



Intersections

The following two CMP intersection monitoring locations in the project vicinity have been identified:

- | <u>CMP Station</u> | <u>Intersection</u> |
|--------------------|--|
| 119 | Arroyo Parkway and California Boulevard |
| 120 | Pasadena Avenue/St. John Avenue and California Boulevard |

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak periods. The proposed project will not add 50 or more trips during the AM or PM peak hours at the two CMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations which are part of the CMP highway system is required.

Freeways

The following two CMP freeway monitoring location in the project vicinity has been identified:

- | <u>CMP Station</u> | <u>Intersection</u> |
|--------------------|---|
| 1056 | Route 134 Freeway west of San Rafael Avenue |
| 1060 | I-210 Freeway west of Routes 134/710 |

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak hours. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to the CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

CONCLUSIONS

The proposed Pasadena Conference Center Expansion Project site is located on the northern half of the block bounded by Green Street to the north, Cordova Street to the south, Euclid Avenue to the east and Marengo Avenue to the west. The existing Sheraton Pasadena Hotel is not a part of the project. The existing ice skating rink is currently planned to be relocated to another location within the City and the space will be converted as part of the project. The Pasadena Conference Center Expansion is a renovation and expansion of the facilities located adjacent to the historic Pasadena Civic Auditorium. The Project is being undertaken by the Pasadena Center Operating Company (PCOC).

The proposed project consists of a reconfiguration of space to better accommodate events by providing amenities (i.e., standard technology, food service, etc.) that allow PCOC to attract higher profile clients in addition to many existing clients. The primary objective of the Project is to increase the number of events that are booked on an annual basis. The size and type of events held at the new Conference Center will be the same as what is currently accommodated at the site, therefore, attendance levels for Conference Center events are not anticipated to increase in the future with the proposed project. A total of 972 parking spaces is planned to be provided on-site in the proposed parking structure at the Pasadena Conference Center site. Primary access will remain consistent with the existing access and circulation scheme. The existing northerly Euclid Avenue driveway will provide secondary access to the parking structure. A review of the proposed loading operations has been completed and it is concluded that no modifications to the loading dock design are necessary.

This traffic analysis evaluates potential project-related impacts at 23 key intersections in the vicinity of the project site. A review of current and future events to be held at the Conference Center was completed and it was determined that no net new trip generation is anticipated with the renovation of the site. Therefore, no significant traffic impacts are expected.

The peak parking demand is projected to occur during the late evening time period and totals 1,270 vehicles. This forecast indicates that off-site parking for approximately 298 vehicles may be necessary to accommodate the parking demand for those few occasions where both a sold-out Civic Auditorium event occurs with full occupancy of the Sheraton Hotel. This forecast is similar to the amount of off-site parking which currently occurs at the site. While event overlap is not expected to occur on a daily basis, it is important to note that over 2,100 parking spaces are available in several parking structures, particularly during the late afternoon and evening hours when the parking demand related to the adjacent office buildings does not occur.

In addition, the anticipated maximum parking demand for local events is likely to decrease in future as the Pasadena Gold Line is now in operation. Patrons are able to access the site via the Del Mar Boulevard station which is located within 1/4 mile of the project site. PCOC staff has indicated that a joint marketing effort with event organizers will be underway so as to publicize the availability of the recently completed Gold Line to access the project site. Between 5:00 and 6:00 PM the conservative projection of peak parking demand for the Pasadena Conference Center site results in a shortfall of 80 parking spaces. A parking shortfall of 298 spaces is expected to occur between 9:00 and 10:00 PM. Thus, 298 spaces are needed to satisfy the conservative projection of peak parking demand for the Pasadena Conference Center site.

Briefly, it is concluded that the future parking supply planned as part of the Pasadena Conference Center Project will accommodate many events held at the Project site. However, in cases where large conference center events overlap with large scale Civic Auditorium events (as is the case today), the anticipated parking demand will be accommodated through shared use with several parking structures in the vicinity of the conference center (e.g., the Paseo Colorado subterranean parking garage, Los Robles parking structure, Ameron parking structure, and the Marengo parking structure). Given the synergy of the adjacent uses and the availability of the parking (since many of the structures are used heavily throughout the day by office workers and subsequently those spaces are available in the early evening) an adequate supply of parking is available to meet the demands of the Project.

Linscott, Law & Greenspan, Engineers

APPENDIX A

Parking Agreements

**PASADENA CENTER
OFF-SITE PARKING OPERATIONS**

- I) **Background:** In order to accommodate overflow parking requirements, The Pasadena Center uses several parking facilities within walking distance of the center (see attached). The center has maintained longstanding agreements with three of the facilities (Ameron, 199 S. Los Robles, and the Hilton). The Ameron, 200 S. Los Robles, and 199 S. Los Robles facilities can be dedicated to the use of the center's patrons after 6pm on weekdays and all day on weekends. The Hilton garage is available during all hours on a space available basis. The Hilton garage generally has about 400 spaces available for our use. The parking facilities associated with Paseo Colorado (Paseo Colorado, Marengo and Los Robles) are available for use during all hours based on space availability.

- II) **Agreements:** There are currently written agreements in place for parking at Ameron, and 199 S. Los Robles (see attached). We are currently finalizing written agreements with 200 S. Los Robles and The Hilton to memorialize our existing agreements. The terms and conditions will be very similar.

- III) **Operations:** We are currently working with the city to develop and implement a comprehensive parking and traffic flow plan for our events in order to minimize traffic impacts around the facility. We will orchestrate our use of the off-site facilities in accordance with the agreed upon plan.

