
04:15 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
Total	0	9	0	0	0	0	0	8	0	0	0	0	17
05:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	4	0	0	0	0	0	1	0	0	0	0	5
Grand Total	0	32	0	0	0	0	0	25	0	0	0	0	57
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	56.1	0	0	0	0	0	43.9	0	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

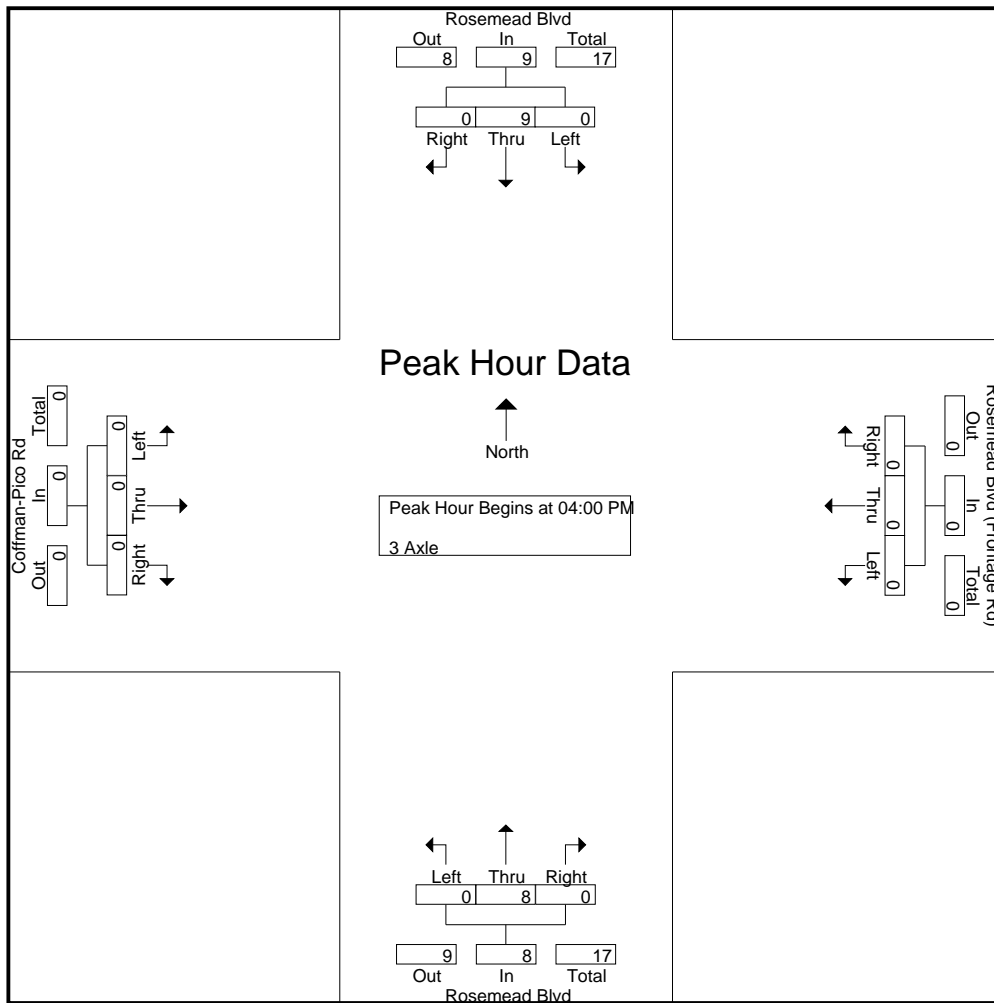
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	0	10	0	10	0	0	0	0	0	11	0	11	0	0	0	0	21
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.833	.000	.833	.000	.000	.000	.000	.000	.917	.000	.917	.000	.000	.000	.000	.875



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	9	0	9	0	0	0	0	0	8	0	8	0	0	0	0	17
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.563	.000	.563	.000	.000	.000	.000	.000	.667	.000	.667	.000	.000	.000	.000	.708



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

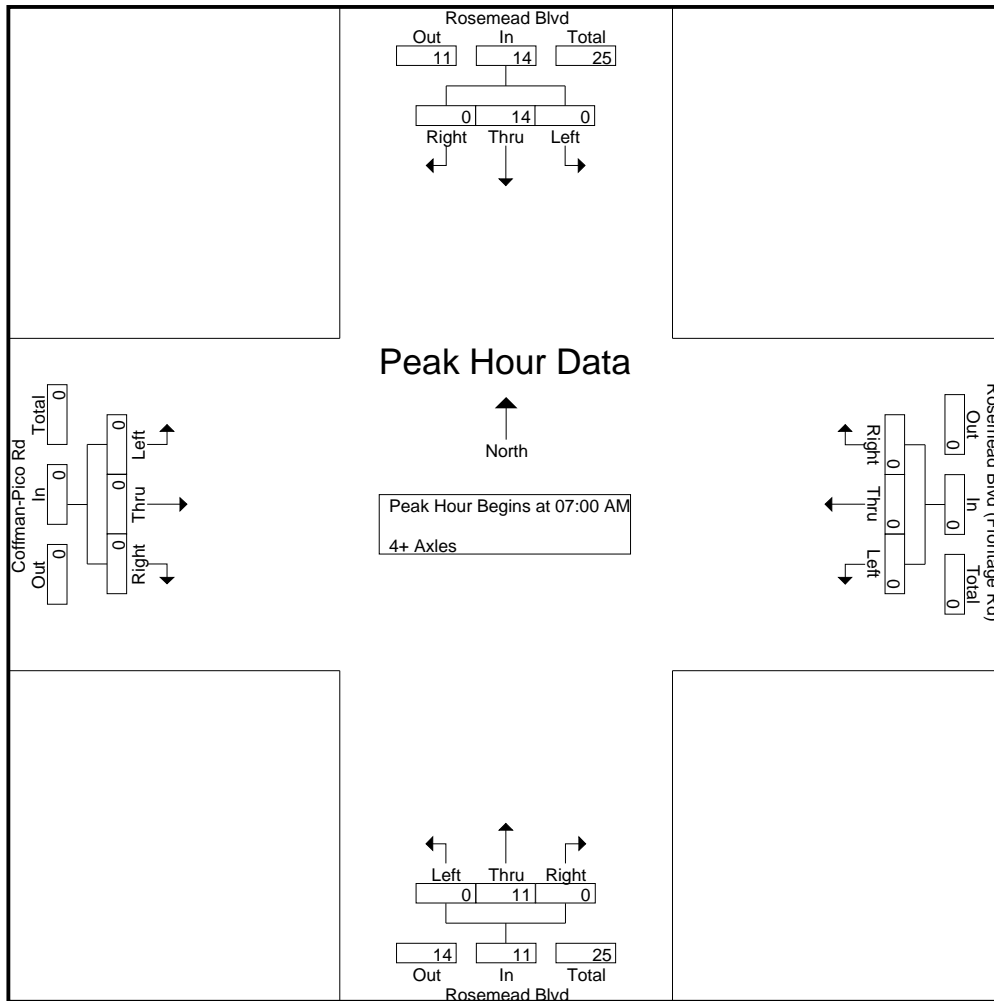
Groups Printed- 4+ Axles

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
07:15 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
07:30 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
07:45 AM	0	5	0	0	0	0	0	3	0	0	0	0	8
Total	0	14	0	0	0	0	0	11	0	0	0	0	25
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
08:30 AM	0	3	0	0	0	0	0	5	0	0	0	0	8
08:45 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
Total	0	6	0	0	0	0	0	11	0	0	0	0	17
04:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
04:30 PM	0	1	0	0	0	0	0	4	0	0	0	0	5
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	0	0	0	0	6	0	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
05:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
05:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
05:45 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
Total	0	7	0	0	0	0	0	9	0	0	0	0	16
Grand Total	0	36	0	0	0	0	0	37	0	0	0	0	73
Apprch %	0	100	0	0	0	0	0	100	0	0	0	0	
Total %	0	49.3	0	0	0	0	0	50.7	0	0	0	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

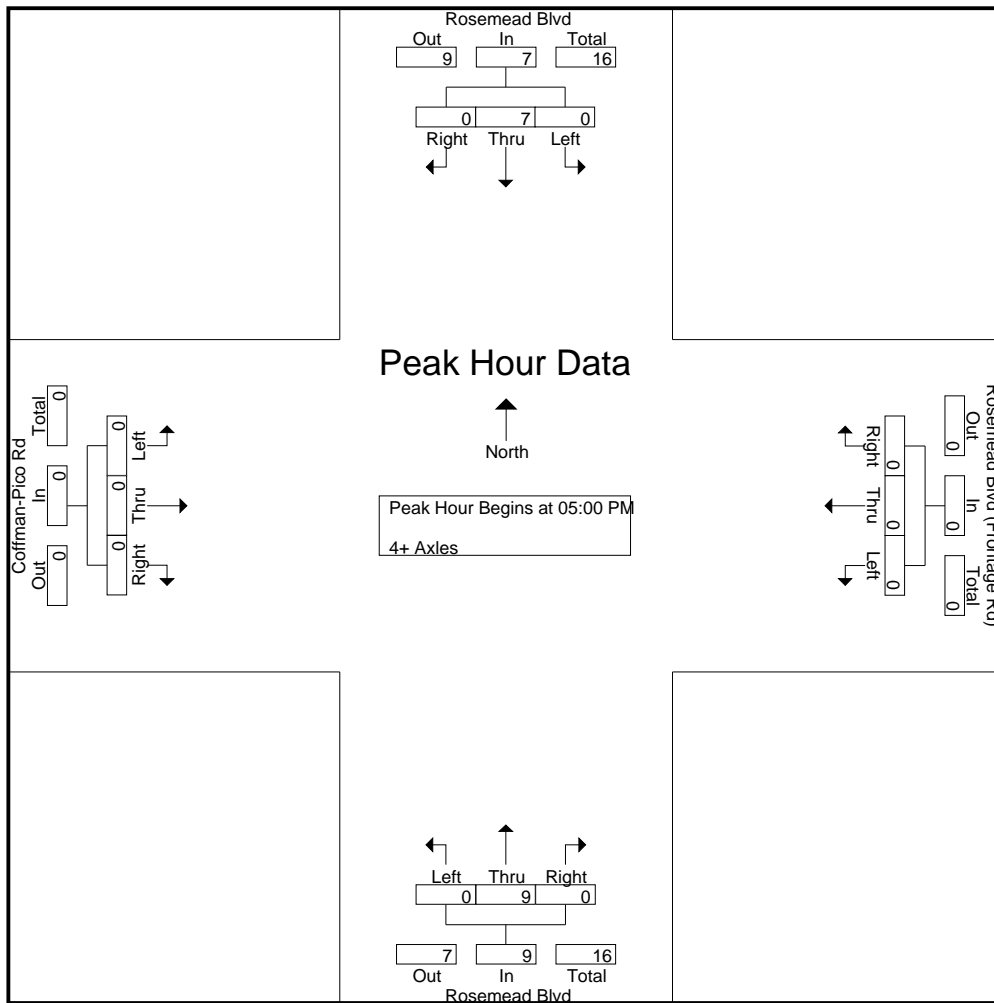
Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
07:15 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
07:30 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:45 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total Volume	0	14	0	14	0	0	0	0	0	11	0	11	0	0	0	0	25
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.700	.000	.700	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.781



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound				Coffman-Pico Rd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total Volume	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.667



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Bikes & Peds

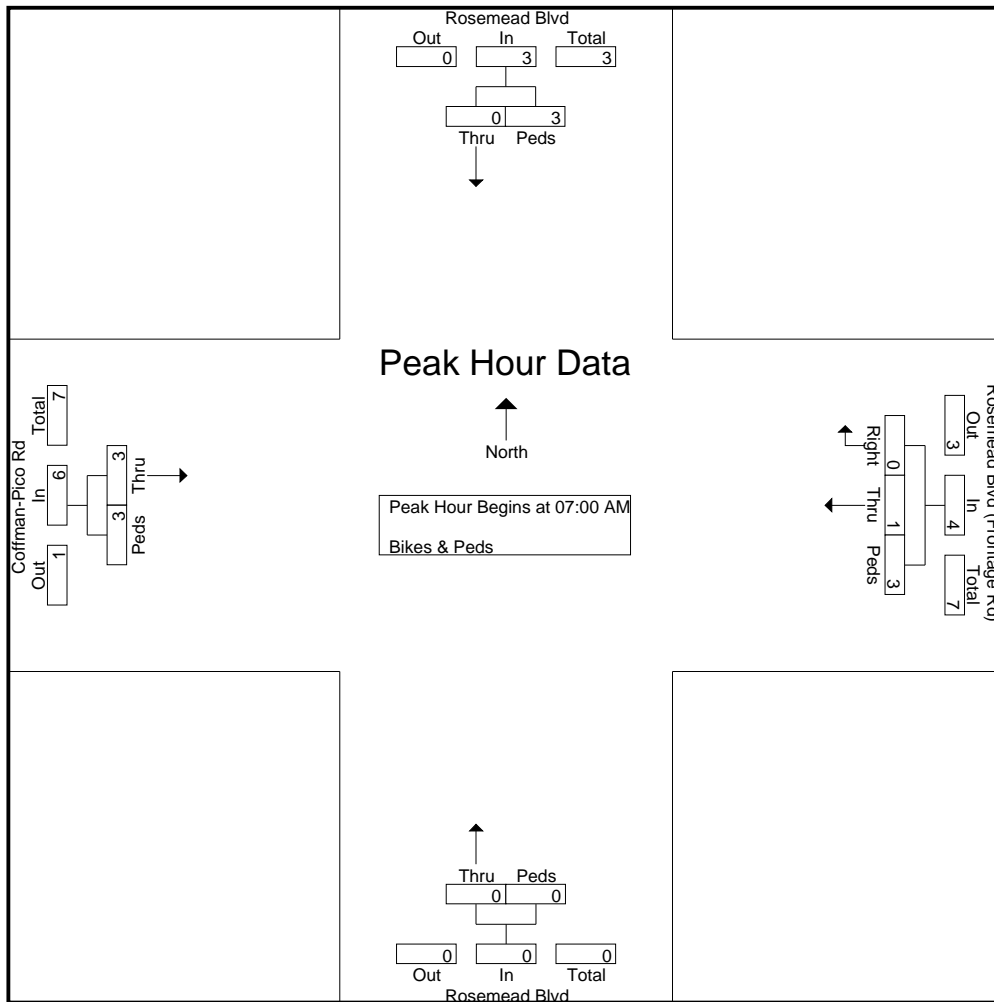
Start Time	Rosemead Blvd Southbound		Rosemead Blvd (Frontage Rd) Westbound			Rosemead Blvd Northbound		Coffman-Pico Rd Eastbound		Int. Total
	Bikes	Peds	Bikes	Right	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	2	0	0	1	0	0	1	1	5
07:15 AM	0	0	0	0	0	0	0	2	1	3
07:30 AM	0	1	1	0	0	0	0	0	1	3
07:45 AM	0	0	0	0	2	0	0	0	0	2
Total	0	3	1	0	3	0	0	3	3	13
08:15 AM	0	2	1	0	2	0	0	0	1	6
08:30 AM	0	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	2	3
Total	0	2	1	0	2	0	1	0	4	10
04:00 PM	0	1	0	0	1	0	0	0	3	5
04:15 PM	0	7	0	0	1	0	0	0	2	10
04:30 PM	0	0	0	0	2	0	0	2	0	4
04:45 PM	0	0	0	0	0	0	0	1	1	2
Total	0	8	0	0	4	0	0	3	6	21
05:00 PM	0	0	1	0	3	0	0	0	0	4
05:15 PM	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	0	0	0	2	0	0	0	0	2
Total	0	0	2	0	6	0	0	0	0	8
Grand Total	0	13	4	0	15	0	1	6	13	52
Apprch %	0	100	21.1	0	78.9	0	100	31.6	68.4	
Total %	0	25	7.7	0	28.8	0	1.9	11.5	25	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Right	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
07:00 AM	0	2	2	0	0	1	1	0	0	0	1	1	2	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	3
07:30 AM	0	1	1	1	0	0	1	0	0	0	0	1	1	3
07:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	0	2
Total Volume	0	3	3	1	0	3	4	0	0	0	3	3	6	13
% App. Total	0	100		25	0	75		0	0		50	50		
PHF	.000	.375	.375	.250	.000	.375	.500	.000	.000	.000	.375	.750	.500	.650

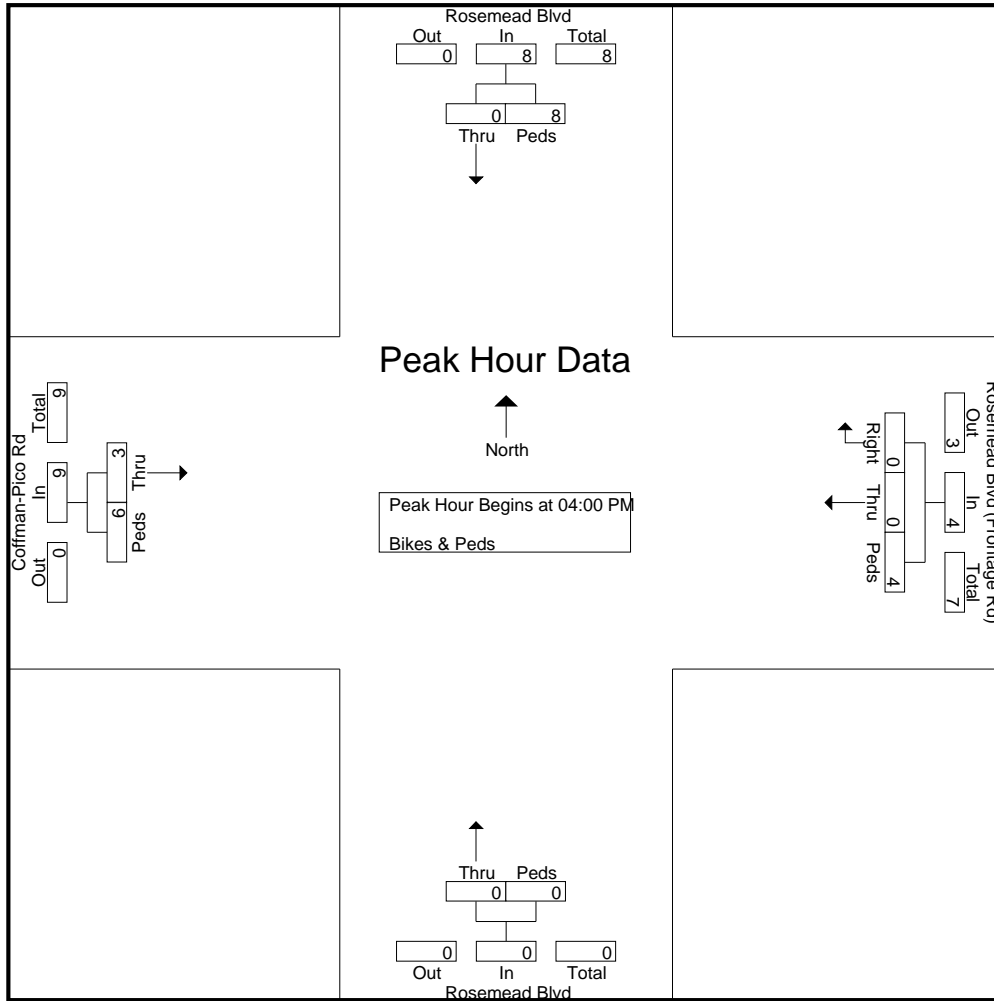
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Coffman-Pico_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound			Rosemead Blvd (Frontage Rd) Westbound				Rosemead Blvd Northbound			Coffman-Pico Rd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Right	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	0	1	1	0	0	1	1	0	0	0	0	3	3	5
04:15 PM	0	7	7	0	0	1	1	0	0	0	0	2	2	10
04:30 PM	0	0	0	0	0	2	2	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total Volume	0	8	8	0	0	4	4	0	0	0	3	6	9	21
% App. Total	0	100		0	0	100		0	0		33.3	66.7		
PHF	.000	.286	.286	.000	.000	.500	.500	.000	.000	.000	.375	.500	.750	.525



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Passenger

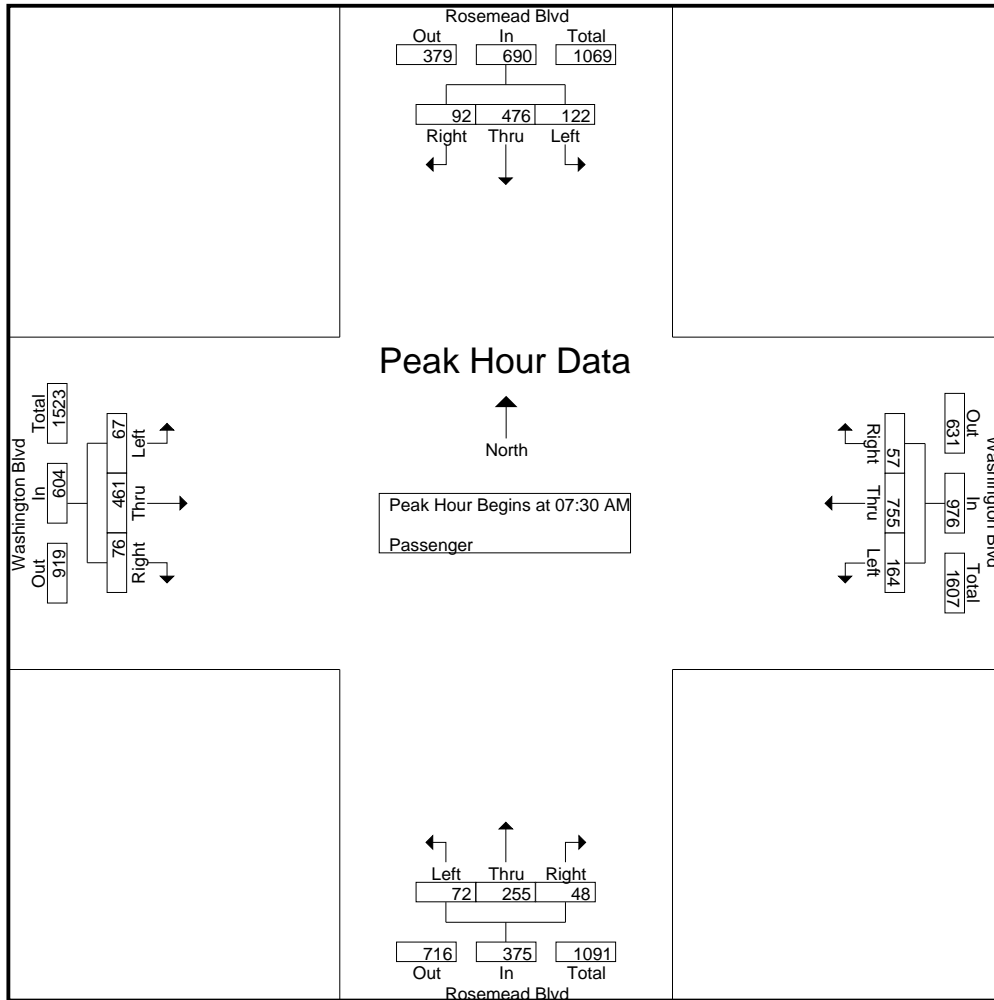
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	29	107	17	30	182	15	22	48	9	13	106	8	586
07:15 AM	29	112	24	34	193	10	13	42	6	14	85	15	577
07:30 AM	36	132	28	47	247	18	12	69	5	15	125	13	747
07:45 AM	26	126	26	45	189	15	19	73	16	22	112	27	696
Total	120	477	95	156	811	58	66	232	36	64	428	63	2606
08:00 AM	34	112	17	38	161	8	21	45	14	14	136	21	621
08:15 AM	26	106	21	34	158	16	20	68	13	16	88	15	581
08:30 AM	34	98	20	31	159	20	15	45	9	25	87	22	565
08:45 AM	31	100	24	33	148	19	19	63	23	26	102	24	612
Total	125	416	82	136	626	63	75	221	59	81	413	82	2379
04:00 PM	23	141	26	43	141	23	19	166	41	45	192	29	889
04:15 PM	28	126	33	38	159	32	28	154	29	59	203	25	914
04:30 PM	31	145	26	41	154	28	39	160	41	50	242	38	995
04:45 PM	23	144	30	46	173	34	27	149	38	49	230	41	984
Total	105	556	115	168	627	117	113	629	149	203	867	133	3782
05:00 PM	33	149	34	44	156	48	20	128	41	63	230	49	995
05:15 PM	26	186	29	34	154	50	22	149	28	74	201	48	1001
05:30 PM	40	154	18	56	150	44	27	125	33	53	246	58	1004
05:45 PM	41	188	14	40	127	39	34	104	25	76	196	61	945
Total	140	677	95	174	587	181	103	506	127	266	873	216	3945
Grand Total	490	2126	387	634	2651	419	357	1588	371	614	2581	494	12712
Apprch %	16.3	70.8	12.9	17.1	71.6	11.3	15.4	68.6	16	16.6	70	13.4	
Total %	3.9	16.7	3	5	20.9	3.3	2.8	12.5	2.9	4.8	20.3	3.9	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	36	132	28	196	47	247	18	312	12	69	5	86	15	125	13	153	747
07:45 AM	26	126	26	178	45	189	15	249	19	73	16	108	22	112	27	161	696
08:00 AM	34	112	17	163	38	161	8	207	21	45	14	80	14	136	21	171	621
08:15 AM	26	106	21	153	34	158	16	208	20	68	13	101	16	88	15	119	581
Total Volume	122	476	92	690	164	755	57	976	72	255	48	375	67	461	76	604	2645
% App. Total	17.7	69	13.3		16.8	77.4	5.8		19.2	68	12.8		11.1	76.3	12.6		
PHF	.847	.902	.821	.880	.872	.764	.792	.782	.857	.873	.750	.868	.761	.847	.704	.883	.885

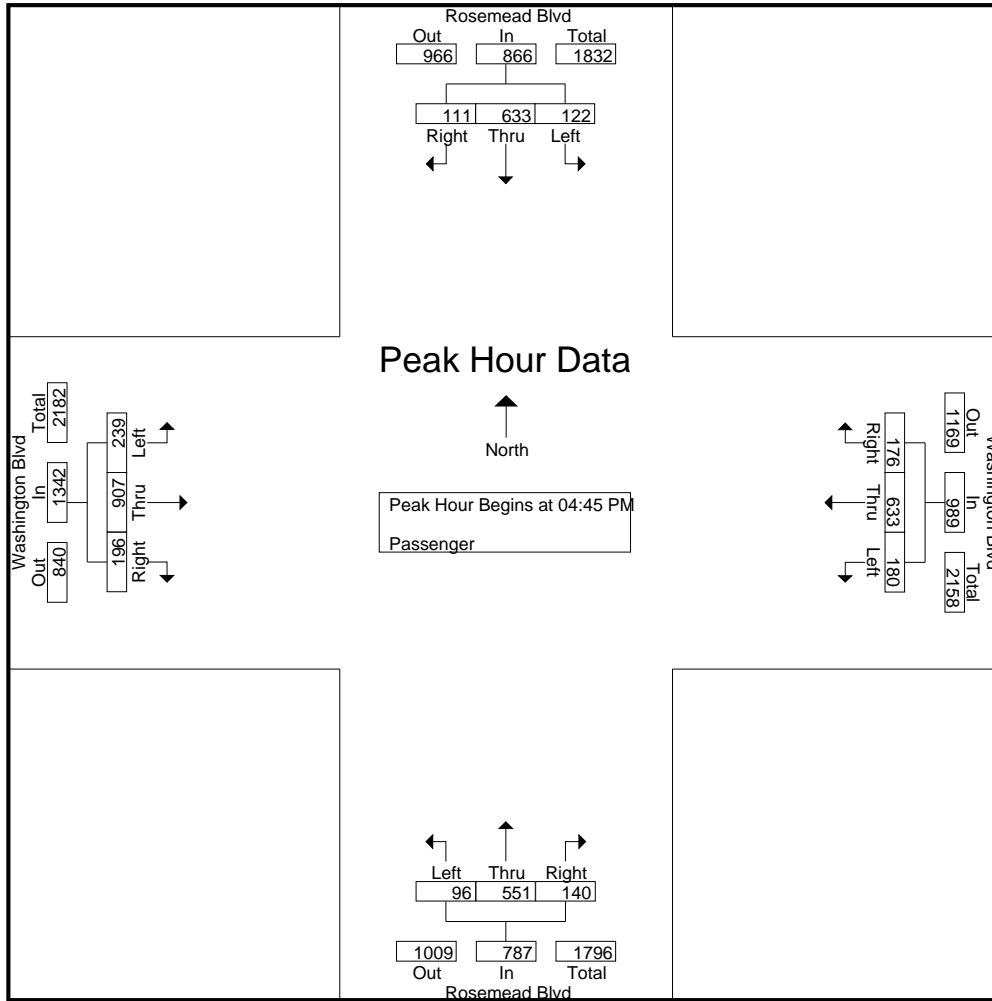
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Passenger
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	23	144	30	197	46	173	34	253	27	149	38	214	49	230	41	320	984
05:00 PM	33	149	34	216	44	156	48	248	20	128	41	189	63	230	49	342	995
05:15 PM	26	186	29	241	34	154	50	238	22	149	28	199	74	201	48	323	1001
05:30 PM	40	154	18	212	56	150	44	250	27	125	33	185	53	246	58	357	1004
Total Volume	122	633	111	866	180	633	176	989	96	551	140	787	239	907	196	1342	3984
% App. Total	14.1	73.1	12.8		18.2	64	17.8		12.2	70	17.8		17.8	67.6	14.6		
PHF	.763	.851	.816	.898	.804	.915	.880	.977	.889	.924	.854	.919	.807	.922	.845	.940	.992



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Buses

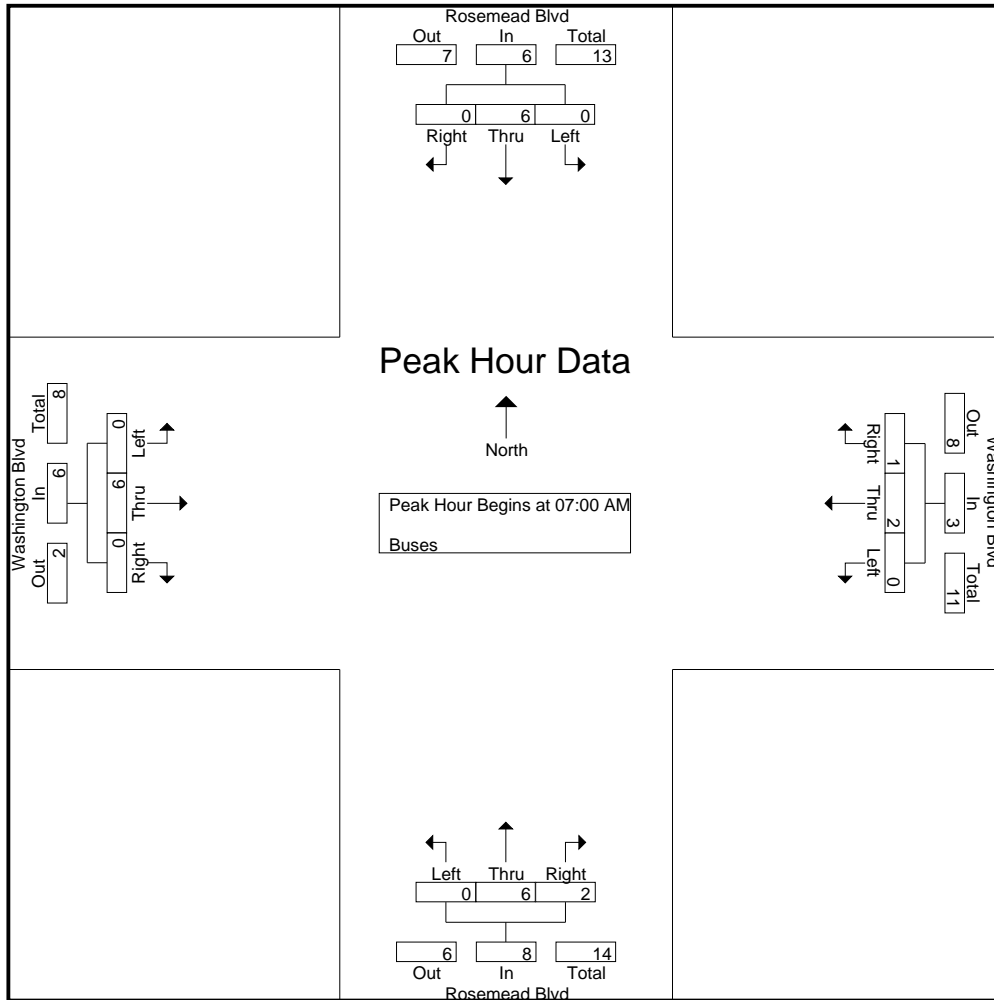
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3
07:15 AM	0	4	0	0	1	0	0	2	0	0	3	0	10
07:30 AM	0	1	0	0	1	1	0	2	2	0	0	0	7
07:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
Total	0	6	0	0	2	1	0	6	2	0	6	0	23
08:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
08:15 AM	0	2	0	0	1	0	0	1	0	0	0	1	5
08:30 AM	0	2	0	0	1	0	0	0	0	0	1	0	4
08:45 AM	0	0	0	2	0	0	0	0	0	0	2	0	4
Total	0	5	0	2	2	0	0	2	0	0	3	1	15
04:00 PM	0	1	0	0	2	0	0	1	0	0	1	0	5
04:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
04:30 PM	0	3	0	0	0	0	0	1	0	0	1	0	5
04:45 PM	0	5	0	0	1	0	0	2	0	0	1	0	9
Total	0	10	0	0	3	0	0	6	0	0	3	0	22
05:00 PM	0	3	0	0	1	0	0	2	0	0	2	0	8
05:15 PM	0	3	0	0	1	0	0	0	0	0	2	0	6
05:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	3	0	0	1	0	0	2	0	0	1	0	7
Total	0	13	0	0	3	0	0	4	0	0	5	0	25
Grand Total	0	34	0	2	10	1	0	18	2	0	17	1	85
Apprch %	0	100	0	15.4	76.9	7.7	0	90	10	0	94.4	5.6	
Total %	0	40	0	2.4	11.8	1.2	0	21.2	2.4	0	20	1.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
07:15 AM	0	4	0	4	0	1	0	1	0	2	0	2	0	3	0	3	10
07:30 AM	0	1	0	1	0	1	1	2	0	2	2	4	0	0	0	0	7
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
Total Volume	0	6	0	6	0	2	1	3	0	6	2	8	0	6	0	6	23
% App. Total	0	100	0		0	66.7	33.3		0	75	25		0	100	0		
PHF	.000	.375	.000	.375	.000	.500	.250	.375	.000	.750	.250	.500	.000	.500	.000	.500	.575

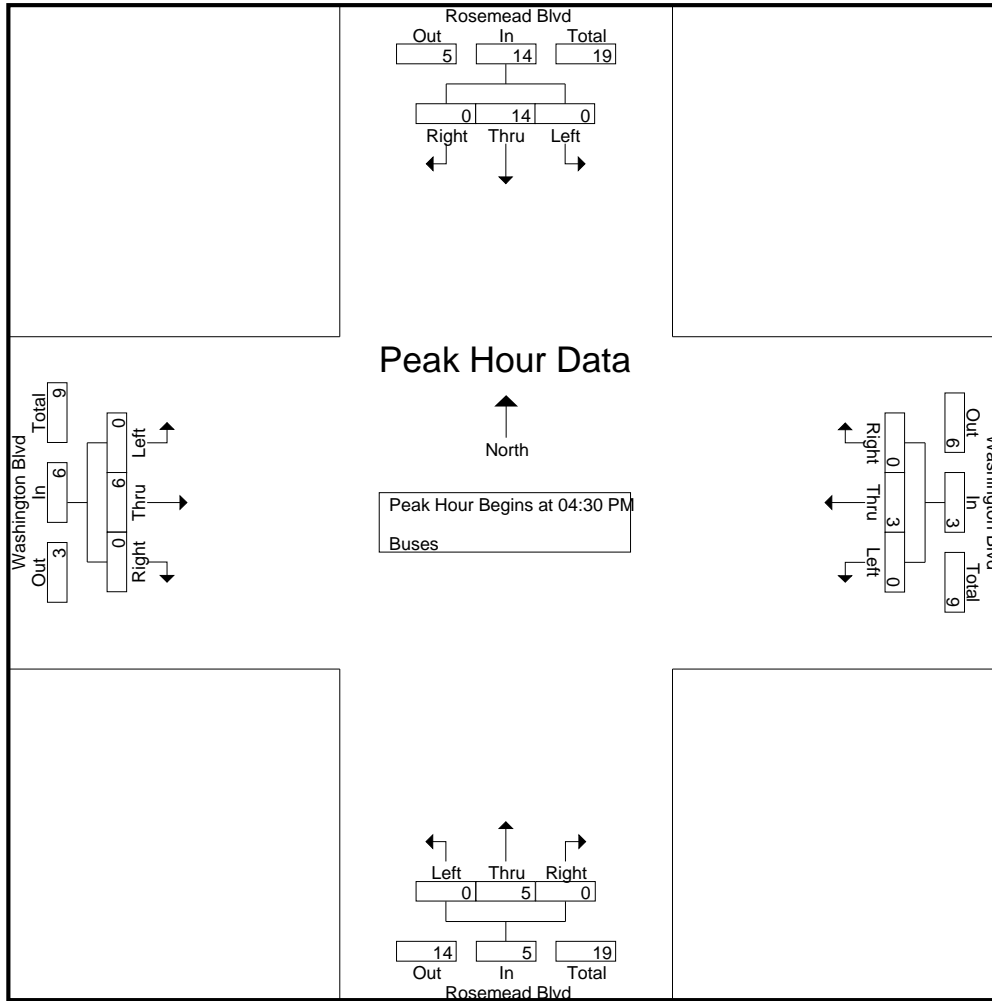
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Buses
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	0	1	5
04:45 PM	0	5	0	5	0	1	0	1	0	2	0	2	0	1	0	1	9
05:00 PM	0	3	0	3	0	1	0	1	0	2	0	2	0	2	0	2	8
05:15 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	2	0	2	6
Total Volume	0	14	0	14	0	3	0	3	0	5	0	5	0	6	0	6	28
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.700	.000	.700	.000	.750	.000	.750	.000	.625	.000	.625	.000	.750	.000	.750	.778



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- Motorcycles

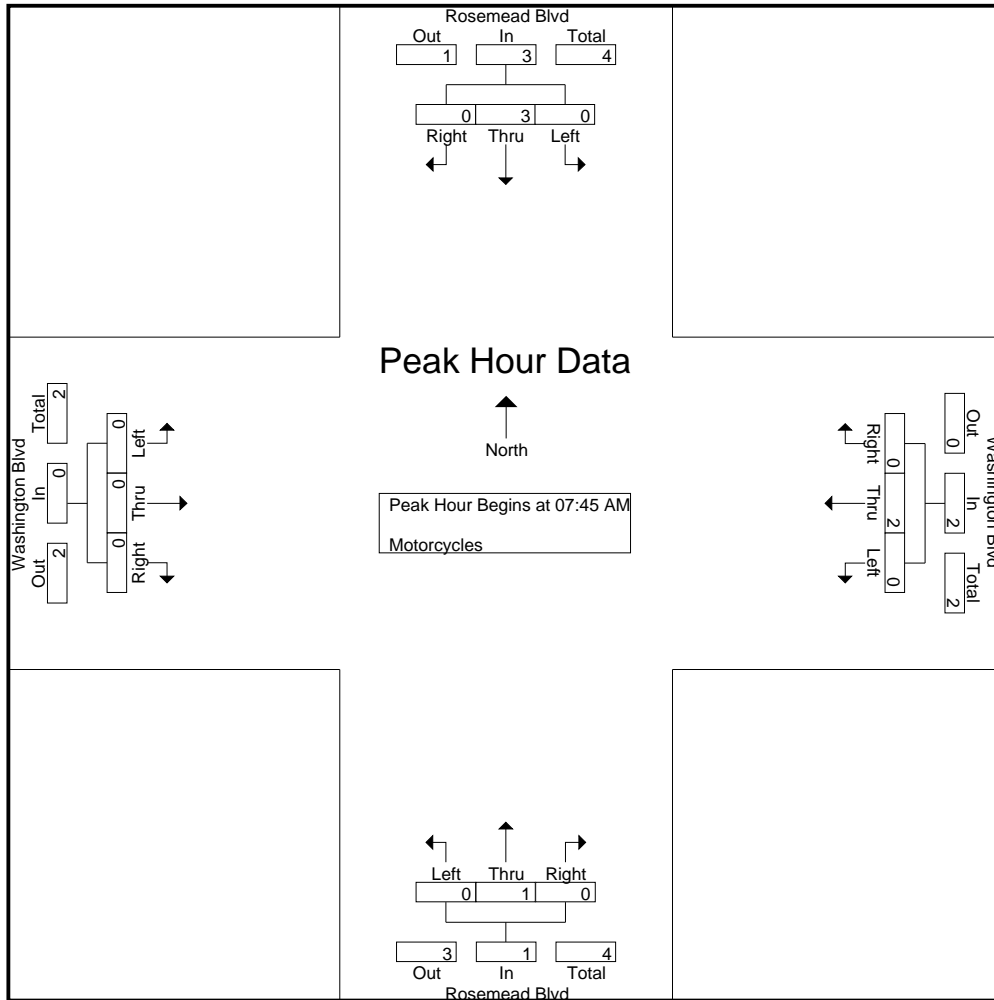
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	2	0	0	3	0	0	1	0	0	0	0	6
04:15 PM	0	0	0	0	2	0	0	0	0	1	1	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	1	2
Total	0	0	0	0	3	0	0	0	0	1	2	1	7
05:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	0	1	0	0	1	0	0	2	0	0	0	0	4
Grand Total	0	5	0	0	7	0	0	3	0	1	2	1	19
Apprch %	0	100	0	0	100	0	0	100	0	25	50	25	
Total %	0	26.3	0	0	36.8	0	0	15.8	0	5.3	10.5	5.3	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total Volume	0	3	0	3	0	2	0	2	0	1	0	1	0	0	0	0	0	6
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0			
PHF	.000	.375	.000	.375	.000	.500	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500