PASADENA CENTER OFF-SITE PARKING

Garage	Location	# of spaces	Availability
Ameron	245 S. Los Robles	510	M-F 6pm - Close, Sat - Sun All Day
200 S. Los Robles	200 S. Los Robles	500	M-F 6pm - Close, Sat - Sun All Day
199 S. Los Robles	199 S. Los Robles	475	M-F 6pm - Close, Sat - Sun All Day
Hilton	168 S. Los Robles	400	Anytime, Space available (Public)
Marengo	371 E. Green St.	800	Anytime, Space available (Public)
Los Robles	371 E. Green St.	500	Anytime, Space available (Public)
Paseo Colorado	371 E. Green St.	1500	Anytime, Space available (Public)
Total		4685	

Memorandum Of Understanding
Between
Modern Parking Inc.
And
The Pasadena Center Operating Company
For Special Event Parking
At
199 South Los Robles Avenue

Modern Parking Inc. ("MPI") manages a parking garage ("Garage") located at 199 south Los Robles Avenue in Pasadena California. The Pasadena Center Operating Company ("PCOC") desires to utilize the Garage for overflow parking for event activity on a recurring basis as needed. MPI agrees to allow the use on a space available basis after all other parking commitments of the Garage are met.

The undersigned hereby agree to the following terms and conditions:

- 1) MPI will staff and operate the Garage as per their normal operating procedures based on the anticipated number of vehicles.
- 2) PCOC will notice MPI of its need to use the Garage in advance in order to allow determination of availability, staff scheduling etc.
- 3) There will be a 100 vehicle minimum required in order to utilize the Garage.
- 4) Cost for parking will be \$7.00 per vehicle, which will be collected from each vehicle upon entry to the Garage.
- 5) Occasionally, parking may be validated by PCOC. In that case, MPI will collect validations from each vehicle upon exit, and bill PCOC. Payment to be remitted within ten (10) days of receipt of billing.
- 6) The following revenue share will be in place for revenue generated by PCOC event activity:
 - a. MPI Garage operating costs will be paid from the revenue.
 - b. The remaining revenue balance will be split 50% to MPI parking and 50% to PCOC
- 7) MPI will provide a statement to PCOC itemizing parking revenue and expenses for each event along with the appropriate revenue share on a monthly basis.
- 8) PCOC will provide evidence of general liability insurance in a form acceptable to MPI.

FOR MPI:
1200 Wilshire Blvd. Ste 300
Los Angeles, CA 90017

FOR PCOC:
300 East Green Street
Pasadena, CA 91101

Name

Name

Signature

Date

Signature

Date

PASADENA CENTER OPERATING COMPANY
300 E. GREEN STREET, PASADENA, CA 91101-2399 • 626 793-2122 • FAX 626 395-7144

Memorandum Of Understanding

Between

Pasadena Center

And

Ameron Center @ Ampco

For Special Event Parking

At

245 South Los Robles Blvd., Pasadena, CA 91101

Ameron Garage owns the parking structure located at 245 South Los Robles Blvd., in Pasadena, California. The Pasadena Center requests the use of the parking structure for event activity on a recurring basis as needed. Ameron Garage agrees to allow the use on a space available basis after all their other parking commitments are met.

The undersigned hereby agrees to the following terms and conditions:

- 1) Pasadena Center will provide the necessary personnel (Cashier, Traffic Controller and Supervisor) as needed to operate the parking structure, based on the anticipated number of vehicles.
- 2) Pasadena Center will notify Ameron Garage in advance of its need for the parking structure in order to allow determination of availability, light, scheduling, etc.
- 3) Cost will be \$ 7 per vehicle, and will be collected upon entry to the garage.
- 4) The revenue will be split 50% to Ameron Garage and 50% to Pasadena Center.
- 5) Pasadena Center will provide a statement to Ameron Garage itemizing parking revenue.
- 6) Pasadena Center will provide evidence of general liability insurance in a form acceptable to Ameron Garage.