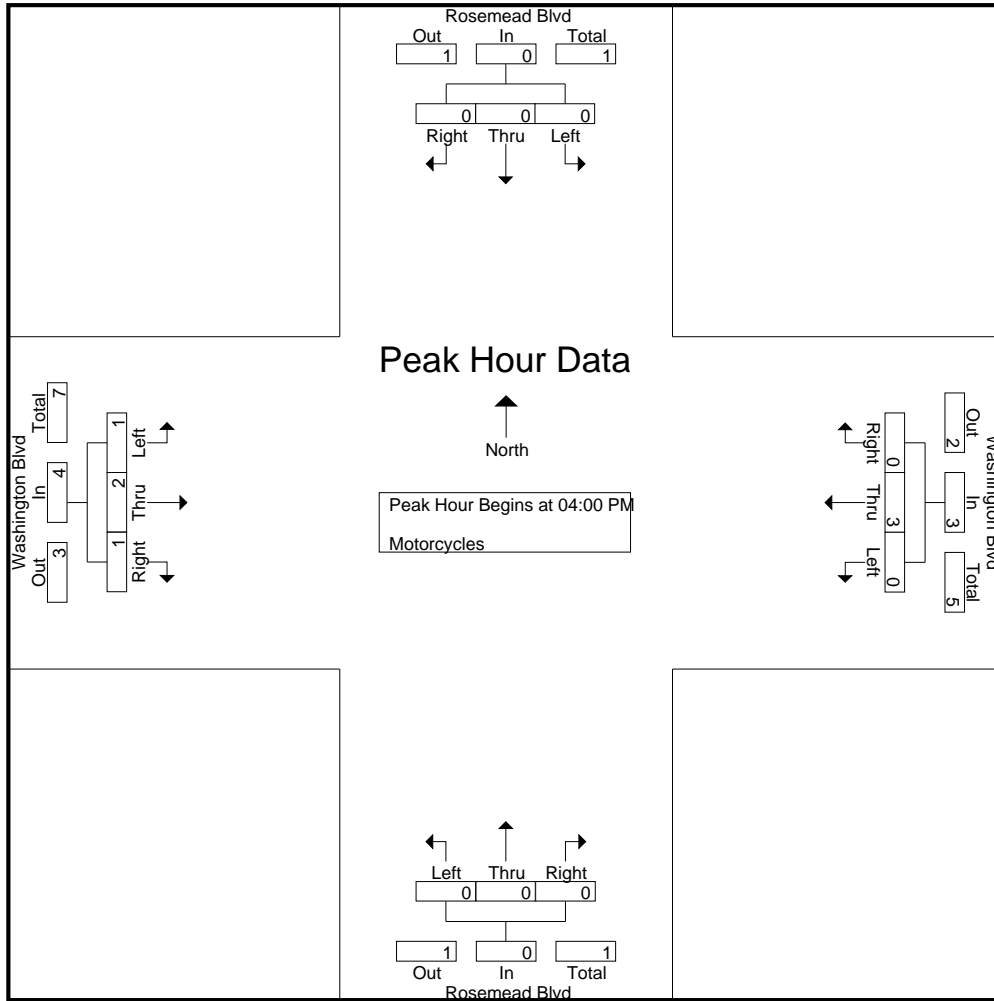
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_Motorcycles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	1	1	0	2	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	2	1	4	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	25	50	25	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.500	.250	.500	.438



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 2 Axle

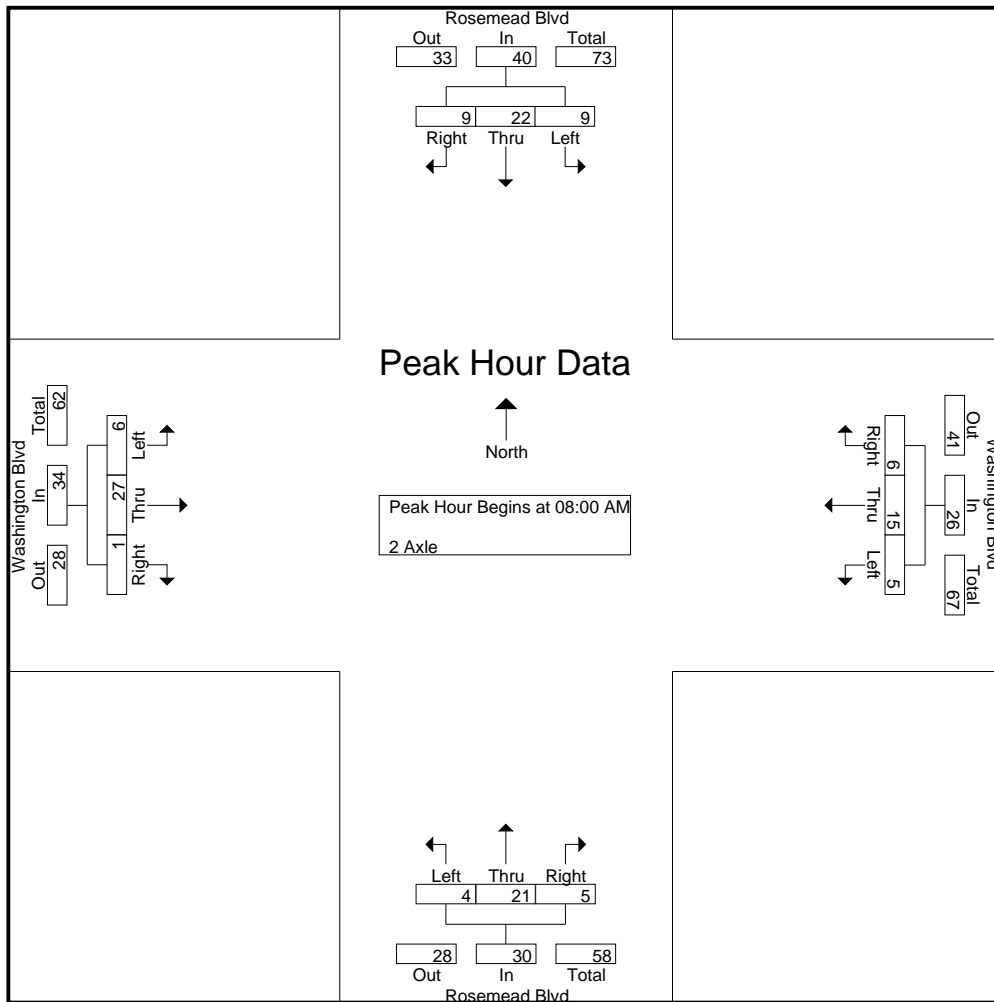
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	4	1	1	2	2	0	4	1	0	4	0	19
07:15 AM	3	4	1	0	2	0	1	1	0	1	7	2	22
07:30 AM	3	10	3	0	5	0	0	6	0	1	7	1	36
07:45 AM	1	2	2	0	8	1	1	4	1	0	4	0	24
Total	7	20	7	1	17	3	2	15	2	2	22	3	101
08:00 AM	2	7	2	1	2	1	0	2	2	0	6	0	25
08:15 AM	4	5	3	0	6	2	1	6	1	0	8	1	37
08:30 AM	2	5	2	3	3	1	1	6	2	5	9	0	39
08:45 AM	1	5	2	1	4	2	2	7	0	1	4	0	29
Total	9	22	9	5	15	6	4	21	5	6	27	1	130
04:00 PM	1	3	0	0	5	0	0	3	0	0	5	1	18
04:15 PM	2	4	2	1	3	2	2	2	1	0	3	1	23
04:30 PM	2	2	0	0	4	2	0	2	2	1	5	0	20
04:45 PM	0	2	0	3	4	0	0	2	0	0	5	0	16
Total	5	11	2	4	16	4	2	9	3	1	18	2	77
05:00 PM	0	3	0	1	3	0	0	3	0	1	6	0	17
05:15 PM	1	4	2	2	0	0	0	4	0	1	2	0	16
05:30 PM	0	2	0	1	2	0	1	3	2	2	1	1	15
05:45 PM	1	3	0	1	2	0	0	3	1	0	4	1	16
Total	2	12	2	5	7	0	1	13	3	4	13	2	64
Grand Total	23	65	20	15	55	13	9	58	13	13	80	8	372
Apprch %	21.3	60.2	18.5	18.1	66.3	15.7	11.2	72.5	16.2	12.9	79.2	7.9	
Total %	6.2	17.5	5.4	4	14.8	3.5	2.4	15.6	3.5	3.5	21.5	2.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	2	7	2	11	1	2	1	4	0	2	2	4	0	6	0	6	25
08:15 AM	4	5	3	12	0	6	2	8	1	6	1	8	0	8	1	9	37
08:30 AM	2	5	2	9	3	3	1	7	1	6	2	9	5	9	0	14	39
08:45 AM	1	5	2	8	1	4	2	7	2	7	0	9	1	4	0	5	29
Total Volume	9	22	9	40	5	15	6	26	4	21	5	30	6	27	1	34	130
% App. Total	22.5	55	22.5		19.2	57.7	23.1		13.3	70	16.7		17.6	79.4	2.9		
PHF	.563	.786	.750	.833	.417	.625	.750	.813	.500	.750	.625	.833	.300	.750	.250	.607	.833

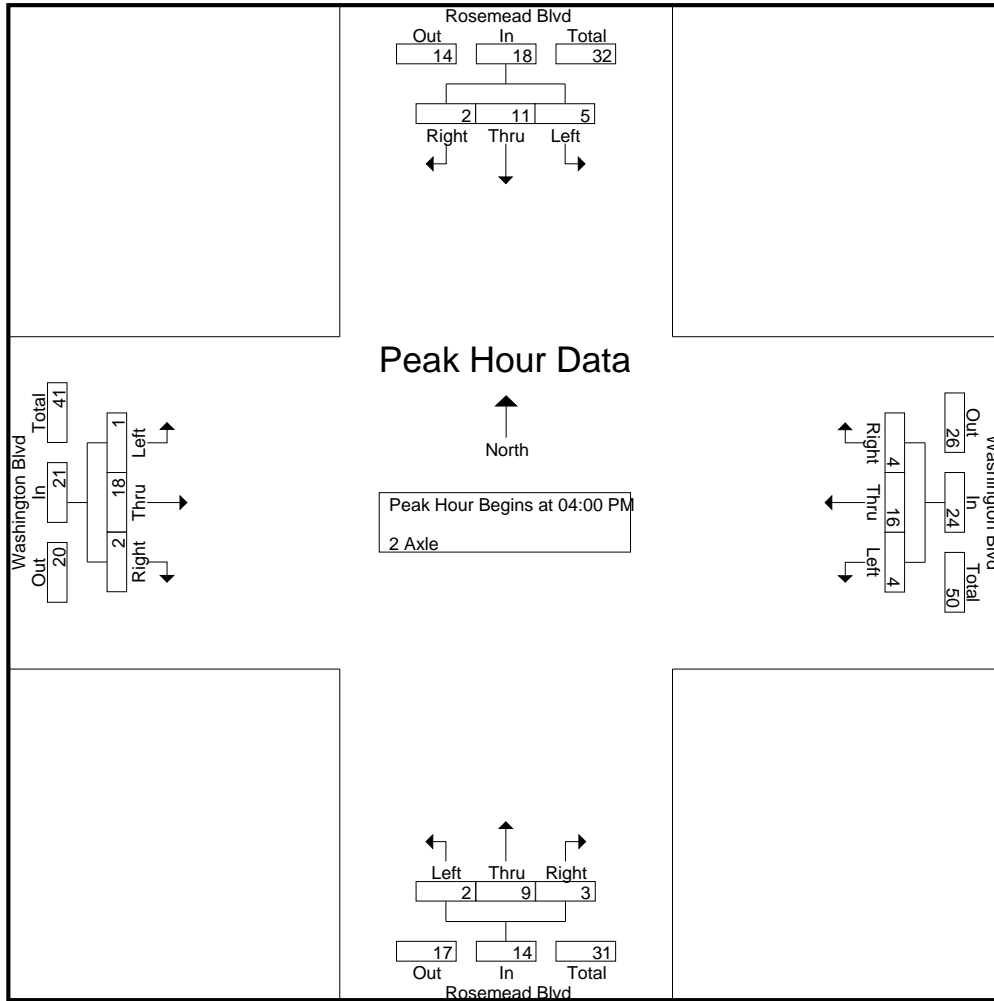
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_2-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	3	0	4	0	5	0	5	0	3	0	3	0	5	1	6	18
04:15 PM	2	4	2	8	1	3	2	6	2	2	1	5	0	3	1	4	23
04:30 PM	2	2	0	4	0	4	2	6	0	2	2	4	1	5	0	6	20
04:45 PM	0	2	0	2	3	4	0	7	0	2	0	2	0	5	0	5	16
Total Volume	5	11	2	18	4	16	4	24	2	9	3	14	1	18	2	21	77
% App. Total	27.8	61.1	11.1		16.7	66.7	16.7		14.3	64.3	21.4		4.8	85.7	9.5		
PHF	.625	.688	.250	.563	.333	.800	.500	.857	.250	.750	.375	.700	.250	.900	.500	.875	.837



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 3 Axle

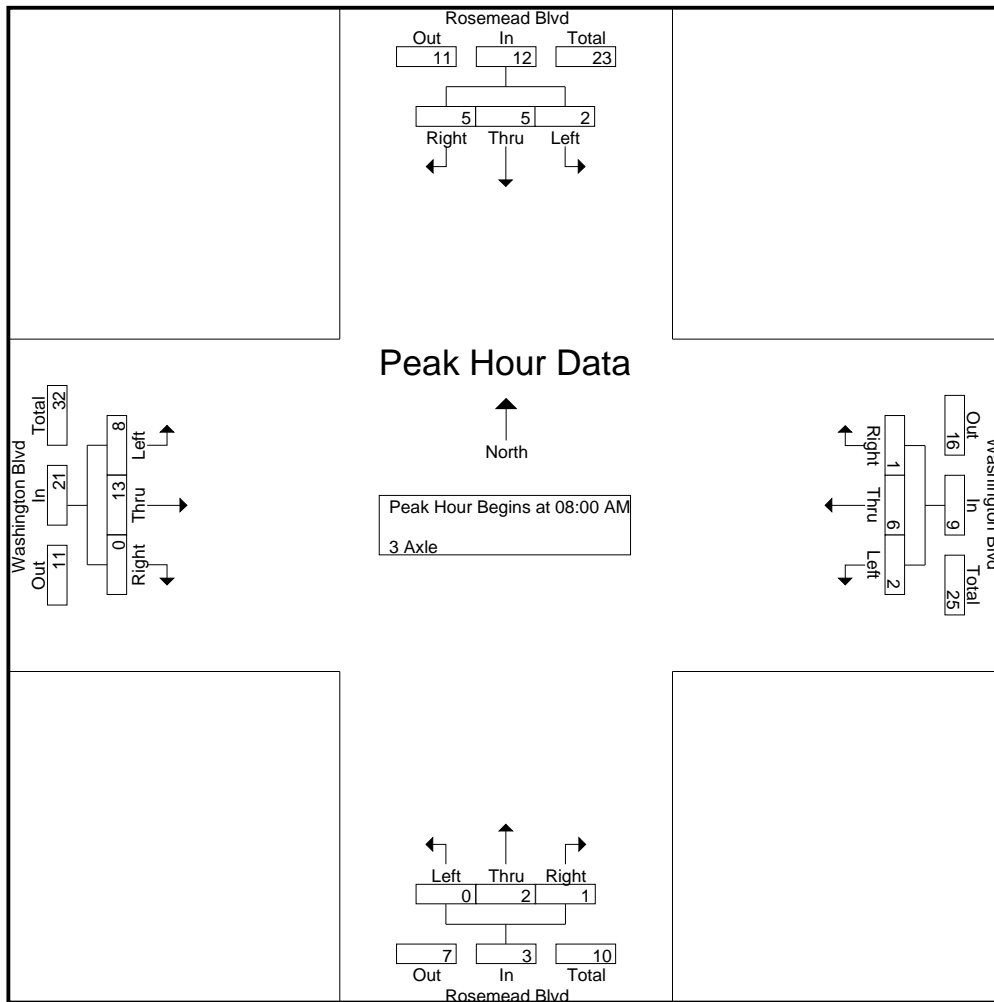
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	0	6
07:15 AM	0	2	0	0	2	0	0	2	0	0	1	0	7
07:30 AM	0	3	0	0	1	0	0	1	0	0	3	0	8
07:45 AM	0	1	0	0	1	0	0	2	0	0	6	0	10
Total	0	9	0	0	7	0	0	5	0	0	10	0	31
08:00 AM	1	1	0	0	1	0	0	1	0	2	4	0	10
08:15 AM	0	1	1	0	2	0	0	0	0	4	2	0	10
08:30 AM	0	1	2	1	3	0	0	1	1	1	4	0	14
08:45 AM	1	2	2	1	0	1	0	0	0	1	3	0	11
Total	2	5	5	2	6	1	0	2	1	8	13	0	45
04:00 PM	0	2	2	0	2	0	2	0	0	2	1	0	11
04:15 PM	0	3	0	0	2	0	0	0	0	1	1	0	7
04:30 PM	0	0	1	0	3	0	2	1	0	1	0	0	8
04:45 PM	0	2	0	0	5	0	0	2	0	0	1	0	10
Total	0	7	3	0	12	0	4	3	0	4	3	0	36
05:00 PM	0	0	1	0	4	0	1	0	0	0	0	0	6
05:15 PM	0	1	0	0	3	0	0	0	0	0	0	0	4
05:30 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
05:45 PM	0	1	0	0	3	0	0	0	0	0	5	0	9
Total	0	3	1	0	12	0	1	0	0	0	6	0	23
Grand Total	2	24	9	2	37	1	5	10	1	12	32	0	135
Apprch %	5.7	68.6	25.7	5	92.5	2.5	31.2	62.5	6.2	27.3	72.7	0	
Total %	1.5	17.8	6.7	1.5	27.4	0.7	3.7	7.4	0.7	8.9	23.7	0	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	1	1	0	2	0	1	0	1	0	1	0	1	2	4	0	6	10
08:15 AM	0	1	1	2	0	2	0	2	0	0	0	0	4	2	0	6	10
08:30 AM	0	1	2	3	1	3	0	4	0	1	1	2	1	4	0	5	14
08:45 AM	1	2	2	5	1	0	1	2	0	0	0	0	1	3	0	4	11
Total Volume	2	5	5	12	2	6	1	9	0	2	1	3	8	13	0	21	45
% App. Total	16.7	41.7	41.7		22.2	66.7	11.1		0	66.7	33.3		38.1	61.9	0		
PHF	.500	.625	.625	.600	.500	.500	.250	.563	.000	.500	.250	.375	.500	.813	.000	.875	.804

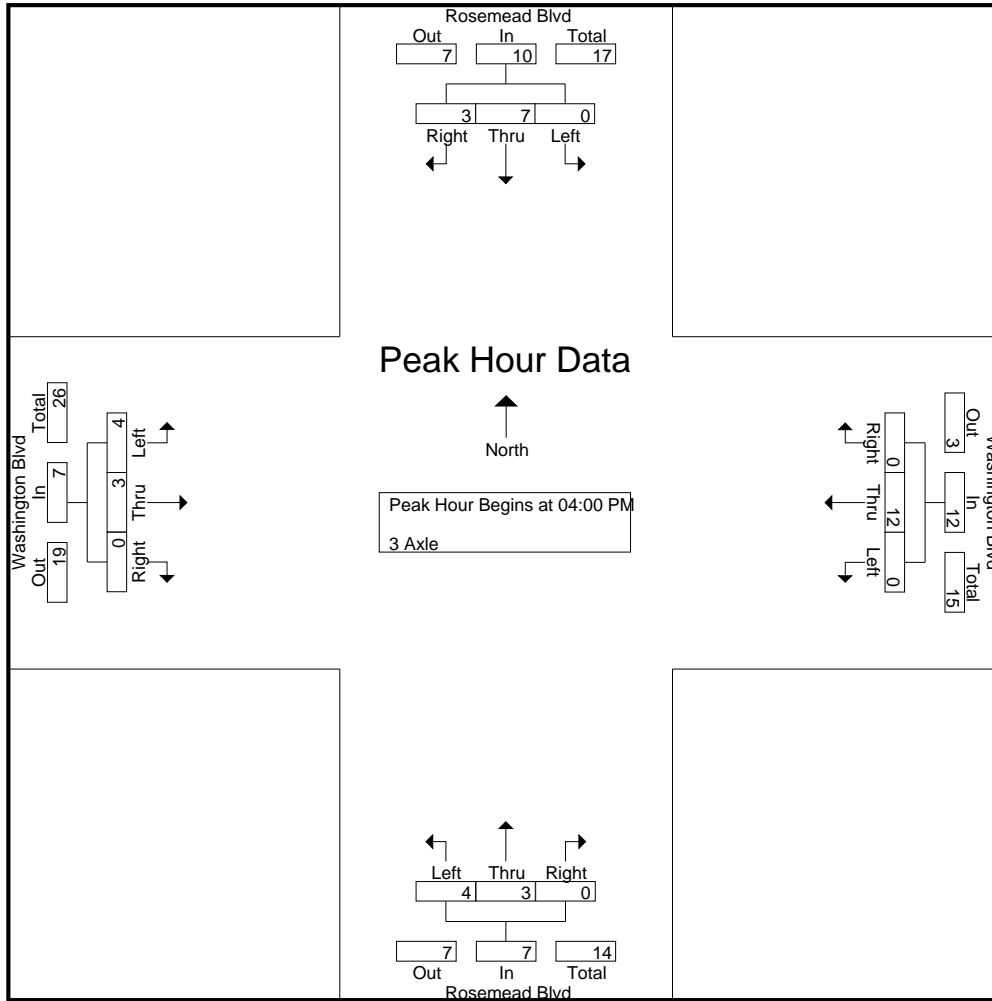
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_3-Axle
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	2	4	0	2	0	2	2	0	0	2	2	1	0	3	11
04:15 PM	0	3	0	3	0	2	0	2	0	0	0	0	1	1	0	2	7
04:30 PM	0	0	1	1	0	3	0	3	2	1	0	3	1	0	0	1	8
04:45 PM	0	2	0	2	0	5	0	5	0	2	0	2	0	1	0	1	10
Total Volume	0	7	3	10	0	12	0	12	4	3	0	7	4	3	0	7	36
% App. Total	0	70	30		0	100	0		57.1	42.9	0		57.1	42.9	0		
PHF	.000	.583	.375	.625	.000	.600	.000	.600	.500	.375	.000	.583	.500	.750	.000	.583	.818



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

Groups Printed- 4+ Axles

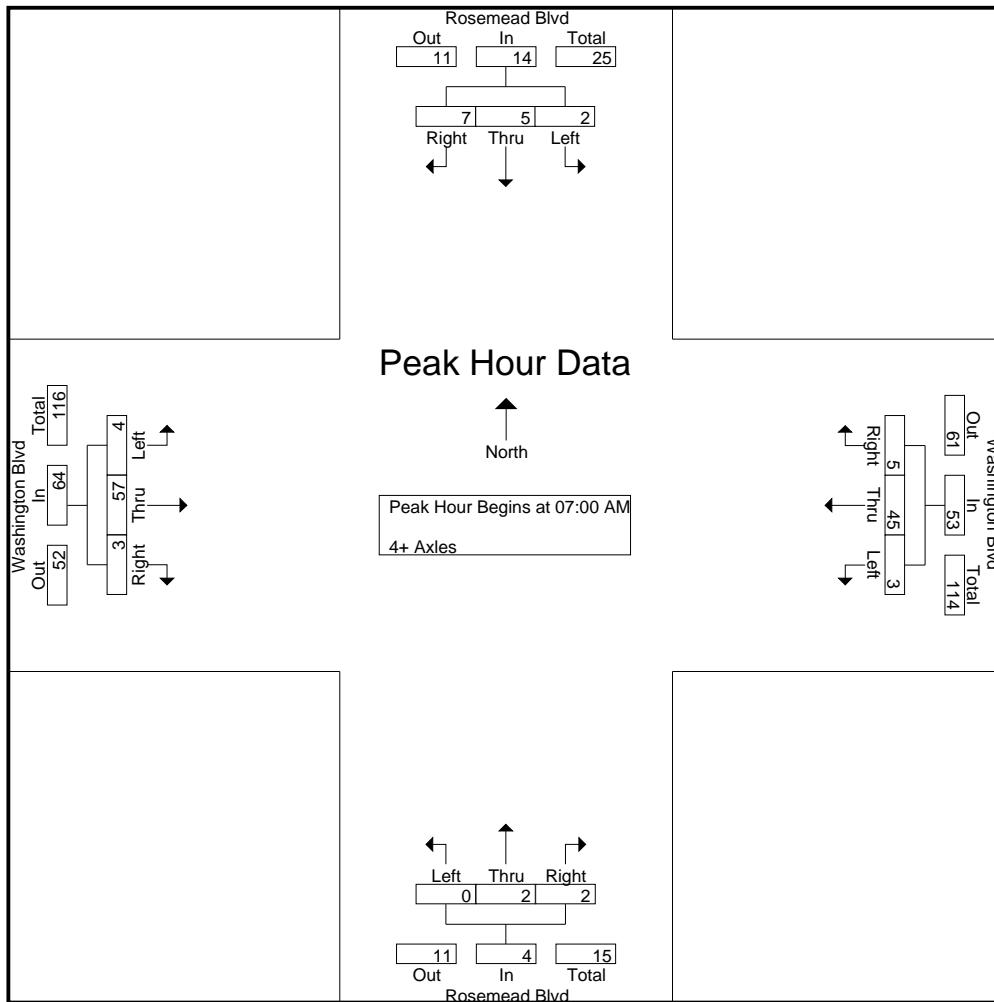
Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	1	2	2	12	1	0	0	1	1	11	2	33
07:15 AM	2	1	1	1	11	3	0	0	0	1	17	0	37
07:30 AM	0	0	2	0	10	0	0	1	0	1	11	0	25
07:45 AM	0	3	2	0	12	1	0	1	1	1	18	1	40
Total	2	5	7	3	45	5	0	2	2	4	57	3	135
08:00 AM	0	0	1	1	10	0	0	0	0	0	7	1	20
08:15 AM	0	1	1	2	7	1	0	2	0	0	15	1	30
08:30 AM	0	2	2	2	7	2	0	3	1	0	17	0	36
08:45 AM	0	0	1	0	8	1	1	1	0	1	10	2	25
Total	0	3	5	5	32	4	1	6	1	1	49	4	111
04:00 PM	0	2	2	4	6	0	1	0	2	0	7	0	24
04:15 PM	0	1	2	2	7	0	0	1	0	1	8	0	22
04:30 PM	0	1	1	0	5	1	0	2	2	2	7	1	22
04:45 PM	0	1	0	1	9	0	0	0	0	0	8	0	19
Total	0	5	5	7	27	1	1	3	4	3	30	1	87
05:00 PM	0	0	1	1	8	1	0	2	0	1	5	0	19
05:15 PM	0	3	0	1	9	0	0	1	0	1	6	1	22
05:30 PM	0	0	1	1	4	0	1	3	0	1	2	0	13
05:45 PM	0	1	3	1	3	0	0	0	1	2	4	0	15
Total	0	4	5	4	24	1	1	6	1	5	17	1	69
Grand Total	2	17	22	19	128	11	3	17	8	13	153	9	402
Apprch %	4.9	41.5	53.7	12	81	7	10.7	60.7	28.6	7.4	87.4	5.1	
Total %	0.5	4.2	5.5	4.7	31.8	2.7	0.7	4.2	2	3.2	38.1	2.2	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	2	3	2	12	1	15	0	0	1	1	1	11	2	14	33
07:15 AM	2	1	1	4	1	11	3	15	0	0	0	0	1	17	0	18	37
07:30 AM	0	0	2	2	0	10	0	10	0	1	0	1	1	11	0	12	25
07:45 AM	0	3	2	5	0	12	1	13	0	1	1	2	1	18	1	20	40
Total Volume	2	5	7	14	3	45	5	53	0	2	2	4	4	57	3	64	135
% App. Total	14.3	35.7	50		5.7	84.9	9.4		0	50	50		6.2	89.1	4.7		
PHF	.250	.417	.875	.700	.375	.938	.417	.883	.000	.500	.500	.500	1.00	.792	.375	.800	.844

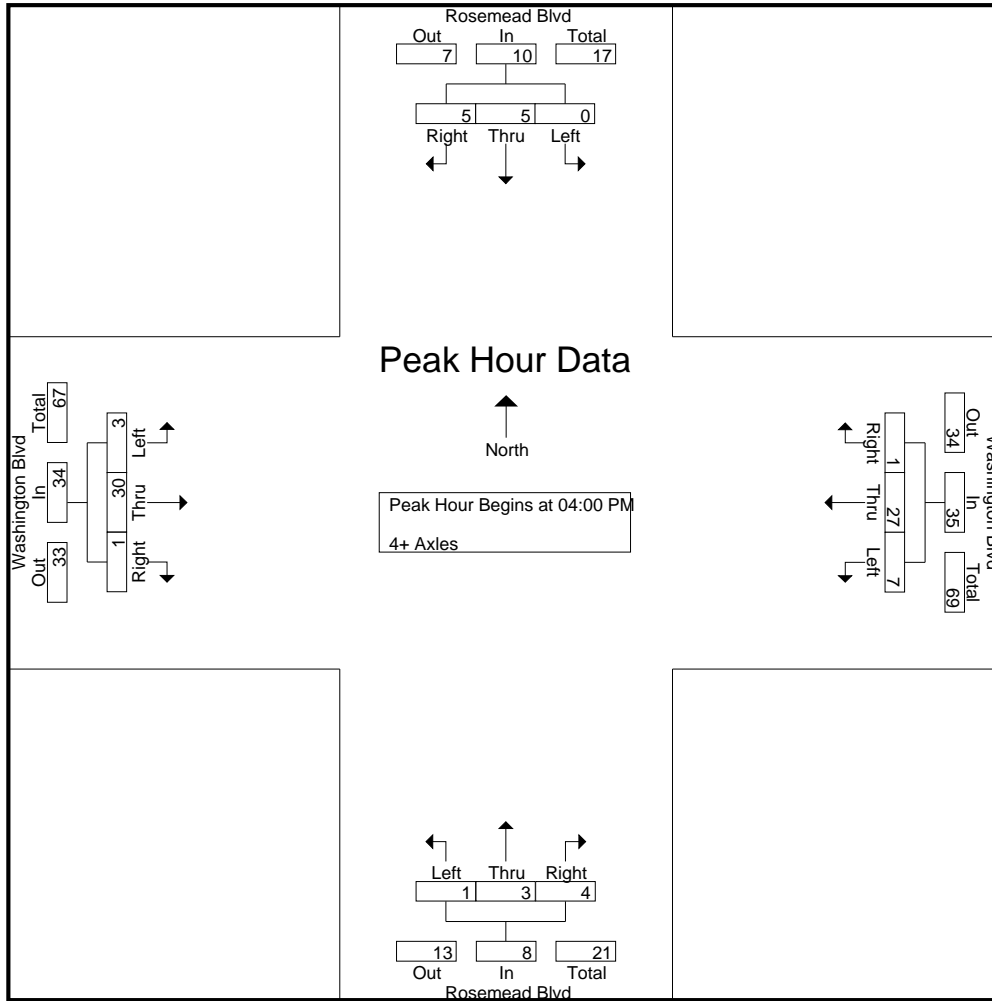
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_4+Axles
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Washington Blvd Westbound				Rosemead Blvd Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	2	4	4	6	0	10	1	0	2	3	0	7	0	7	24
04:15 PM	0	1	2	3	2	7	0	9	0	1	0	1	1	8	0	9	22
04:30 PM	0	1	1	2	0	5	1	6	0	2	2	4	2	7	1	10	22
04:45 PM	0	1	0	1	1	9	0	10	0	0	0	0	0	8	0	8	19
Total Volume	0	5	5	10	7	27	1	35	1	3	4	8	3	30	1	34	87
% App. Total	0	50	50		20	77.1	2.9		12.5	37.5	50		8.8	88.2	2.9		
PHF	.000	.625	.625	.625	.438	.750	.250	.875	.250	.375	.500	.500	.375	.938	.250	.850	.906



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 1

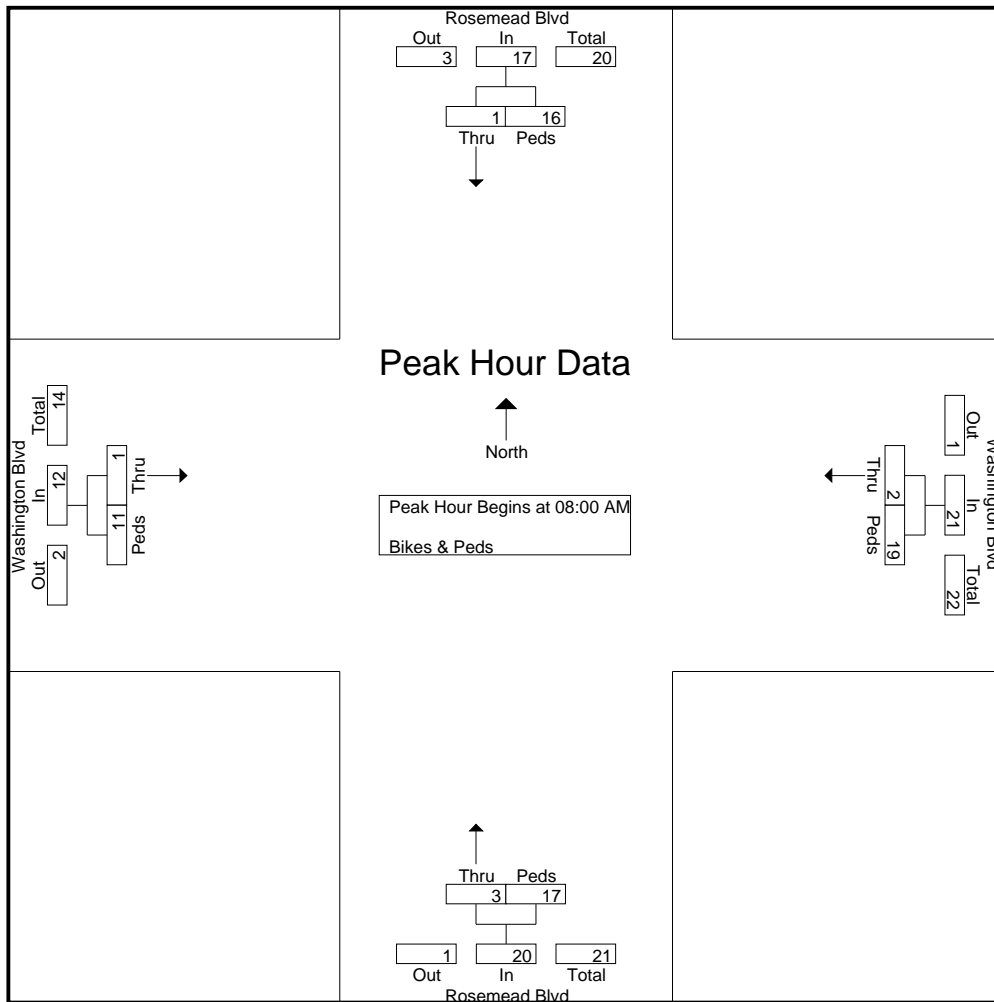
Groups Printed- Bikes & Peds

Start Time	Rosemead Blvd Southbound		Washington Blvd Westbound		Rosemead Blvd Northbound		Washington Blvd Eastbound		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	0	2	0	2	0	1	1	3	9
07:15 AM	1	1	0	3	0	1	2	3	11
07:30 AM	1	2	1	5	1	3	0	3	16
07:45 AM	0	5	0	4	0	5	0	2	16
Total	2	10	1	14	1	10	3	11	52
08:00 AM	0	4	0	3	1	3	0	2	13
08:15 AM	1	5	1	6	1	4	1	4	23
08:30 AM	0	2	0	6	0	5	0	2	15
08:45 AM	0	5	1	4	1	5	0	3	19
Total	1	16	2	19	3	17	1	11	70
04:00 PM	0	5	0	10	1	6	0	4	26
04:15 PM	0	5	0	6	0	6	0	3	20
04:30 PM	1	3	1	10	0	4	2	0	21
04:45 PM	0	5	0	12	1	5	1	3	27
Total	1	18	1	38	2	21	3	10	94
05:00 PM	1	13	0	15	1	8	0	4	42
05:15 PM	1	11	2	9	0	6	1	3	33
05:30 PM	1	7	0	7	1	7	1	3	27
05:45 PM	0	5	0	11	0	6	0	2	24
Total	3	36	2	42	2	27	2	12	126
Grand Total	7	80	6	113	8	75	9	44	342
Apprch %	8	92	5	95	9.6	90.4	17	83	
Total %	2	23.4	1.8	33	2.3	21.9	2.6	12.9	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	4	4	0	3	3	1	3	4	0	2	2	13
08:15 AM	1	5	6	1	6	7	1	4	5	1	4	5	23
08:30 AM	0	2	2	0	6	6	0	5	5	0	2	2	15
08:45 AM	0	5	5	1	4	5	1	5	6	0	3	3	19
Total Volume	1	16	17	2	19	21	3	17	20	1	11	12	70
% App. Total	5.9	94.1		9.5	90.5		15	85		8.3	91.7		
PHF	.250	.800	.708	.500	.792	.750	.750	.850	.833	.250	.688	.600	.761

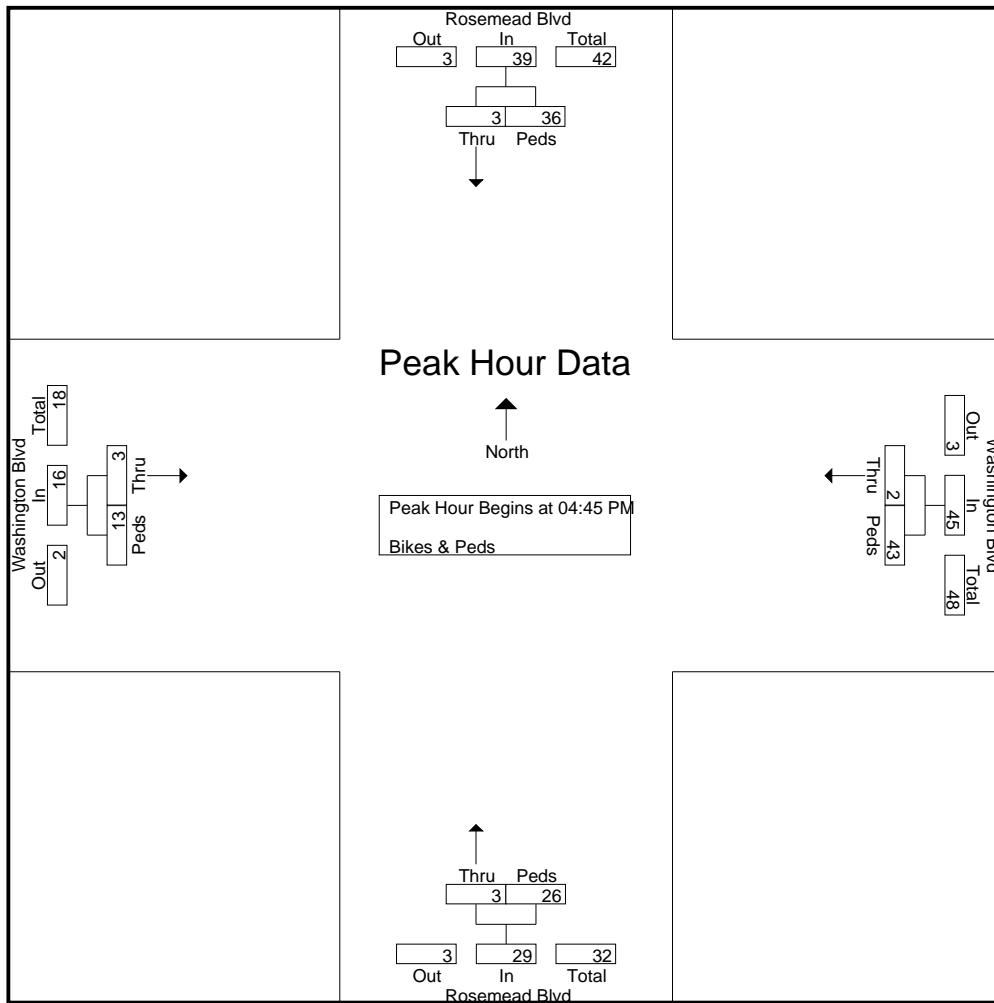


CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : Rosemead_Washington_BP
 Site Code : 00000000
 Start Date : 3/9/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound			Washington Blvd Westbound			Rosemead Blvd Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
04:45 PM	0	5	5	0	12	12	1	5	6	1	3	4	27
05:00 PM	1	13	14	0	15	15	1	8	9	0	4	4	42
05:15 PM	1	11	12	2	9	11	0	6	6	1	3	4	33
05:30 PM	1	7	8	0	7	7	1	7	8	1	3	4	27
Total Volume	3	36	39	2	43	45	3	26	29	3	13	16	129
% App. Total	7.7	92.3		4.4	95.6		10.3	89.7		18.8	81.2		
PHF	.750	.692	.696	.250	.717	.750	.750	.813	.806	.750	.813	1.00	.768