Ameron Garage
245 South Los Robles Blvd.
Pasadena, California 91101

Pasadena Center
300 East Green Street
Pasadena, California 91101

Name Print

Name Print

Signature

Date

Signature

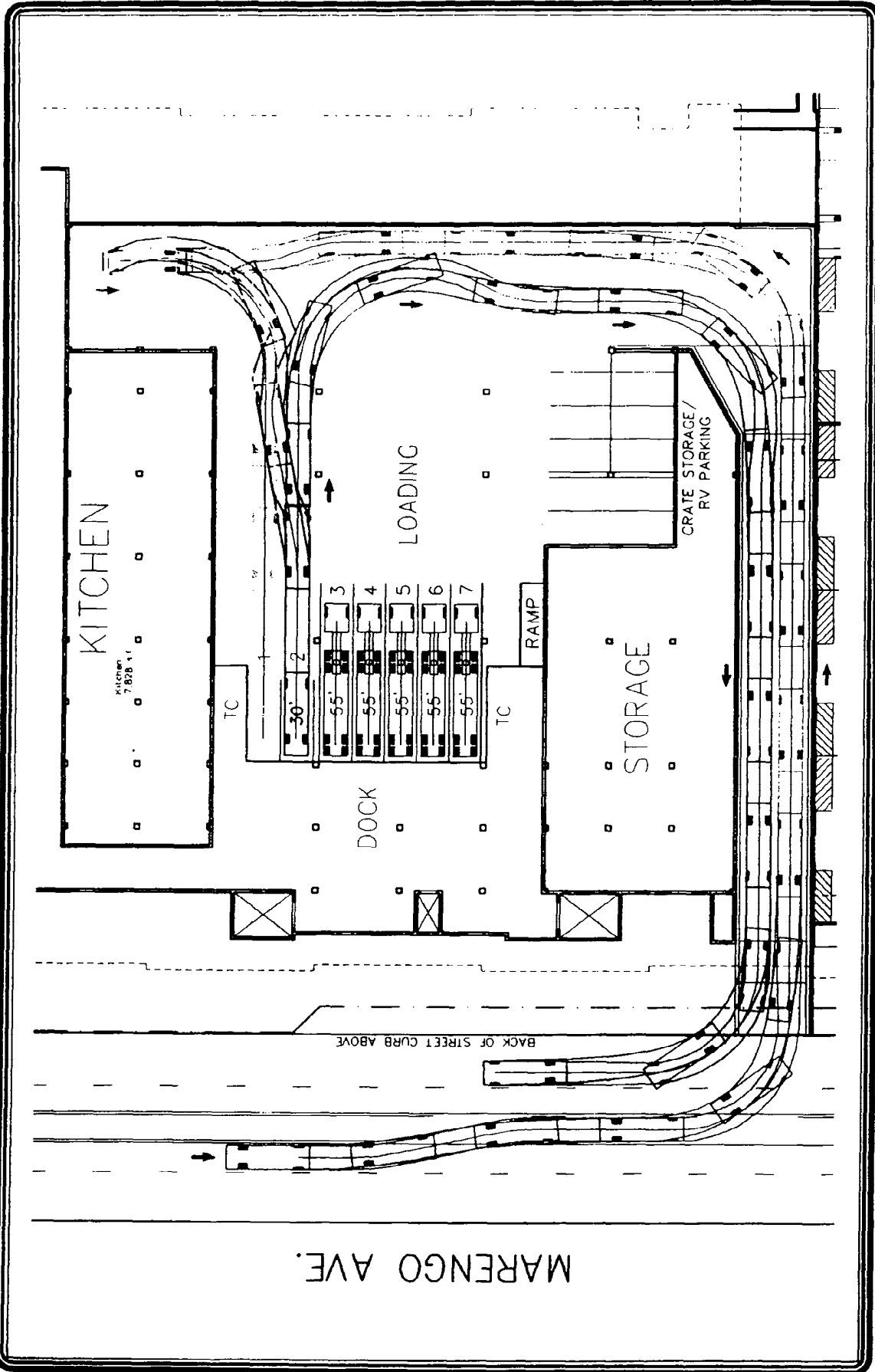
Date

Linscott, Law & Greenspan, Engineers

APPENDIX B

AutoTurn Analyses

o:\job_rh\3231\dwg\rec_042004\p3231u30.dwg LOP 15:21:08 05/24/2004 porris

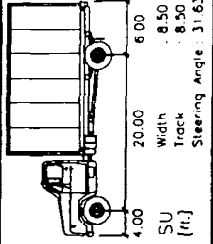


AUTO TURN SUMMARY 1

INBOUND MOVEMENTS