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



Rosemead Blvd
Btwn Washington Blvd & Whittier Blvd

Start Time	09-Mar-21 Tue	Northeast		Hour Totals		Southwest		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		31	219			26	181				
12:15		34	225			19	220				
12:30		20	212			18	202				
12:45		24	217	109	873	11	189	74	792	183	1665
01:00		16	208			9	206				
01:15		12	212			6	204				
01:30		16	200			11	197				
01:45		17	233	61	853	9	195	35	802	96	1655
02:00		14	242			15	224				
02:15		16	262			0	193				
02:30		13	254			10	221				
02:45		8	242	51	1000	15	224	40	862	91	1862
03:00		10	263			9	220				
03:15		5	221			10	213				
03:30		24	294			19	222				
03:45		17	288	56	1066	20	250	58	905	114	1971
04:00		16	285			16	260				
04:15		13	288			38	206				
04:30		23	305			45	246				
04:45		29	284	81	1162	48	248	147	960	228	2122
05:00		42	315			47	239				
05:15		46	348			65	240				
05:30		59	303			75	254				
05:45		79	323	226	1289	121	242	308	975	534	2264
06:00		76	318			97	209				
06:15		69	250			107	218				
06:30		76	256			149	214				
06:45		103	254	324	1078	124	165	477	806	801	1884
07:00		99	211			172	165				
07:15		120	198			178	169				
07:30		143	159			229	126				
07:45		134	189	496	757	179	107	758	567	1254	1324
08:00		111	166			186	117				
08:15		136	130			161	106				
08:30		144	112			169	90				
08:45		136	121	527	529	161	89	677	402	1204	931
09:00		164	112			129	86				
09:15		148	99			147	85				
09:30		123	99			141	63				
09:45		176	90	611	400	163	60	580	294	1191	694
10:00		152	89			149	54				
10:15		176	52			159	46				
10:30		174	59			171	29				
10:45		165	52	667	252	167	30	646	159	1313	411
11:00		181	73			152	30				
11:15		143	43			235	26				
11:30		190	41			231	26				
11:45		211	44	725	201	235	26	853	108	1578	309
Total		3934	9460			4653	7632			8587	17092
Percent		29.4%	70.6%			37.9%	62.1%			33.4%	66.6%
Grand Total		3934	9460			4653	7632			8587	17092
Percent		29.4%	70.6%			37.9%	62.1%			33.4%	66.6%

ADT ADT 25,679 AADT 25,679

Washington Blvd
Btwn Rosemead Blvd & Paramount Blvd

Start Time	09-Mar-21 Tue	East		Hour Totals		West		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		94	377			70	242				
12:15		70	326			45	224				
12:30		61	375			44	229				
12:45		51	365	276	1443	52	252	211	947	487	2390
01:00		59	383			25	274				
01:15		61	375			50	259				
01:30		67	397			29	248				
01:45		56	380	243	1535	45	266	149	1047	392	2582
02:00		63	411			61	224				
02:15		60	441			66	237				
02:30		25	466			57	238				
02:45		45	499	193	1817	45	275	229	974	422	2791
03:00		44	476			50	237				
03:15		51	397			74	258				
03:30		63	458			94	247				
03:45		60	494	218	1825	119	278	337	1020	555	2845
04:00		102	462			84	232				
04:15		99	509			102	278				
04:30		112	510			151	265				
04:45		113	571	426	2052	183	264	520	1039	946	3091
05:00		113	489			158	247				
05:15		130	520			231	241				
05:30		183	576			287	280				
05:45		150	482	576	2067	355	242	1031	1010	1607	3077
06:00		188	444			269	284				
06:15		188	449			340	242				
06:30		226	428			286	294				
06:45		214	447	816	1768	365	289	1260	1109	2076	2877
07:00		242	383			312	259				
07:15		262	348			380	190				
07:30		275	300			352	172				
07:45		318	269	1097	1300	355	173	1399	794	2496	2094
08:00		275	274			268	166				
08:15		261	267			278	142				
08:30		277	238			258	152				
08:45		277	183	1090	962	251	147	1055	607	2145	1569
09:00		280	172			199	179				
09:15		247	171			203	131				
09:30		253	147			194	111				
09:45		257	146	1037	636	209	122	805	543	1842	1179
10:00		327	167			202	152				
10:15		243	155			230	91				
10:30		328	122			212	107				
10:45		359	119	1257	563	222	85	866	435	2123	998
11:00		310	125			199	76				
11:15		330	105			244	69				
11:30		342	96			225	63				
11:45		395	100	1377	426	232	78	900	286	2277	712
Total		8606	16394			8762	9811			17368	26205
Percent		34.4%	65.6%			47.2%	52.8%			39.9%	60.1%
Grand Total		8606	16394			8762	9811			17368	26205
Percent		34.4%	65.6%			47.2%	52.8%			39.9%	60.1%

ADT ADT 43,573 AADT 43,573

CITY TRAFFIC COUNTERS
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File Name : ProjectDriveway_Washington
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 1

Groups Printed- Vehicles

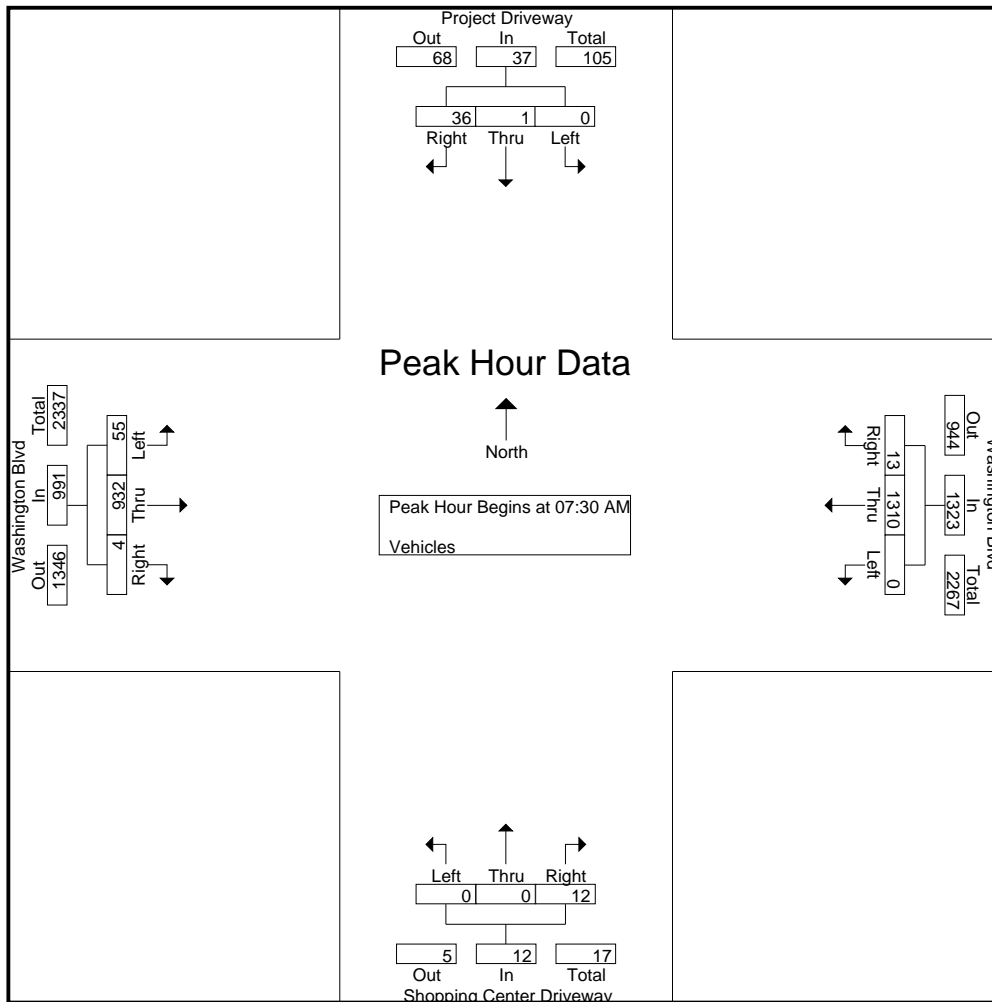
Start Time	Project Driveway Southbound			Washington Blvd Westbound			Shopping Center Driveway Northbound			Washington Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	8	0	319	1	0	0	2	8	155	0	493
07:15 AM	0	0	11	0	312	3	0	0	4	16	201	1	548
07:30 AM	0	0	10	0	322	2	0	0	3	3	251	1	592
07:45 AM	0	0	9	0	306	1	0	0	0	18	261	1	596
Total	0	0	38	0	1259	7	0	0	9	45	868	3	2229
08:00 AM	0	1	9	0	376	5	0	0	5	14	203	1	614
08:15 AM	0	0	8	0	306	5	0	0	4	20	217	1	561
08:30 AM	0	0	10	0	278	6	0	0	8	20	169	1	492
08:45 AM	0	0	9	0	282	3	0	0	8	17	175	2	496
Total	0	1	36	0	1242	19	0	0	25	71	764	5	2163
04:00 PM	0	1	15	0	256	8	0	0	26	26	401	6	739
04:15 PM	0	0	11	0	234	6	0	1	18	29	328	5	632
04:30 PM	0	0	15	0	312	2	0	0	21	31	374	3	758
04:45 PM	0	0	15	0	257	2	0	1	29	19	365	6	694
Total	0	1	56	0	1059	18	0	2	94	105	1468	20	2823
05:00 PM	0	0	21	0	274	3	0	0	23	24	450	9	804
05:15 PM	0	0	16	0	255	5	0	0	26	34	409	15	760
05:30 PM	0	0	11	0	253	1	0	0	17	16	417	8	723
05:45 PM	0	0	14	0	223	1	0	0	14	30	372	7	661
Total	0	0	62	0	1005	10	0	0	80	104	1648	39	2948
Grand Total	0	2	192	0	4565	54	0	2	208	325	4748	67	10163
Apprch %	0	1	99	0	98.8	1.2	0	1	99	6.3	92.4	1.3	
Total %	0	0	1.9	0	44.9	0.5	0	0	2	3.2	46.7	0.7	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDriveway_Washington
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 2

Start Time	Project Driveway Southbound				Washington Blvd Westbound				Shopping Center Driveway Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	10	10	0	322	2	324	0	0	3	3	3	251	1	255	592
07:45 AM	0	0	9	9	0	306	1	307	0	0	0	0	18	261	1	280	596
08:00 AM	0	1	9	10	0	376	5	381	0	0	5	5	14	203	1	218	614
08:15 AM	0	0	8	8	0	306	5	311	0	0	4	4	20	217	1	238	561
Total Volume	0	1	36	37	0	1310	13	1323	0	0	12	12	55	932	4	991	2363
% App. Total	0	2.7	97.3		0	99	1		0	0	100		5.5	94	0.4		
PHF	.000	.250	.900	.925	.000	.871	.650	.868	.000	.000	.600	.600	.688	.893	1.00	.885	.962

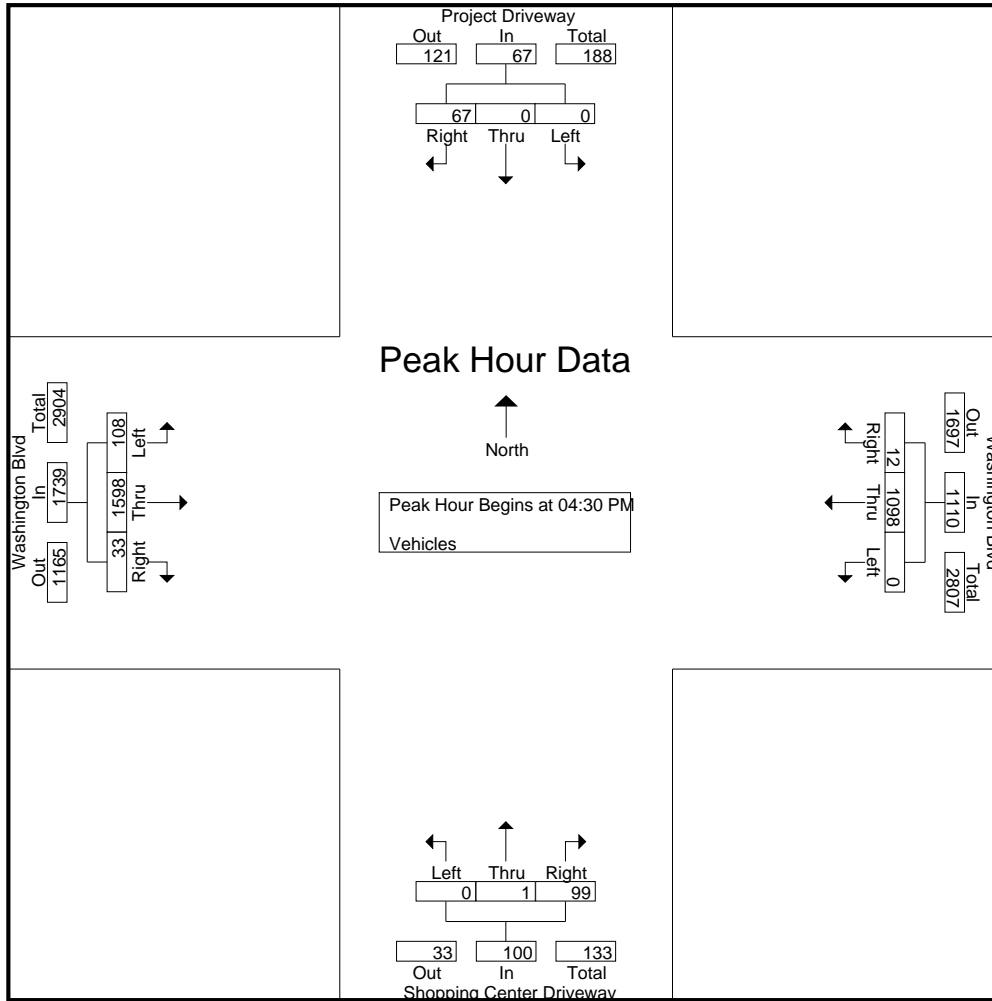
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDriveway_Washington
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 3

Start Time	Project Driveway Southbound				Washington Blvd Westbound				Shopping Center Driveway Northbound				Washington Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	15	15	0	312	2	314	0	0	21	21	31	374	3	408	758
04:45 PM	0	0	15	15	0	257	2	259	0	1	29	30	19	365	6	390	694
05:00 PM	0	0	21	21	0	274	3	277	0	0	23	23	24	450	9	483	804
05:15 PM	0	0	16	16	0	255	5	260	0	0	26	26	34	409	15	458	760
Total Volume	0	0	67	67	0	1098	12	1110	0	1	99	100	108	1598	33	1739	3016
% App. Total	0	0	100		0	98.9	1.1		0	1	99		6.2	91.9	1.9		
PHF	.000	.000	.798	.798	.000	.880	.600	.884	.000	.250	.853	.833	.794	.888	.550	.900	.938



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDriveway_Washington_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 1

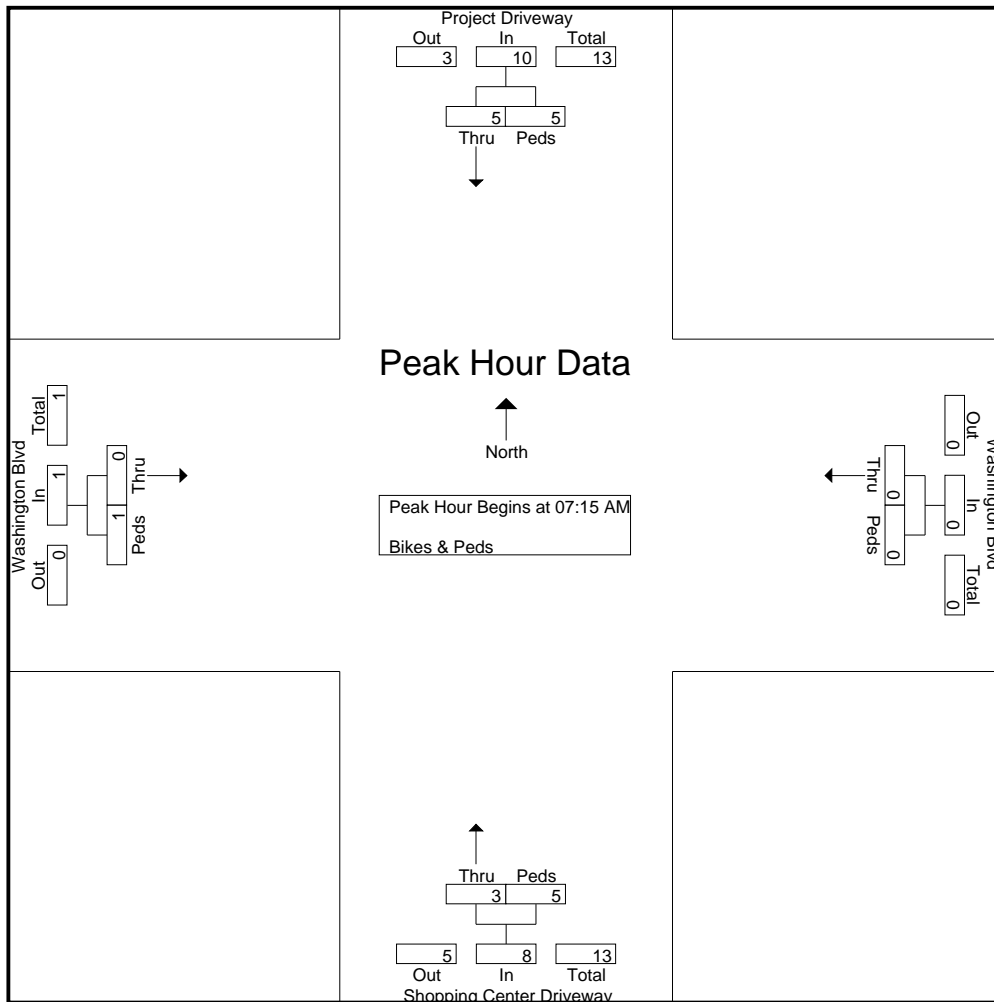
Groups Printed- Bikes & Peds

Start Time	Project Driveway Southbound		Washington Blvd Westbound		Shopping Center Driveway Northbound		Washington Blvd Eastbound		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:00 AM	1	0	0	0	0	1	0	1	3
07:15 AM	2	1	0	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	1	0	0	3
07:45 AM	2	1	0	0	1	2	0	0	6
Total	5	3	0	0	2	4	0	1	15
08:00 AM	1	2	0	0	1	2	0	1	7
08:15 AM	0	1	0	0	0	0	0	0	1
08:30 AM	0	1	0	0	0	1	0	0	2
08:45 AM	1	4	0	1	1	1	0	0	8
Total	2	8	0	1	2	4	0	1	18
04:00 PM	2	2	0	0	0	9	1	0	14
04:15 PM	3	4	0	1	0	12	0	0	20
04:30 PM	1	3	0	0	0	6	0	0	10
04:45 PM	3	0	0	0	0	24	0	0	27
Total	9	9	0	1	0	51	1	0	71
05:00 PM	0	2	0	0	0	12	0	0	14
05:15 PM	1	3	0	1	0	16	0	0	21
05:30 PM	0	1	0	0	0	12	0	1	14
05:45 PM	0	1	0	0	0	12	0	0	13
Total	1	7	0	1	0	52	0	1	62
Grand Total	17	27	0	3	4	111	1	3	166
Apprch %	38.6	61.4	0	100	3.5	96.5	25	75	
Total %	10.2	16.3	0	1.8	2.4	66.9	0.6	1.8	

CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDriveway_Washington_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 2

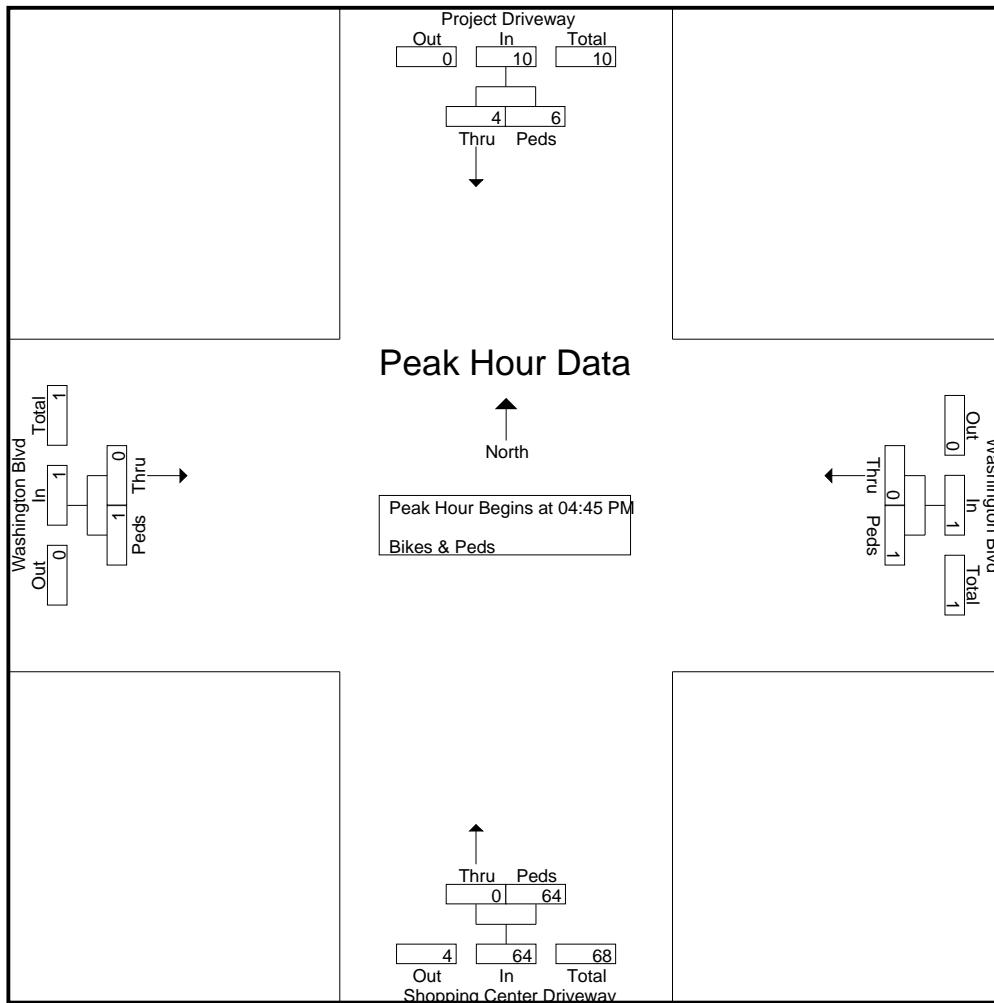
Start Time	Project Driveway Southbound			Washington Blvd Westbound			Shopping Center Driveway Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	2	1	3	0	0	0	0	0	0	0	0	0	3
07:30 AM	0	1	1	0	0	0	1	1	2	0	0	0	3
07:45 AM	2	1	3	0	0	0	1	2	3	0	0	0	6
08:00 AM	1	2	3	0	0	0	1	2	3	0	1	1	7
Total Volume	5	5	10	0	0	0	3	5	8	0	1	1	19
% App. Total	50	50		0	0		37.5	62.5		0	100		
PHF	.625	.625	.833	.000	.000	.000	.750	.625	.667	.000	.250	.250	.679



CITY TRAFFIC COUNTERS
WWW.CTCOUNTERS.COM

File Name : ProjectDriveway_Washington_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 3

Start Time	Project Driveway Southbound			Washington Blvd Westbound			Shopping Center Driveway Northbound			Washington Blvd Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	3	0	3	0	0	0	0	24	24	0	0	0	27
05:00 PM	0	2	2	0	0	0	0	12	12	0	0	0	14
05:15 PM	1	3	4	0	1	1	0	16	16	0	0	0	21
05:30 PM	0	1	1	0	0	0	0	12	12	0	1	1	14
Total Volume	4	6	10	0	1	1	0	64	64	0	1	1	76
% App. Total	40	60		0	100		0	100		0	100		
PHF	.333	.500	.625	.000	.250	.250	.000	.667	.667	.000	.250	.250	.704



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File Name : Rosemead_TheMarketplaceDriveway
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 1

Groups Printed- Vehicles

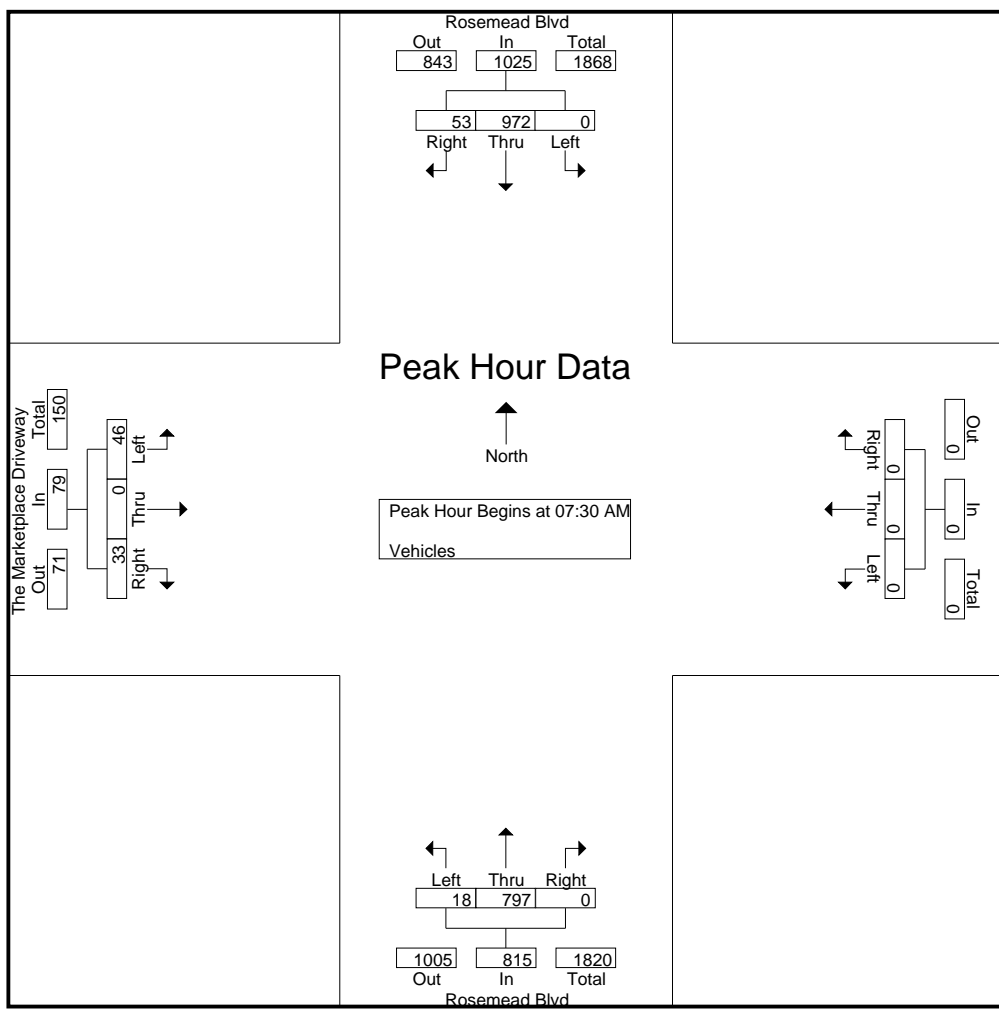
Start Time	Rosemead Blvd Southbound			Westbound			Rosemead Blvd Northbound			The Marketplace Driveway Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	169	4	0	0	0	2	111	0	10	0	9	305
07:15 AM	0	203	14	0	0	0	0	128	0	11	0	10	366
07:30 AM	0	260	13	0	0	0	2	216	0	9	0	9	509
07:45 AM	0	282	12	0	0	0	4	232	0	10	0	5	545
Total	0	914	43	0	0	0	8	687	0	40	0	33	1725
08:00 AM	0	234	12	0	0	0	5	212	0	12	0	6	481
08:15 AM	0	196	16	0	0	0	7	137	0	15	0	13	384
08:30 AM	0	176	16	0	0	0	5	164	0	6	0	10	377
08:45 AM	0	163	16	0	0	0	0	154	0	14	0	14	361
Total	0	769	60	0	0	0	17	667	0	47	0	43	1603
04:00 PM	0	280	16	0	0	0	5	256	0	28	0	9	594
04:15 PM	0	251	17	0	0	0	6	251	0	19	0	20	564
04:30 PM	0	289	16	0	0	0	8	249	0	17	0	19	598
04:45 PM	0	285	23	0	0	0	16	260	0	31	0	13	628
Total	0	1105	72	0	0	0	35	1016	0	95	0	61	2384
05:00 PM	0	299	21	0	0	0	9	264	0	24	0	17	634
05:15 PM	0	264	18	0	0	0	11	269	0	19	0	24	605
05:30 PM	0	276	28	0	0	0	3	263	0	24	0	22	616
05:45 PM	0	256	24	0	0	0	8	261	0	25	0	21	595
Total	0	1095	91	0	0	0	31	1057	0	92	0	84	2450
Grand Total	0	3883	266	0	0	0	91	3427	0	274	0	221	8162
Apprch %	0	93.6	6.4	0	0	0	2.6	97.4	0	55.4	0	44.6	
Total %	0	47.6	3.3	0	0	0	1.1	42	0	3.4	0	2.7	

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File Name : Rosemead_TheMarketplaceDriveway
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound				Westbound				Rosemead Blvd Northbound				The Marketplace Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	260	13	273	0	0	0	0	2	216	0	218	9	0	9	18	509
07:45 AM	0	282	12	294	0	0	0	0	4	232	0	236	10	0	5	15	545
08:00 AM	0	234	12	246	0	0	0	0	5	212	0	217	12	0	6	18	481
08:15 AM	0	196	16	212	0	0	0	0	7	137	0	144	15	0	13	28	384
Total Volume	0	972	53	1025	0	0	0	0	18	797	0	815	46	0	33	79	1919
% App. Total	0	94.8	5.2		0	0	0		2.2	97.8	0		58.2	0	41.8		
PHF	.000	.862	.828	.872	.000	.000	.000	.000	.643	.859	.000	.863	.767	.000	.635	.705	.880

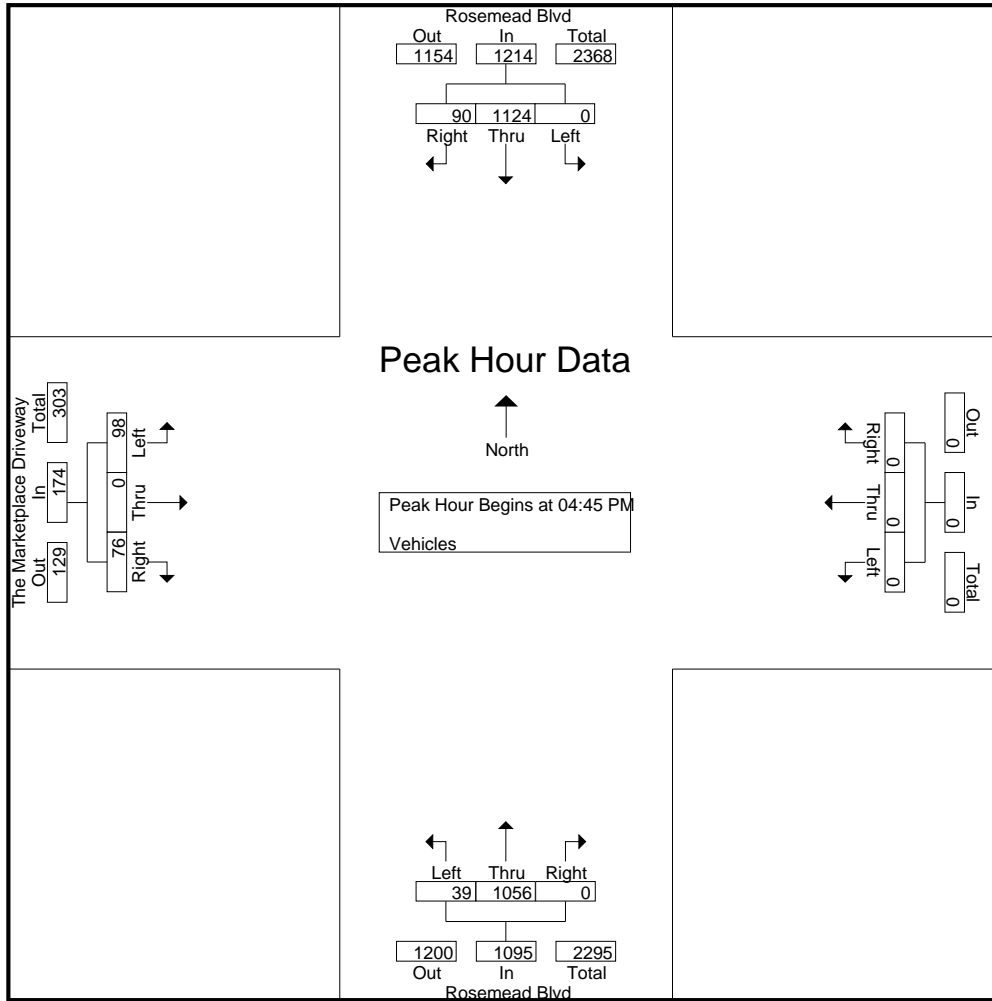
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM



CITY TRAFFIC COUNTERS
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File Name : Rosemead_TheMarketplaceDriveway
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound				Westbound				Rosemead Blvd Northbound				The Marketplace Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	285	23	308	0	0	0	0	16	260	0	276	31	0	13	44	628
05:00 PM	0	299	21	320	0	0	0	0	9	264	0	273	24	0	17	41	634
05:15 PM	0	264	18	282	0	0	0	0	11	269	0	280	19	0	24	43	605
05:30 PM	0	276	28	304	0	0	0	0	3	263	0	266	24	0	22	46	616
Total Volume	0	1124	90	1214	0	0	0	0	39	1056	0	1095	98	0	76	174	2483
% App. Total	0	92.6	7.4		0	0	0		3.6	96.4	0		56.3	0	43.7		
PHF	.000	.940	.804	.948	.000	.000	.000	.000	.609	.981	.000	.978	.790	.000	.792	.946	.979



CITY TRAFFIC COUNTERS
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File Name : Rosemead_TheMarketplaceDriveway_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 1

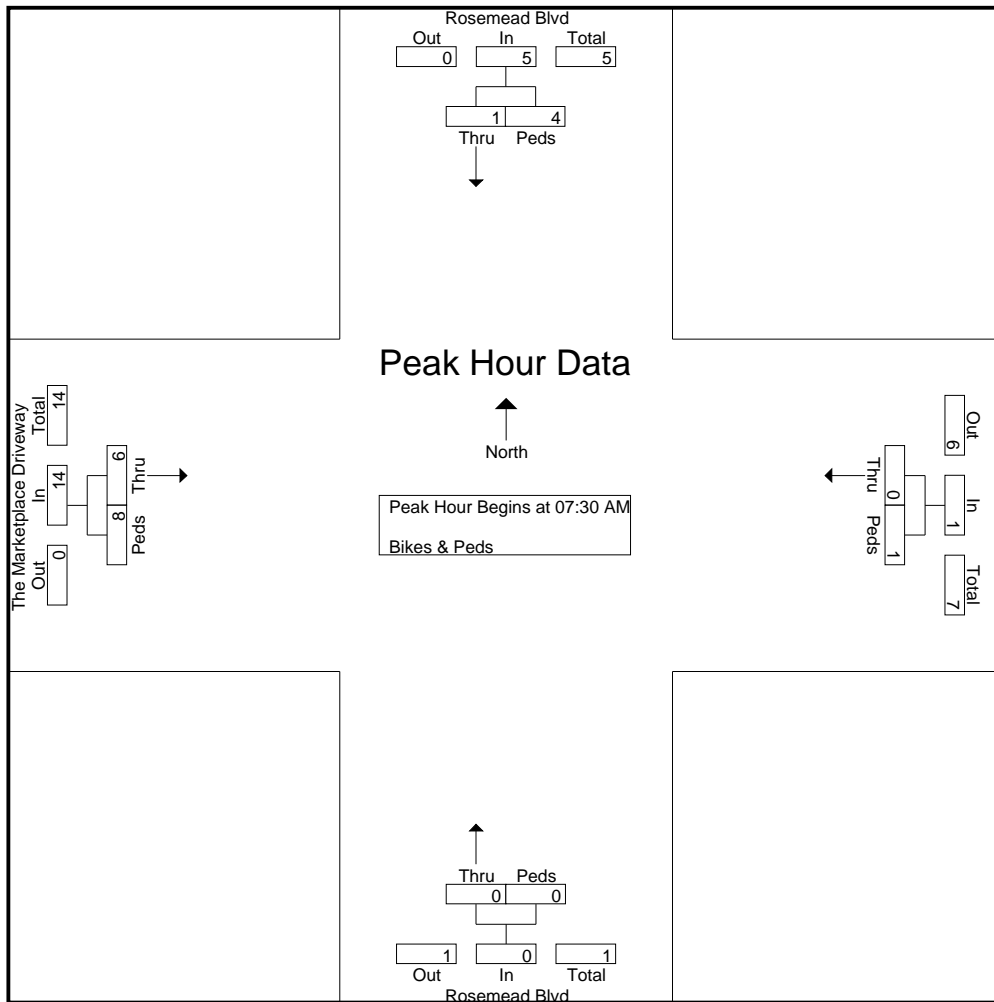
Groups Printed- Bikes & Peds

Start Time	Rosemead Blvd Southbound		Westbound		Rosemead Blvd Northbound		The Marketplace Driveway Eastbound		Int. Total
	Bikes	Peds	Bikes	Peds	Bikes	Peds	Bikes	Peds	
07:15 AM	0	1	0	0	0	0	0	2	3
07:30 AM	0	0	0	1	0	0	3	2	6
07:45 AM	1	1	0	0	0	0	2	1	5
Total	1	2	0	1	0	0	5	5	14
08:00 AM	0	1	0	0	0	0	0	2	3
08:15 AM	0	2	0	0	0	0	1	3	6
08:30 AM	0	2	0	0	0	0	0	2	4
08:45 AM	0	1	0	2	0	0	0	2	5
Total	0	6	0	2	0	0	1	9	18
04:00 PM	1	2	0	0	0	0	0	1	4
04:15 PM	1	3	0	0	0	0	0	5	9
04:30 PM	0	3	0	0	0	0	0	2	5
04:45 PM	0	2	2	0	0	0	3	3	10
Total	2	10	2	0	0	0	3	11	28
05:00 PM	0	2	2	0	0	0	0	1	5
05:15 PM	0	3	0	3	0	0	0	3	9
05:30 PM	0	2	0	0	0	0	0	2	4
05:45 PM	0	2	0	1	0	0	0	0	3
Total	0	9	2	4	0	0	0	6	21
Grand Total	3	27	4	7	0	0	9	31	81
Apprch %	10	90	36.4	63.6	0	0	22.5	77.5	
Total %	3.7	33.3	4.9	8.6	0	0	11.1	38.3	