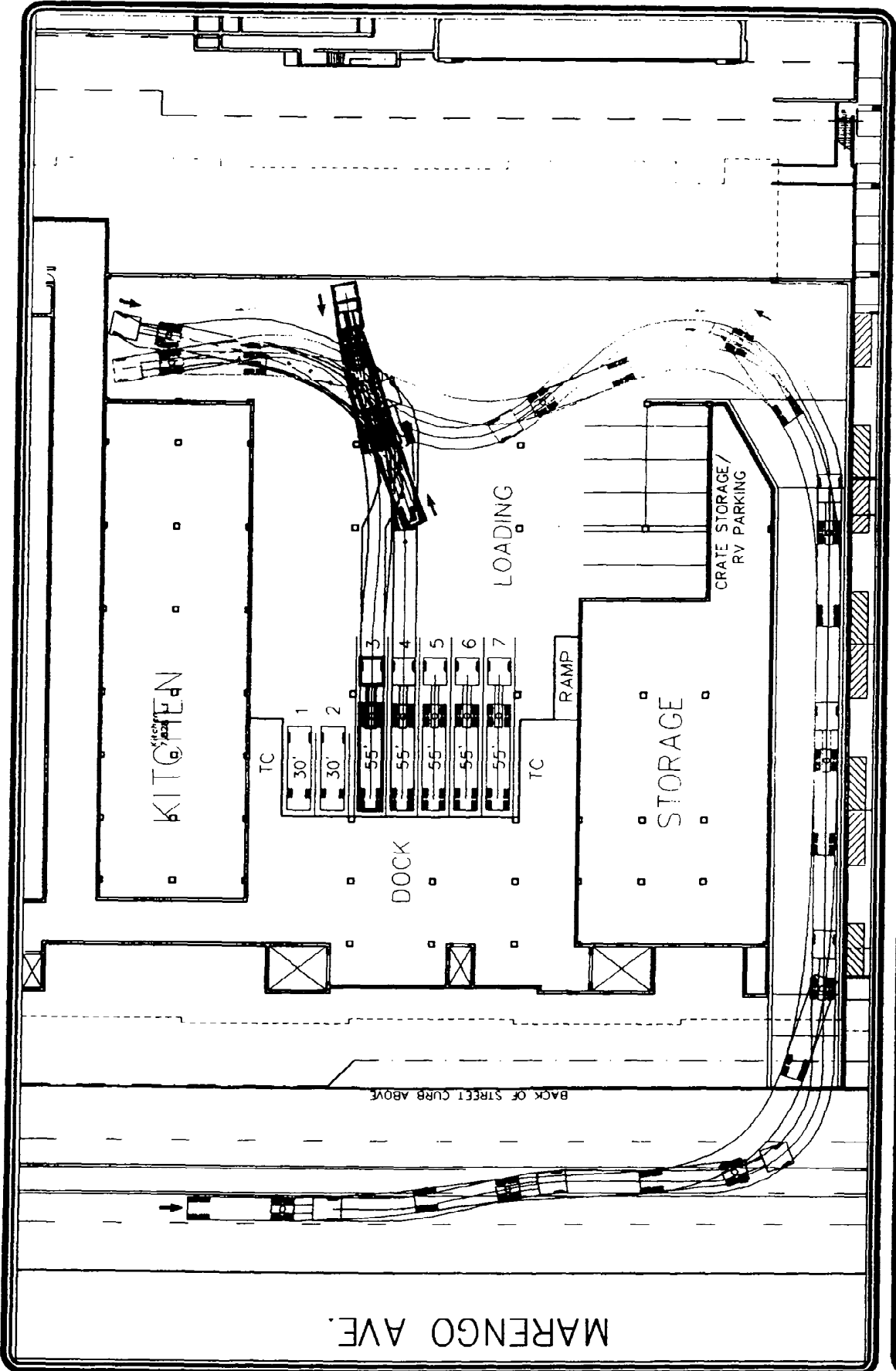
30' Single Unit Truck

PASADENA CONFERENCE CENTER



NOT TO SCALE

**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

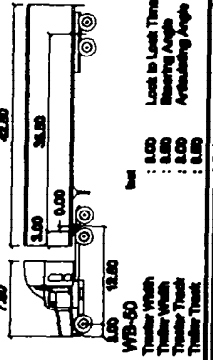


AUTO TURN SUMMARY 2

INBOUND MOVEMENTS

WB50 Semitrailer

PASADENA CONFERENCE CENTER



: 4.00
: 17.75
: 70.00

Lock In Lock Time
: 4.00
: 17.75
: 70.00



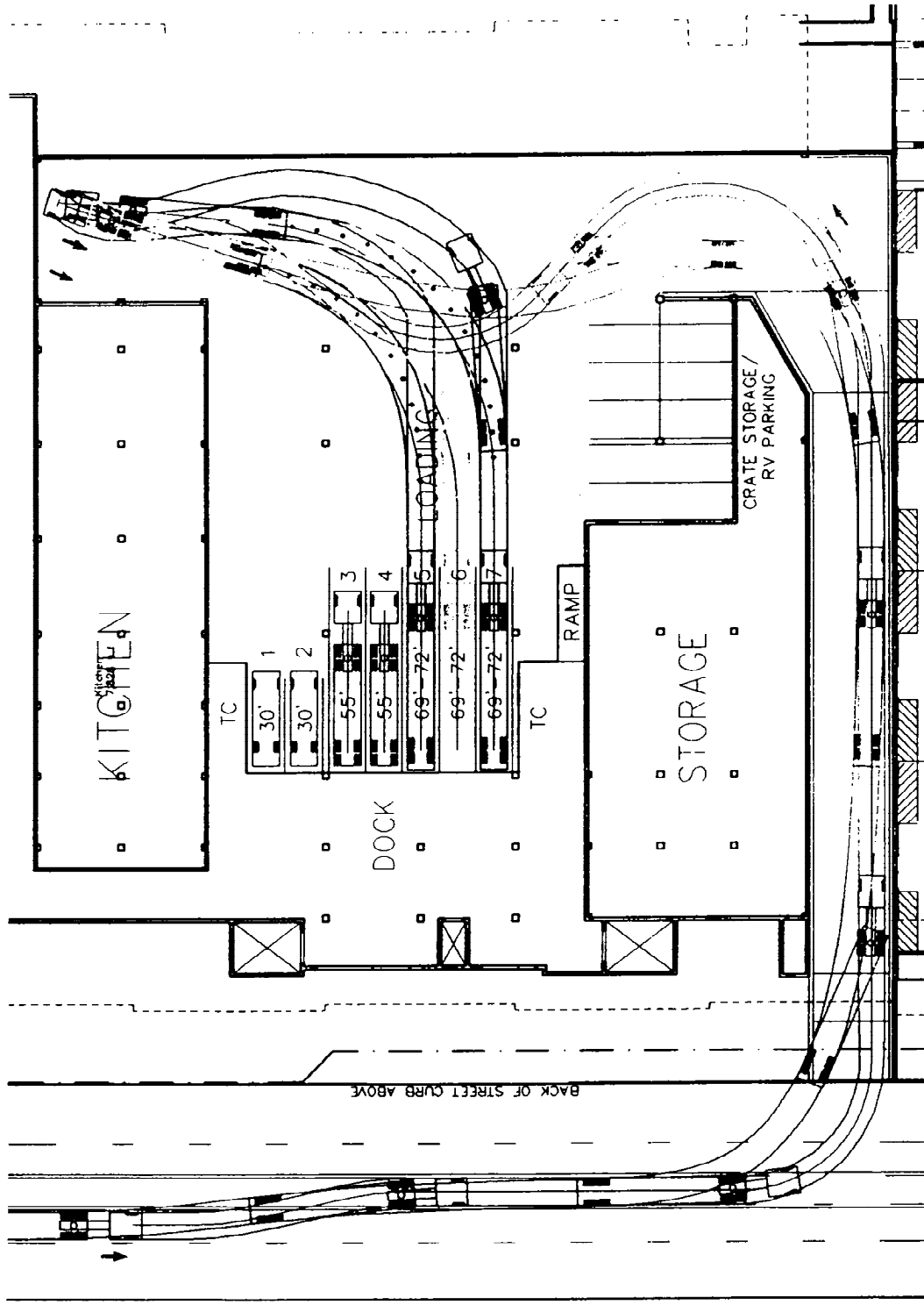
NOT TO SCALE

**LINSCOTT
LAW &
GREENSPAN**

ENGINEERS

MARENCO AVE.