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File Name : Rosemead_TheMarketplaceDriveway_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 2

Start Time	Rosemead Blvd Southbound			Westbound			Rosemead Blvd Northbound			The Marketplace Driveway Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	1	1	0	0	0	3	2	5	6
07:45 AM	1	1	2	0	0	0	0	0	0	2	1	3	5
08:00 AM	0	1	1	0	0	0	0	0	0	0	2	2	3
08:15 AM	0	2	2	0	0	0	0	0	0	1	3	4	6
Total Volume	1	4	5	0	1	1	0	0	0	6	8	14	20
% App. Total	20	80		0	100		0	0		42.9	57.1		
PHF	.250	.500	.625	.000	.250	.250	.000	.000	.000	.500	.667	.700	.833

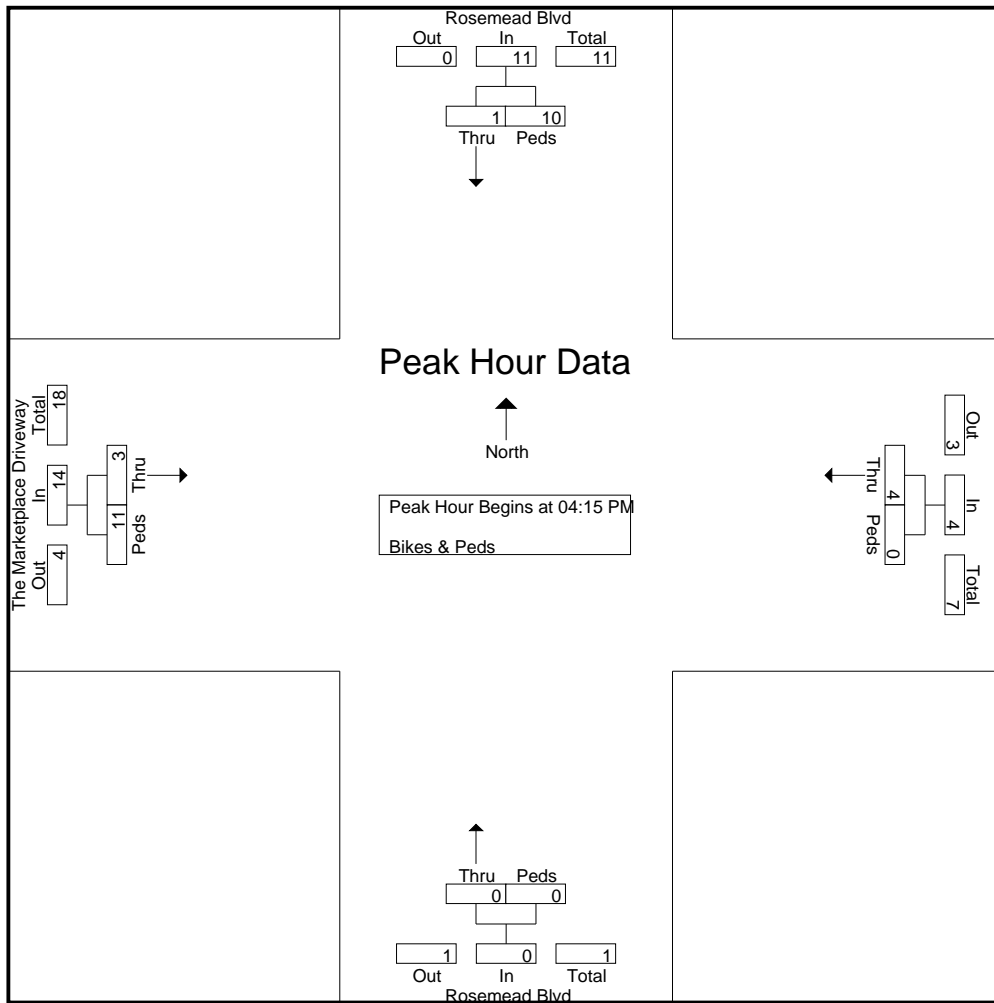


CITY TRAFFIC COUNTERS
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File Name : Rosemead_TheMarketplaceDriveway_BP
 Site Code : 00000000
 Start Date : 9/1/2021
 Page No : 3

Start Time	Rosemead Blvd Southbound			Westbound			Rosemead Blvd Northbound			The Marketplace Driveway Eastbound			Int. Total
	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	Bikes	Peds	App. Total	
04:15 PM	1	3	4	0	0	0	0	0	0	0	5	5	9
04:30 PM	0	3	3	0	0	0	0	0	0	0	2	2	5
04:45 PM	0	2	2	2	0	2	0	0	0	3	3	6	10
05:00 PM	0	2	2	2	0	2	0	0	0	0	1	1	5
Total Volume	1	10	11	4	0	4	0	0	0	3	11	14	29
% App. Total	9.1	90.9		100	0		0	0		21.4	78.6		
PHF	.250	.833	.688	.500	.000	.500	.000	.000	.000	.250	.550	.583	.725

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM



APPENDIX E
CAPCOA TDM STRATEGIES
VMT MITIGATION WORKSHEET

Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

Designed for Local Governments, Communities, and Project Developers



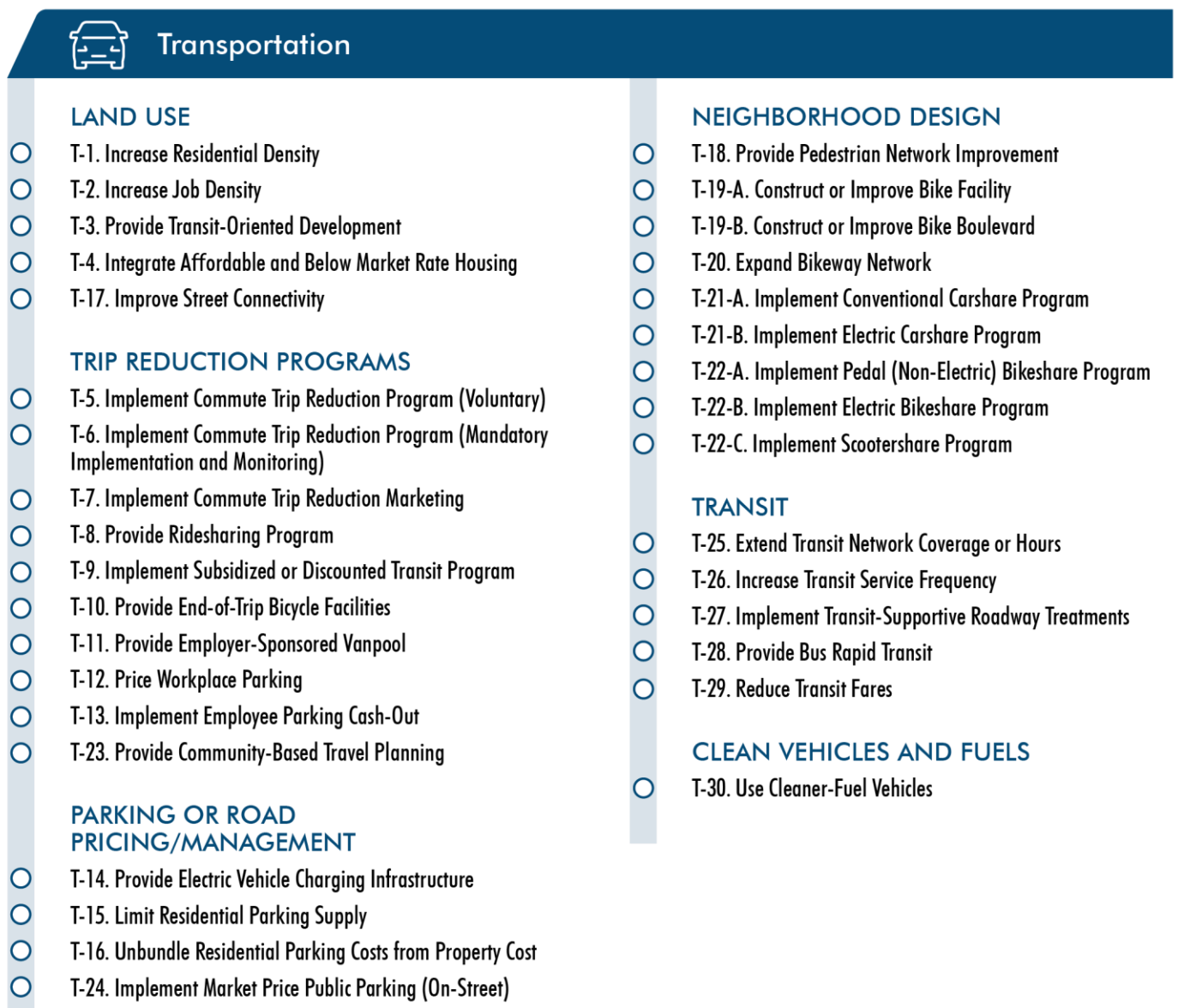
Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity

*Designed for Local Governments, Communities,
and Project Developers*

Final Draft

December 2021



Figure 3-1. Navigation Trees for Quantitative GHG Reduction Measures

Measure: T-1	Increase Residential Density
Utilized: <input checked="" type="checkbox"/>	Reduction Due to Increased Density 9.79%

	Baseline Assumed in Model
	Min 0.8%
	Max 30.0%
	Number of Housing Units or Jobs per Acre [1] 6.161290323
	Unit Number of Housing Units Per Acre
A	Percent Increase in Housing Units or Jobs per Acre (not to exceed 500%) N/A
B	Elasticity of VMT with respect to density N/A
	VMT Reduction = A x B N/A
	VMT Reduction Utilized N/A

	With Project Implementation
	Min 0.8%
	Max 30.0%
	Number of Housing Units or Jobs per Acre [2] 8.903225806
	Unit Number of Housing Units Per Acre
A	Percent Increase in Housing Units or Jobs per Acre (not to exceed 500%)[3] 45%
B	Elasticity of VMT with respect to density 0.22
	VMT Reduction = A x B 9.79%
	VMT Reduction Utilized 9.79%

[1] Based on number of housing units without the project and acreage of TAZ 21804400.

[2] Derived from number of housing units with the project and acreage of TAZ 21804400.

[3] Percentage increase in housing units per acre calculated based on housing units per acre in TAZ 21804400 without and with the project.

Measure: T-4	Integrate Affordable and Below Market Rate Housing
Utilized: <input checked="" type="checkbox"/>	Reduction Due to Affordable and Below Market Rate Housing 1.43%

	Baseline Assumed in Model
	Min 0.00%
	Max 28.6%
A	Percentage of Units in Project that are Deed-Restricted BMR Housing 0%
	VMT Reduction = 28.6% x A 0.00%
	VMT Reduction Utilized 0.00%

	With Project Implementation
	Min 0.00%
	Max 28.6%
A	Percentage of Units in Project that are Deed-Restricted BMR Housing 5%
	VMT Reduction = 28.6% x A 1.43%
	VMT Reduction Utilized 1.43%

Measure: T-15	Limit Residential Parking Supply
Utilized: <input checked="" type="checkbox"/>	Reduction Due to Limiting Parking Supply 3.84%

	Baseline Assumed in Model
	Min 0.0%
	Max 13.7%
	Residential Parking Demand 0
	Project Residential Parking Supply 0
	VMT Reduction 0.00%
	VMT Reduction Utilized 0.00%

	With Project Implementation
	Min 0.0%
	Max 13.7%
	Residential Parking Demand 542
	Project Residential Parking Supply 390
	VMT Reduction 3.84%
	VMT Reduction Utilized 3.84%

APPENDIX F

ICU AND LEVELS OF SERVICE EXPLANATION ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics		
Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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 600 S. Lake Avenue, Ste 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792.0941

N-S St: Paramount Boulevard
 E-W St: Washington Boulevard
 Project: The Mercury Boulevard
 File: ICU1

INTERSECTION CAPACITY UTILIZATION

Paramount Boulevard @ Washington Boulevard
 Peak hr: AM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT					2024 FUTURE WITH PROJECT					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	214	2880	0.074 *	0	214	2880	0.074 *	0	214	2880	0.074 *	6	0	220	2880	0.076 *	0	220	2880	0.076 *
NB Thru	319	3200	0.100	0	319	3200	0.100	0	319	3200	0.100	10	11	340	3200	0.106	0	340	3200	0.106
NB Right	108	1600	0.068	4	112	1600	0.070	0	112	1600	0.070	3	0	111	1600	0.069	4	115	1600	0.072
SB Left	86	2880	0.030	4	90	2880	0.031	0	90	2880	0.031	3	5	94	2880	0.033	4	98	2880	0.034
SB Thru	497	3200	0.223 *	0	497	3200	0.223 *	0	497	3200	0.223 *	15	10	522	3200	0.235 *	0	522	3200	0.235 *
SB Right	218	0	0.000	0	218	0	0.000	0	218	0	0.000	7	5	230	0	0.000	0	230	0	0.000
EB Left	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	3	8	115	1600	0.072	0	115	1600	0.072
EB Thru	747	4800	0.207 *	10	757	4800	0.209 *	0	757	4800	0.209 *	23	3	773	4800	0.214 *	10	783	4800	0.216 *
EB Right	245	0	0.000	0	245	0	0.000	0	245	0	0.000	7	3	255	0	0.000	0	255	0	0.000
WB Left	131	1600	0.082 *	7	138	1600	0.086 *	0	138	1600	0.086 *	4	4	139	1600	0.087 *	7	146	1600	0.091 *
WB Thru	959	4800	0.208	18	977	4800	0.213	0	977	4800	0.213	29	2	990	4800	0.216	18	1008	4800	0.221
WB Right	39	0	0.000	7	46	0	0.000	0	46	0	0.000	1	7	47	0	0.000	7	54	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.736				0.743				0.743					0.762				0.769
LOS			C				C				C					C				C

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green

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N-S St: Paramount Boulevard
 E-W St: Washington Boulevard
 Project: The Mercury Project/1-21-4418-1
 File: ICU1

INTERSECTION CAPACITY UTILIZATION

Paramount Boulevard @ Washington Boulevard
 Peak hr: PM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT					2024 FUTURE WITH PROJECT					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	341	2880	0.118 *	0	341	2880	0.118 *	0	341	2880	0.118 *	0	3	354	2880	0.123 *	0	354	2880	0.123 *
NB Thru	734	3200	0.229	0	734	3200	0.229	0	734	3200	0.229	22	11	767	3200	0.240	0	767	3200	0.240
NB Right	146	1600	0.091	8	154	1600	0.096	0	154	1600	0.096	4	3	153	1600	0.096	8	161	1600	0.101
SB Left	180	2880	0.063	8	188	2880	0.065	0	188	2880	0.065	5	7	192	2880	0.067	8	200	2880	0.069
SB Thru	613	3200	0.237 *	0	613	3200	0.237 *	0	613	3200	0.237 *	19	11	643	3200	0.250 *	0	643	3200	0.250 *
SB Right	146	0	0.000	0	146	0	0.000	0	146	0	0.000	4	8	158	0	0.000	0	158	0	0.000
EB Left	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116	6	7	198	1600	0.124	0	198	1600	0.124
EB Thru	1676	4800	0.408 *	20	1696	4800	0.412 *	0	1696	4800	0.412 *	51	4	1731	4800	0.421 *	20	1751	4800	0.425 *
EB Right	281	0	0.000	0	281	0	0.000	0	281	0	0.000	9	1	291	0	0.000	0	291	0	0.000
WB Left	118	1600	0.074 *	5	123	1600	0.077 *	0	123	1600	0.077 *	4	0	122	1600	0.076 *	5	127	1600	0.079 *
WB Thru	785	4800	0.188	14	799	4800	0.192	0	799	4800	0.192	24	4	813	4800	0.196	14	827	4800	0.200
WB Right	117	0	0.000	5	122	0	0.000	0	122	0	0.000	4	6	127	0	0.000	5	132	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.987				0.994				0.994					1.021				1.028
LOS			E				E				E					F				F

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 600 S. Lake Avenue, Ste 500, Pasadena 91106
 (626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

N-S St: Crossway Drive
 E-W St: Washington Boulevard
 Project: The Mercury Project/1-21-4418-1
 File: ICU2

Crossway Drive @ Washington Boulevard
 Peak hr: AM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT				2024 FUTURE WITH PROJECT						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	37	0	0.023 *	0	37	0	0.023 *	0	37	0	0.023 *	1	0	38	0	0.024 *	0	38	0	0.024 *
NB Thru	5	1600	0.026	0	5	1600	0.026	0	5	1600	0.026	0	0	5	1600	0.027	0	5	1600	0.027
NB Right	50	1600	0.031	0	50	1600	0.031	0	50	1600	0.031	2	0	52	1600	0.033	0	52	1600	0.033
SB Left	54	0	0.034	0	54	0	0.034	0	54	0	0.034	2	0	56	0	0.035	0	56	0	0.035
SB Thru	7	1600	0.046 *	0	7	1600	0.046 *	0	7	1600	0.046 *	0	0	7	1600	0.047 *	0	7	1600	0.047 *
SB Right	12	0	0.000	0	12	0	0.000	0	12	0	0.000	0	0	12	0	0.000	0	12	0	0.000
EB Left	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *	0	0	15	1600	0.009 *	0	15	1600	0.009 *
EB Thru	858	4800	0.179	18	876	4800	0.183	0	876	4800	0.183	26	8	892	4800	0.186	18	910	4800	0.190
EB Right	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014	1	0	24	1600	0.015	0	24	1600	0.015
WB Left	71	1600	0.044	11	82	1600	0.051	0	82	1600	0.051	2	0	73	1600	0.046	11	84	1600	0.053
WB Thru	1154	4800	0.243 *	32	1186	4800	0.249 *	0	1186	4800	0.249 *	35	13	1202	4800	0.253 *	32	1234	4800	0.259 *
WB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	0	0	10	0	0.000	0	10	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.471				0.477				0.477					0.483				0.489
LOS			A				A				A					A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
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N-S St: Crossway Drive
 E-W St: Washington Boulevard
 Project: The Mercury Project/1-21-4418-1
 File: ICU2

INTERSECTION CAPACITY UTILIZATION

Crossway Drive @ Washington Boulevard
 Peak hr: PM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT					2024 FUTURE WITH PROJECT					
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Amb. Grow. Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	139	0	0.087	0	139	0	0.087	0	139	0	0.087	4	0	143	0	0.089	0	143	0	0.089
NB Thru	37	1600	0.110 *	0	37	1600	0.110 *	0	37	1600	0.110 *	1	0	38	1600	0.113 *	0	38	1600	0.113 *
NB Right	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	4	0	137	1600	0.086	0	137	1600	0.086
SB Left	69	0	0.043 *	0	69	0	0.043 *	0	69	0	0.043 *	2	0	71	0	0.044 *	0	71	0	0.044 *
SB Thru	16	1600	0.063	0	16	1600	0.063	0	16	1600	0.063	0	0	16	1600	0.064	0	16	1600	0.064
SB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	0	0	16	0	0.000	0	16	0	0.000
EB Left	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	3	0	112	1600	0.070	0	112	1600	0.070
EB Thru	1469	4800	0.306 *	36	1505	4800	0.314 *	0	1505	4800	0.314 *	45	14	1528	4800	0.318 *	36	1564	4800	0.326 *
EB Right	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038	2	0	63	1600	0.039	0	63	1600	0.039
WB Left	164	1600	0.103 *	8	172	1600	0.108 *	0	172	1600	0.108 *	5	0	169	1600	0.106 *	8	177	1600	0.111 *
WB Thru	936	4800	0.205	24	960	4800	0.210	0	960	4800	0.210	28	10	974	4800	0.213	24	998	4800	0.218
WB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	1	0	48	0	0.000	0	48	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.712				0.724				0.724					0.731				0.744
LOS			C				C				C					C				C

* Key conflicting movement as a part of ICU
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N-S St: Rosemead Boulevard
 E-W St: Coffman & Pico Road
 Project: The Mercury Project/1-21-4418-1
 File: ICU3

INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard @ Coffman & Pico Road
 Peak hr: AM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT			2024 FUTURE WITH PROJECT		
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	16	1600	0.010 *	0	16	1600	0.010 *	0	16	1600	0.010 *	0	16	1600	0.010 *
NB Thru [3]	569	3200	0.178	11	580	3200	0.181	0	580	3200	0.181	17	599	3200	0.187
NB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
SB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
SB Thru [3]	922	3200	0.293 *	6	928	3200	0.294 *	0	928	3200	0.294 *	28	957	3200	0.303 *
SB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
EB Left	17	0	0.011	0	17	0	0.011	0	17	0	0.011	1	18	0	0.011
EB Thru	0	1600	0.039 *	0	0	1600	0.039 *	0	0	1600	0.039 *	0	0	1600	0.040 *
EB Right	45	0	0.000	0	45	0	0.000	0	45	0	0.000	1	46	0	0.000
WB Left	6	0	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *	0	6	0	0.004 *
WB Thru	0	1600	0.009	0	0	1600	0.009	0	0	1600	0.009	0	0	1600	0.009
WB Right	8	0	0.000	0	8	0	0.000	0	8	0	0.000	0	8	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *				0.150 *
ICU			0.495				0.497				0.497				0.507
LOS			A				A				A				A

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound existing through movements were adjusted by 15% due to COVID-19 conditions.