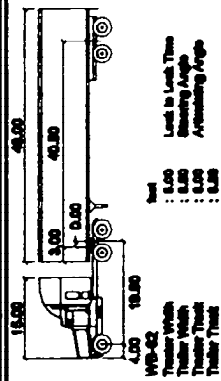
BACK OF STREET CURB ABOVE



AUTO TURN SUMMARY 3

INBOUND MOVEMENTS

WB62 - 69'-72' Semitrailer
PASADENA CONFERENCE CENTER

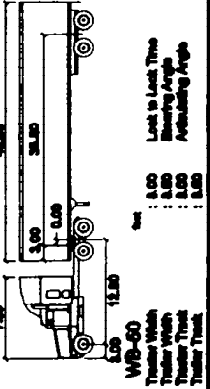
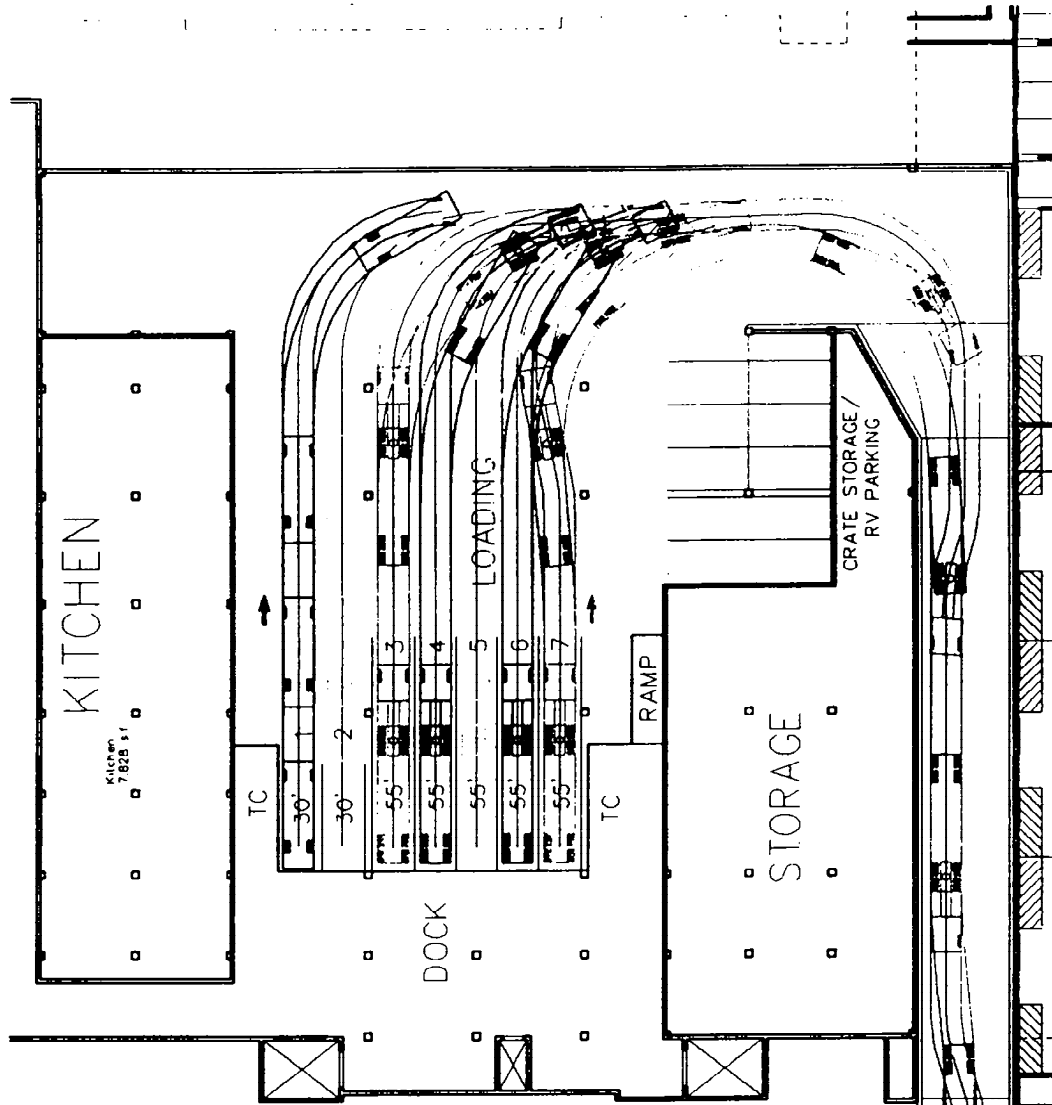


NOT TO SCALE

**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

MARENCO AVE.

BACK OF STREET CURB ABOVE



NOT TO SCALE

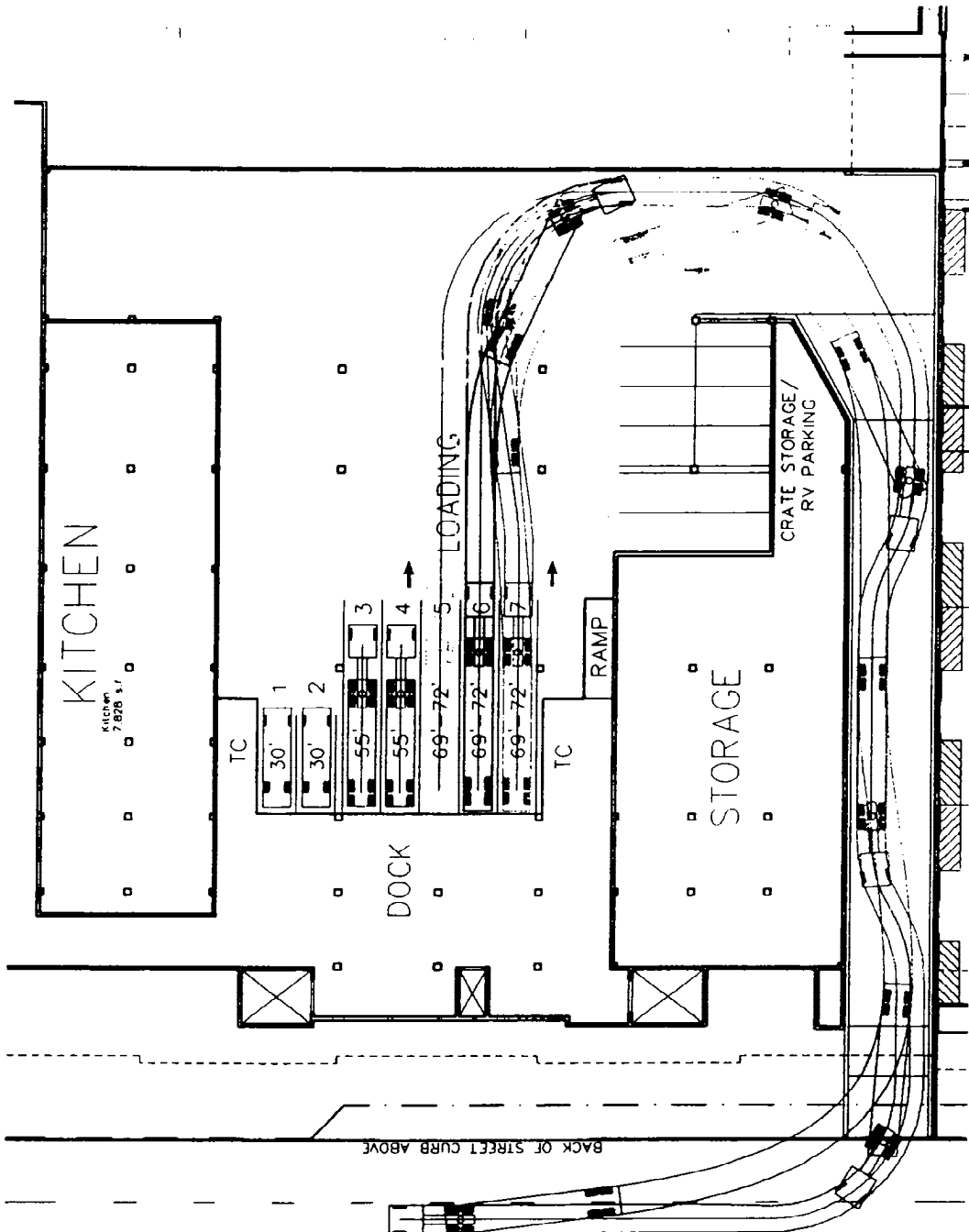
**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

**AUTO TURN SUMMARY 5
OUTBOUND MOVEMENTS**
WB50 - 55' Semitrailer

PASADENA CONFERENCE CENTER

MARENCO AVE.

BACK OF STREET CURB ABOVE

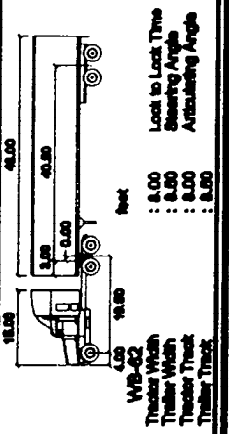


AUTO TURN SUMMARY 6

OUTBOUND MOVEMENTS

WB62 - 69'-72' SEMITRAILER

PASADENA CONFERENCE CENTER



8.00
21.00
70.00

Lock to Lock Thrust
Steering Angle
Articulating Angle



NOT TO SCALE

**LINSCOTT
LAW &
GREENSPAN**
ENGINEERS

Linscott, Law & Greenspan, Engineers

APPENDIX C

Manual Traffic Counts

Groups Printed- Turning Movement

Start Time	MARENGO AVENUE Southbound				HOLLY STREET Westbound				MARENGO AVENUE Northbound				HOLLY STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	19	144	4	167	1	7	1	9	0	91	1	92	2	4	10	16	284
07:15 AM	41	193	5	239	2	5	0	7	3	107	2	112	0	2	22	24	382
07:30 AM	38	225	3	266	2	2	0	4	4	134	7	145	4	5	21	30	445
07:45 AM	30	250	7	287	3	5	0	8	2	161	6	169	4	4	32	40	504
Total	128	812	19	959	8	19	1	28	9	493	16	518	10	15	85	110	1615
08:00 AM	27	205	10	242	1	6	0	7	3	148	4	155	6	6	23	35	439
08:15 AM	19	195	8	222	8	3	0	11	4	121	7	132	3	5	24	32	397
08:30 AM	27	181	4	212	13	4	0	17	3	122	4	129	6	1	24	31	389
08:45 AM	18	208	8	234	4	4	2	10	3	121	2	126	7	6	16	29	399
Total	91	789	30	910	26	17	2	45	13	512	17	542	22	18	87	127	1624

*** BREAK ***

04:00 PM	9	153	5	167	9	3	1	13	9	183	7	199	13	5	45	63	442
04:15 PM	14	126	3	143	5	1	1	7	7	183	4	194	11	9	37	57	401
04:30 PM	6	176	3	185	6	6	1	13	9	169	8	186	14	19	40	73	457
04:45 PM	10	176	8	194	9	2	1	12	11	171	6	188	19	12	37	68	462
Total	39	631	19	689	29	12	4	45	36	706	25	767	57	45	159	261	1762
05:00 PM	16	170	4	190	11	1	4	16	9	223	7	239	21	14	56	91	536
05:15 PM	9	142	3	154	7	3	0	10	9	202	5	216	15	10	44	69	449
05:30 PM	13	169	3	185	11	4	1	16	11	210	2	223	20	19	59	98	522
05:45 PM	17	149	3	169	7	0	3	10	5	158	4	167	15	16	48	79	425
Total	55	630	13	698	36	8	8	52	34	793	18	845	71	59	207	337	1932
Grand Total	313	2862	81	3256	99	56	15	170	92	2504	76	2672	160	137	538	835	6933
Apprch %	9.6	87.9	2.5		58.2	32.9	8.8		3.4	93.7	2.8		19.2	16.4	64.4		
Total %	4.5	41.3	1.2	47.0	1.4	0.8	0.2	2.5	1.3	36.1	1.1	38.5	2.3	2.0	7.8	12.0	

Start Time	MARENGO AVENUE Southbound				HOLLY STREET Westbound				MARENGO AVENUE Northbound				HOLLY STREET Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																				
Intersection 07:30 AM																				
Volume	114	875	28	1017	14	16	0	30	13	564	24	601	17	20	100	137	1785			
Percent	11.2	86.0	2.8		46.7	53.3	0.0		2.2	93.8	4.0		12.4	14.6	73.0					
07:45 AM																				
Volume	30	250	7	287	3	5	0	8	2	161	6	169	4	4	32	40	504			
Peak Factor																	0.885			
High Int. 07:45 AM																				
Volume	30	250	7	287	08:15 AM			11	07:45 AM			6	07:45 AM			40				
Peak Factor	0.886								0.682				0.889				0.856			
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																				
Intersection 04:45 PM																				
Volume	48	657	18	723	38	10	6	54	40	806	20	866	75	55	196	326	1969			
Percent	6.6	90.9	2.5		70.4	18.5	11.1		4.6	93.1	2.3		23.0	16.9	60.1					
05:00 PM																				
Volume	16	170	4	190	11	1	4	16	9	223	7	239	21	14	56	91	536			
Peak Factor																	0.918			
High Int. 04:45 PM																				
Volume	10	176	8	194	05:00 PM			16	05:00 PM			7	05:30 PM			98				
Peak Factor	0.932								0.844				0.906				0.832			