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 E-W St: Coffman & Pico Road
 Project: The Mercury Project/1-21-4418-1
 File: ICU3

Rosemead Boulevard @ Coffman & Pico Road
 Peak hr: PM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

INTERSECTION CAPACITY UTILIZATION

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT				2024 FUTURE WITH PROJECT						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014	0	0	24	1600	0.015	0	24	1600	0.015
NB Thru [3]	1251	3200	0.393 *	8	1259	3200	0.396 *	0	1259	3200	0.396 *	0	19	1308	3200	0.411 *	8	1316	3200	0.413 *
NB Right	7	0	0.000	0	7	0	0.000	0	7	0	0.000	0	0	7	0	0.000	0	7	0	0.000
SB Left	18	1600	0.011 *	0	18	1600	0.011 *	0	18	1600	0.011 *	0	0	19	1600	0.012 *	0	19	1600	0.012 *
SB Thru [3]	1106	3200	0.353	12	1118	3200	0.357	0	1118	3200	0.357	0	17	1157	3200	0.370	12	1169	3200	0.373
SB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	0	0	26	0	0.000	0	26	0	0.000
EB Left	50	0	0.031	0	50	0	0.031	0	50	0	0.031	0	0	52	0	0.033	0	52	0	0.033
EB Thru	3	1600	0.048 *	0	3	1600	0.048 *	0	3	1600	0.048 *	0	0	3	1600	0.050 *	0	3	1600	0.050 *
EB Right	24	0	0.000	0	24	0	0.000	0	24	0	0.000	0	0	25	0	0.000	0	25	0	0.000
WB Left	7	0	0.004 *	0	7	0	0.004 *	0	7	0	0.004 *	0	0	7	0	0.004 *	0	7	0	0.004 *
WB Thru	0	1600	0.013	0	0	1600	0.013	0	0	1600	0.013	0	0	0	1600	0.013	0	0	1600	0.013
WB Right	14	0	0.000	0	14	0	0.000	0	14	0	0.000	0	0	14	0	0.000	0	14	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.607				0.609				0.609					0.627				0.630
LOS			B				B				B					B				B

* Key conflicting movement as a part of ICU
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 3 Northbound and southbound existing through movements were adjusted by 15% due to COVID-19 conditions.

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N-S St: Rosemead Boulevard
 E-W St: Washington Boulevard
 Project: The Mercury Project/1-21-4418-1
 File: ICU4

INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard @ Washington Boulevard
 Peak hr: AM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT			2024 FUTURE WITH PROJECT		
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	80	1600	0.050 *	6	86	1600	0.054 *	0	86	1600	0.054 *	2	84	1600	0.053 *
NB Thru [3]	369	4800	0.092	0	369	4800	0.092	0	369	4800	0.092	11	393	4800	0.097
NB Right	71	0	0.000	0	71	0	0.000	0	71	0	0.000	2	0	73	0.000
SB Left	151	1600	0.094	18	169	1600	0.106	0	169	1600	0.106	5	156	1600	0.098
SB Thru [3]	647	4800	0.165 *	0	647	4800	0.165 *	0	647	4800	0.165 *	20	674	4800	0.171 *
SB Right	144	0	0.000	2	146	0	0.000	0	146	0	0.000	4	148	0	0.000
EB Left	111	1600	0.069 *	0	111	1600	0.069 *	0	111	1600	0.069 *	3	114	1600	0.071 *
EB Thru	731	4800	0.152	0	731	4800	0.152	0	731	4800	0.152	22	760	4800	0.158
EB Right [4]	87	1600	0.004	11	98	1600	0.008	0	98	1600	0.008	3	91	1600	0.004
WB Left	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118	6	194	1600	0.121
WB Thru	941	4800	0.215 *	10	951	4800	0.217 *	0	951	4800	0.217 *	29	981	4800	0.224 *
WB Right	89	0	0.000	0	89	0	0.000	0	89	0	0.000	3	0	92	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *				0.150 *
ICU			0.649				0.655				0.655				0.669
LOS			B				B				B				B

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound existing through movements were adjusted by 15% due to COVID-19 conditions.
 4 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.

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 E-W St: Washington Boulevard
 Project: The Mercury Project/1-21-4418-1
 File: ICU4

INTERSECTION CAPACITY UTILIZATION

Rosemead Boulevard @ Washington Boulevard
 Peak hr: PM
 Annual Growth: 1.00%

Date: 7/4/2022
 Existing Year: 2021
 Projection Year: 2024

Movement	2021 EXISTING TRAFFIC			2021 EXISTING WITH PROJECT			2021 EXISTING W/ PROJECT + MITIGATION			2024 FUTURE PRE-PROJECT				2024 FUTURE WITH PROJECT						
	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	113	1600	0.071 *	12	125	1600	0.078 *	0	125	1600	0.078 *	3	2	118	1600	0.074 *	12	130	1600	0.081 *
NB Thru [3]	685	4800	0.176	0	685	4800	0.176	0	685	4800	0.176	21	19	725	4800	0.185	0	725	4800	0.185
NB Right	158	0	0.000	0	158	0	0.000	0	158	0	0.000	5	0	163	0	0.000	0	163	0	0.000
SB Left	132	1600	0.083	14	146	1600	0.091	0	146	1600	0.091	4	0	136	1600	0.085	14	150	1600	0.094
SB Thru [3]	823	4800	0.200 *	0	823	4800	0.201 *	0	823	4800	0.201 *	25	17	865	4800	0.210 *	0	865	4800	0.211 *
SB Right	138	0	0.000	4	142	0	0.000	0	142	0	0.000	4	0	142	0	0.000	4	146	0	0.000
EB Left	261	1600	0.163 *	0	261	1600	0.163 *	0	261	1600	0.163 *	8	0	269	1600	0.168 *	0	269	1600	0.168 *
EB Thru	1055	4800	0.220	0	1055	4800	0.220	0	1055	4800	0.220	32	11	1098	4800	0.229	0	1098	4800	0.229
EB Right [4]	204	1600	0.057	8	212	1600	0.054	0	212	1600	0.054	6	3	213	1600	0.059	8	221	1600	0.057
WB Left	209	1600	0.131	0	209	1600	0.131	0	209	1600	0.131	6	0	215	1600	0.134	0	215	1600	0.134
WB Thru	785	4800	0.203 *	20	805	4800	0.207 *	0	805	4800	0.207 *	24	8	817	4800	0.210 *	20	837	4800	0.215 *
WB Right	187	0	0.000	0	187	0	0.000	0	187	0	0.000	6	0	193	0	0.000	0	193	0	0.000
Yellow Allowance			0.150 *				0.150 *				0.150 *					0.150 *				0.150 *
ICU			0.786				0.799				0.799					0.812				0.825
LOS			C				C				C					D				D

* Key conflicting movement as a part of ICU
 1 Counts conducted by: City Traffic Counters
 2 Capacity expressed in veh/hour of green
 3 Northbound and southbound existing through movements were adjusted by 15% due to COVID-19 conditions.
 4 The eastbound right-turn lane has an overlapping phase with the northbound left-turn phase.

APPENDIX G

SYNCHRO ANALYSIS DATA SYNCHRO ANALYSIS DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↑↑↑			↔
Traffic Vol, veh/h	55	932	1310	13	0	37
Future Vol, veh/h	55	932	1310	13	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1013	1424	14	0	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1438	0	0	-	719
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	3.92
Pot Cap-1 Maneuver	239	-	-	0	318
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	239	-	-	-	318
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	239	-	-	-	318
HCM Lane V/C Ratio	0.25	-	-	-	0.126
HCM Control Delay (s)	25	-	-	-	18
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	1	-	-	-	0.4

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↑↑↑			↔
Traffic Vol, veh/h	108	1598	1098	12	0	67
Future Vol, veh/h	108	1598	1098	12	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	117	1737	1193	13	0	73

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1206	0	0	-	603
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	3.92
Pot Cap-1 Maneuver	311	-	-	0	379
Stage 1	-	-	-	0	-
Stage 2	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	311	-	-	-	379
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	311	-	-	-	379
HCM Lane V/C Ratio	0.377	-	-	-	0.192
HCM Control Delay (s)	23.4	-	-	-	16.7
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	1.7	-	-	-	0.7

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↑↑↑			↔
Traffic Vol, veh/h	57	968	1363	13	0	38
Future Vol, veh/h	57	968	1363	13	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	1052	1482	14	0	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1496	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	224	-	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	224	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	224	-	-	-	305
HCM Lane V/C Ratio	0.277	-	-	-	0.135
HCM Control Delay (s)	27.1	-	-	-	18.6
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	1.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑↑	↑↑↑↑			↔
Traffic Vol, veh/h	111	1660	1141	12	0	69
Future Vol, veh/h	111	1660	1141	12	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	1804	1240	13	0	75
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1253	0	-	0	-	627
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	295	-	-	-	0	365
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	295	-	-	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s	1.6	0	17.4			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	295	-	-	-	365	
HCM Lane V/C Ratio	0.409	-	-	-	0.205	
HCM Control Delay (s)	25.4	-	-	-	17.4	
HCM Lane LOS	D	-	-	-	C	
HCM 95th %tile Q(veh)	1.9	-	-	-	0.8	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↑↑↑	↑↑↑			↔
Traffic Vol, veh/h	75	979	1363	31	0	80
Future Vol, veh/h	75	979	1363	31	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	1064	1482	34	0	87

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1516	0	-	0	- 758
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	- 7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	- 3.92
Pot Cap-1 Maneuver	219	-	-	-	0 300
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	219	-	-	-	- 300
Mov Cap-2 Maneuver	-	-	-	-	- -
Stage 1	-	-	-	-	- -
Stage 2	-	-	-	-	- -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	21.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	219	-	-	-	300
HCM Lane V/C Ratio	0.372	-	-	-	0.29
HCM Control Delay (s)	30.9	-	-	-	21.8
HCM Lane LOS	D	-	-	-	C
HCM 95th %tile Q(veh)	1.6	-	-	-	1.2

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	147	1668	1141	48	0	100
Future Vol, veh/h	147	1668	1141	48	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	130	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	160	1813	1240	52	0	109
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	1292	0	-	0	-	646
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	-	3.92
Pot Cap-1 Maneuver	282	-	-	-	0	355
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	282	-	-	-	-	355
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB	SB			
HCM Control Delay, s	2.7	0	19.6			
HCM LOS			C			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	282	-	-	-	355	
HCM Lane V/C Ratio	0.567	-	-	-	0.306	
HCM Control Delay (s)	33.2	-	-	-	19.6	
HCM Lane LOS	D	-	-	-	C	
HCM 95th %tile Q(veh)	3.2	-	-	-	1.3	

HCM 6th Signalized Intersection Summary
6: Rosemead Blvd & Marketplace

Existing Conditions
Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	33	18	797	972	53
Future Volume (veh/h)	46	33	18	797	972	53
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	50	36	20	866	1057	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	65	47	465	4257	2609	143
Arrive On Green	0.07	0.07	0.02	0.83	0.76	0.76
Sat Flow, veh/h	974	702	1853	5274	3519	188
Grp Volume(v), veh/h	87	0	20	866	548	567
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1702	1777	1837
Q Serve(g_s), s	4.5	0.0	0.2	3.1	9.6	9.6
Cycle Q Clear(g_c), s	4.5	0.0	0.2	3.1	9.6	9.6
Prop In Lane	0.57	0.41	1.00			0.10
Lane Grp Cap(c), veh/h	112	0	465	4257	1354	1399
V/C Ratio(X)	0.77	0.00	0.04	0.20	0.40	0.41
Avail Cap(c_a), veh/h	480	0	538	4257	1354	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	2.5	1.5	3.7	3.7
Incr Delay (d2), s/veh	10.7	0.0	0.0	0.1	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	0.1	0.6	4.4	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	0.0	2.5	1.6	4.6	4.6
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	87			886	1115	
Approach Delay, s/veh	52.0			1.6	4.6	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.5		10.5	6.5	73.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		5.1		6.5	2.2	11.6
Green Ext Time (p_c), s		4.2		0.2	0.0	4.8

Intersection Summary						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Rosemead Blvd & Marketplace

Existing Conditions
Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	AAA	AA	
Traffic Volume (veh/h)	98	76	39	1056	1124	90
Future Volume (veh/h)	98	76	39	1056	1124	90
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	107	83	42	1148	1222	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	129	100	359	3900	2258	181
Arrive On Green	0.14	0.14	0.04	0.76	0.68	0.68
Sat Flow, veh/h	947	735	1853	5274	3426	267
Grp Volume(v), veh/h	191	0	42	1148	651	669
Grp Sat Flow(s),veh/h/ln	1691	0	1853	1702	1777	1822
Q Serve(g_s), s	9.9	0.0	0.6	6.2	16.8	16.8
Cycle Q Clear(g_c), s	9.9	0.0	0.6	6.2	16.8	16.8
Prop In Lane	0.56	0.43	1.00			0.15
Lane Grp Cap(c), veh/h	230	0	359	3900	1204	1235
V/C Ratio(X)	0.83	0.00	0.12	0.29	0.54	0.54
Avail Cap(c_a), veh/h	479	0	405	3900	1204	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.9	0.0	5.4	3.2	7.4	7.4
Incr Delay (d2), s/veh	7.5	0.0	0.1	0.2	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	0.3	2.4	9.2	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.3	0.0	5.5	3.4	9.1	9.1
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	191			1190	1320	
Approach Delay, s/veh	45.3			3.5	9.1	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.2		16.8	7.8	65.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		8.2		11.9	2.6	18.8
Green Ext Time (p_c), s		6.0		0.5	0.0	6.0

Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Rosemead Blvd & Marketplace

Future Without Project Conditions
Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	34	19	834	1008	55
Future Volume (veh/h)	47	34	19	834	1008	55
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	51	37	21	907	1096	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	66	48	449	4249	2602	142
Arrive On Green	0.07	0.07	0.02	0.83	0.76	0.76
Sat Flow, veh/h	971	705	1853	5274	3519	187
Grp Volume(v), veh/h	89	0	21	907	568	588
Grp Sat Flow(s),veh/h/ln	1695	0	1853	1702	1777	1837
Q Serve(g_s), s	4.6	0.0	0.2	3.3	10.2	10.2
Cycle Q Clear(g_c), s	4.6	0.0	0.2	3.3	10.2	10.2
Prop In Lane	0.57	0.42	1.00			0.10
Lane Grp Cap(c), veh/h	115	0	449	4249	1349	1395
V/C Ratio(X)	0.77	0.00	0.05	0.21	0.42	0.42
Avail Cap(c_a), veh/h	480	0	520	4249	1349	1395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	2.6	1.5	3.8	3.8
Incr Delay (d2), s/veh	10.5	0.0	0.0	0.1	1.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.1	0.6	4.7	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.8	0.0	2.6	1.7	4.8	4.8
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	89			928	1156	
Approach Delay, s/veh	51.8			1.7	4.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.4		10.6	6.5	72.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		5.3		6.6	2.2	12.2
Green Ext Time (p_c), s		4.4		0.2	0.0	5.0

Intersection Summary

HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Rosemead Blvd & Marketplace

Future Without Project Conditions
Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	101	78	40	1107	1175	93
Future Volume (veh/h)	101	78	40	1107	1175	93
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	110	85	43	1203	1277	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	132	102	341	3884	2249	177
Arrive On Green	0.14	0.14	0.04	0.76	0.67	0.67
Sat Flow, veh/h	949	733	1853	5274	3430	263
Grp Volume(v), veh/h	196	0	43	1203	679	699
Grp Sat Flow(s),veh/h/ln	1691	0	1853	1702	1777	1823
Q Serve(g_s), s	10.2	0.0	0.6	6.6	18.1	18.3
Cycle Q Clear(g_c), s	10.2	0.0	0.6	6.6	18.1	18.3
Prop In Lane	0.56	0.43	1.00			0.14
Lane Grp Cap(c), veh/h	235	0	341	3884	1198	1229
V/C Ratio(X)	0.83	0.00	0.13	0.31	0.57	0.57
Avail Cap(c_a), veh/h	479	0	386	3884	1198	1229
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	5.8	3.4	7.7	7.8
Incr Delay (d2), s/veh	7.5	0.0	0.2	0.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.0	0.3	2.6	9.9	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.2	0.0	6.0	3.6	9.7	9.7
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	196			1246	1378	
Approach Delay, s/veh	45.2			3.7	9.7	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.0		17.0	7.8	65.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		8.6		12.2	2.6	20.3
Green Ext Time (p_c), s		6.4		0.5	0.0	6.3

Intersection Summary

HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Rosemead Blvd & Marketplace

Future With Project Conditions
Weekday AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	52	19	834	1010	59
Future Volume (veh/h)	58	52	19	834	1010	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	63	57	21	907	1098	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	80	72	429	4130	2512	146
Arrive On Green	0.09	0.09	0.02	0.81	0.74	0.74
Sat Flow, veh/h	877	793	1853	5274	3506	199
Grp Volume(v), veh/h	121	0	21	907	572	590
Grp Sat Flow(s),veh/h/ln	1684	0	1853	1702	1777	1835
Q Serve(g_s), s	6.3	0.0	0.2	3.7	11.3	11.3
Cycle Q Clear(g_c), s	6.3	0.0	0.2	3.7	11.3	11.3
Prop In Lane	0.52	0.47	1.00			0.11
Lane Grp Cap(c), veh/h	153	0	429	4130	1308	1351
V/C Ratio(X)	0.79	0.00	0.05	0.22	0.44	0.44
Avail Cap(c_a), veh/h	477	0	500	4130	1308	1351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	3.2	2.0	4.6	4.6
Incr Delay (d2), s/veh	8.7	0.0	0.0	0.1	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	0.1	1.0	5.6	5.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	48.7	0.0	3.2	2.1	5.7	5.6
LnGrp LOS	D	A	A	A	A	A
Approach Vol, veh/h	121			928	1162	
Approach Delay, s/veh	48.7			2.1	5.7	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.3		12.7	6.5	70.8
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		5.7		8.3	2.2	13.3
Green Ext Time (p_c), s		4.4		0.3	0.0	5.1
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
 6: Rosemead Blvd & Marketplace

Future With Project Conditions
 Weekday PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	109	91	40	1107	1179	101
Future Volume (veh/h)	109	91	40	1107	1179	101
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1945	1870	1870	1945
Adj Flow Rate, veh/h	118	99	43	1203	1282	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	140	117	327	3814	2188	187
Arrive On Green	0.15	0.15	0.04	0.75	0.66	0.66
Sat Flow, veh/h	913	766	1853	5274	3406	283
Grp Volume(v), veh/h	218	0	43	1203	686	706
Grp Sat Flow(s),veh/h/ln	1687	0	1853	1702	1777	1819
Q Serve(g_s), s	11.3	0.0	0.6	7.0	19.2	19.4
Cycle Q Clear(g_c), s	11.3	0.0	0.6	7.0	19.2	19.4
Prop In Lane	0.54	0.45	1.00			0.16
Lane Grp Cap(c), veh/h	258	0	327	3814	1173	1201
V/C Ratio(X)	0.84	0.00	0.13	0.32	0.58	0.59
Avail Cap(c_a), veh/h	478	0	373	3814	1173	1201
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	6.5	3.8	8.5	8.5
Incr Delay (d2), s/veh	7.4	0.0	0.2	0.2	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	0.0	0.3	3.0	10.6	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	0.0	6.7	4.0	10.6	10.6
LnGrp LOS	D	A	A	A	B	B
Approach Vol, veh/h	218			1246	1392	
Approach Delay, s/veh	44.5			4.1	10.6	
Approach LOS	D			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		71.7		18.3	7.8	63.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		55.5		25.5	5.5	45.5
Max Q Clear Time (g_c+I1), s		9.0		13.3	2.6	21.4
Green Ext Time (p_c), s		6.4		0.5	0.0	6.4

Intersection Summary

HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.