Start Time	EUCLID AVENUE Southbound				GREEN STREET Westbound				EUCLID AVENUE Northbound				GREEN STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	5	5	0	0	0	0	6	0	0	6	6	65	0	71	82
07:15 AM	0	0	2	2	0	0	0	0	10	0	0	10	11	108	0	119	131
07:30 AM	0	0	2	2	0	0	0	0	20	0	0	20	17	113	3	133	155
07:45 AM	0	0	1	1	0	0	0	0	14	0	0	14	12	195	1	208	223
Total	0	0	10	10	0	0	0	0	50	0	0	50	46	481	4	531	591
08:00 AM	0	0	3	3	0	0	0	0	17	0	0	17	32	209	0	241	261
08:15 AM	0	0	6	6	0	0	0	0	15	0	0	15	16	181	3	200	221
08:30 AM	0	0	1	1	0	0	0	0	18	0	0	18	14	176	2	192	211
08:45 AM	0	0	2	2	0	0	0	0	15	0	0	15	8	184	3	195	212
Total	0	0	12	12	0	0	0	0	65	0	0	65	70	750	8	828	905

*** BREAK ***

04:00 PM	0	0	8	8	0	0	0	0	23	0	0	23	33	257	5	295	326
04:15 PM	0	0	9	9	0	0	0	0	17	0	0	17	30	238	4	272	298
04:30 PM	0	0	5	5	0	0	0	0	35	0	0	35	35	275	3	313	353
04:45 PM	0	0	2	2	0	0	0	0	26	0	0	26	22	292	5	319	347
Total	0	0	24	24	0	0	0	0	101	0	0	101	120	1062	17	1199	1324
05:00 PM	0	0	2	2	0	0	0	0	22	0	0	22	21	332	3	356	380
05:15 PM	0	0	3	3	0	0	0	0	30	0	0	30	25	300	5	330	363
05:30 PM	0	0	8	8	0	0	0	0	22	0	0	22	17	274	11	302	332
05:45 PM	0	0	5	5	0	0	0	0	17	0	0	17	22	290	5	317	339
Total	0	0	18	18	0	0	0	0	91	0	0	91	85	1196	24	1305	1414
Grand Total	0	0	64	64	0	0	0	0	307	0	0	307	321	3489	53	3863	4234
Apprch %	0.0	0.0	100.0		0.0	0.0	0.0		100.0	0.0	0.0		8.3	90.3	1.4		
Total %	0.0	0.0	1.5	1.5	0.0	0.0	0.0	0.0	7.3	0.0	0.0	7.3	7.6	82.4	1.3	91.2	

Start Time	EUCLID AVENUE Southbound				GREEN STREET Westbound				EUCLID AVENUE Northbound				GREEN STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	11	11	0	0	0	0	64	0	0	64	74	761	6	841	916
Percent	0.0	0.0	100.0		0.0	0.0	0.0		100.0	0.0	0.0		8.8	90.5	0.7		
08:00 Volume	0	0	3	3	0	0	0	0	17	0	0	17	32	209	0	241	261
Peak Factor	0.877																
High Int.	08:15 AM				6:45:00 AM				08:30 AM				08:00 AM				
Volume	0	0	6	6	0	0	0	0	18	0	0	18	32	209	0	241	
Peak Factor	0.458								0.889				0.872				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	12	12	0	0	0	0	113	0	0	113	103	1199	16	1318	1443
Percent	0.0	0.0	100.0		0.0	0.0	0.0		100.0	0.0	0.0		7.8	91.0	1.2		
05:00 Volume	0	0	2	2	0	0	0	0	22	0	0	22	21	332	3	356	380
Peak Factor	0.949																
High Int.	04:30 PM								04:30 PM				05:00 PM				
Volume	0	0	5	5	0	0	0	0	35	0	0	35	21	332	3	356	
Peak Factor	0.600								0.807				0.926				

Start Time	EUCLID AVENUE Southbound				CORDOVA STREET Westbound				EUCLID AVENUE Northbound				CORDOVA STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	4	3	11	4	73	7	84	6	2	3	11	3	35	0	38	144
07:15 AM	4	5	2	11	2	58	4	64	10	3	1	14	6	49	0	55	144
07:30 AM	13	9	3	25	12	74	19	105	5	9	3	17	3	56	3	62	209
07:45 AM	4	8	7	19	9	107	13	129	15	10	2	27	10	77	2	89	264
Total	25	26	15	66	27	312	43	382	36	24	9	69	22	217	5	244	761
08:00 AM	7	23	3	33	8	73	22	103	11	12	6	29	6	62	3	71	236
08:15 AM	11	5	4	20	9	68	12	89	11	6	0	17	2	65	5	72	198
08:30 AM	6	8	4	18	13	70	5	88	8	7	0	15	6	61	4	71	192
08:45 AM	7	7	1	15	6	83	7	96	14	7	3	24	3	67	2	72	207
Total	31	43	12	86	36	294	46	376	44	32	9	85	17	255	14	286	833

*** BREAK ***

04:00 PM	10	12	3	25	11	137	10	158	7	12	9	28	5	60	3	68	279
04:15 PM	8	11	5	24	10	121	11	142	9	6	4	19	3	44	4	51	236
04:30 PM	17	18	7	42	15	117	10	142	12	8	6	26	4	59	7	70	280
04:45 PM	15	15	4	34	9	124	15	148	9	9	3	21	8	76	3	87	290
Total	50	56	19	125	45	499	46	590	37	35	22	94	20	239	17	276	1085
05:00 PM	10	21	6	37	16	178	20	214	11	5	3	19	6	79	3	88	358
05:15 PM	19	18	7	44	12	157	16	185	12	6	3	21	9	74	5	88	338
05:30 PM	4	9	7	20	13	150	13	176	6	8	7	21	10	71	4	85	302
05:45 PM	6	10	9	25	17	140	9	166	10	4	4	18	2	74	2	78	287
Total	39	58	29	126	58	625	58	741	39	23	17	79	27	298	14	339	1285
Grand Total	145	183	75	403	166	1730	193	2089	156	114	57	327	86	1009	50	1145	3964
Apprch %	36.0	45.4	18.6		7.9	82.8	9.2		47.7	34.9	17.4		7.5	88.1	4.4		
Total %	3.7	4.6	1.9	10.2	4.2	43.6	4.9	52.7	3.9	2.9	1.4	8.2	2.2	25.5	1.3	28.9	

Start Time	EUCLID AVENUE Southbound				CORDOVA STREET Westbound				EUCLID AVENUE Northbound				CORDOVA STREET Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	35	45	17	97	38	322	66	426	42	37	11	90	21	260	13	294	907
Percent	36.1	46.4	17.5		8.9	75.6	15.5		46.7	41.1	12.2		7.1	88.4	4.4		
07:45	4	8	7	19	9	107	13	129	15	10	2	27	10	77	2	89	264
Volume																	
Peak Factor	0.859																
High Int.	08:00 AM				07:45 AM				08:00 AM				07:45 AM				
Volume	7	23	3	33	9	107	13	129	11	12	6	29	10	77	2	89	
Peak Factor	0.735				0.826				0.776				0.826				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	48	63	24	135	50	609	64	723	38	28	16	82	33	300	15	348	1288
Percent	35.6	46.7	17.8		6.9	84.2	8.9		46.3	34.1	19.5		9.5	86.2	4.3		
05:00	10	21	6	37	16	178	20	214	11	5	3	19	6	79	3	88	358
Volume																	
Peak Factor	0.899																
High Int.	05:15 PM				05:00 PM				04:45 PM				05:00 PM				
Volume	19	18	7	44	16	178	20	214	9	9	3	21	6	79	3	88	
Peak Factor	0.767				0.845				0.976				0.989				

Project Title: PASADENA MOBILITY
Intersection: 10. Fair Oaks Av & Corson St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

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

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.277 * N-S(2): 0.266 E-W(1): 0.247 * E-W(2): 0.117
	TH	3.00	1,276	4,800	0.266	
	LT	1.00	258	1,600	0.161 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.524 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	1.00	118	1,600	0.074	ICU: 0.624
	TH	3.00	559	4,800	0.116 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	395	1,600	0.247 *	LOS: B
	TH	2.00	613	3,200	0.192	
	LT	1.00	187	1,600	0.117	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.384 * N-S(2): 0.170 E-W(1): 0.179 E-W(2): 0.212 *
	TH	3.00	814	4,800	0.170	
	LT	1.00	187	1,600	0.117 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.596 Lost Time: 0.100
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	
Northbound	RT	1.00	297	1,600	0.186	ICU: 0.696
	TH	3.00	1,283	4,800	0.267 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	212	1,600	0.133	LOS: B
	TH	2.00	573	3,200	0.179	
	LT	1.00	339	1,600	0.212 *	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 11. Fair Oaks Av & Walnut St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

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

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	259	0	0.000	N-S(1): 0.284 N-S(2): 0.335 * E-W(1): 0.256 * E-W(2): 0.105
	TH	3.00	1,179	4,800	0.300 *	
	LT	1.00	204	1,600	0.128	
Westbound	RT	1.00	103	1,600	0.000	V/C: 0.591 Lost Time: 0.100
	TH	2.00	241	3,200	0.075	
	LT	1.00	65	1,600	0.041 *	
Northbound	RT	1.00	41	1,600	0.000	ICU: 0.691
	TH	2.00	498	3,200	0.156	
	LT	1.00	56	1,600	0.035 *	
Eastbound	RT	0.00	119	0	0.000	LOS: B
	TH	2.00	570	3,200	0.215 *	
	LT	1.00	48	1,600	0.030	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	105	0	0.000	N-S(1): 0.437 * N-S(2): 0.267 E-W(1): 0.392 * E-W(2): 0.210
	TH	3.00	786	4,800	0.186	
	LT	1.00	136	1,600	0.085 *	
Westbound	RT	1.00	116	1,600	0.000	V/C: 0.829 Lost Time: 0.100
	TH	2.00	515	3,200	0.161	
	LT	1.00	138	1,600	0.086 *	
Northbound	RT	1.00	139	1,600	0.001	ICU: 0.929
	TH	2.00	1,127	3,200	0.352 *	
	LT	1.00	130	1,600	0.081	
Eastbound	RT	0.00	279	0	0.000	LOS: E
	TH	2.00	699	3,200	0.306 *	
	LT	1.00	78	1,600	0.049	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 13. Fair Oaks Av & Green St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

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

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.374 * N-S(2): 0.300 E-W(1): 0.119 * E-W(2): 0.013 V/C: 0.493 Lost Time: 0.100 ICU: 0.593 LOS: A
	TH	2.00	960	3,200	0.300	
	LT	1.00	202	1,600	0.126 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	132	0	0.000	
	TH	2.00	663	3,200	0.248 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	63	0	0.000	
	TH	3.00	485	4,800	0.119 *	
	LT	0.00	21	1,600	0.013	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.444 * N-S(2): 0.278 E-W(1): 0.140 * E-W(2): 0.040 V/C: 0.584 Lost Time: 0.100 ICU: 0.684 LOS: B
	TH	2.00	890	3,200	0.278	
	LT	1.00	201	1,600	0.126 *	
Westbound	RT	0.00	0	0	0.000	
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	148	0	0.000	
	TH	2.00	871	3,200	0.318 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	114	0	0.000	
	TH	3.00	496	4,800	0.140 *	
	LT	0.00	64	1,600	0.040	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 13. Fair Oaks Av & Green St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

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

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.374 * N-S(2): 0.300 E-W(1): 0.119 * E-W(2): 0.013
	TH	2.00	960	3,200	0.300	
	LT	1.00	202	1,600	0.126 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.493 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	132	0	0.000	ICU: 0.593 LOS: A
	TH	2.00	663	3,200	0.248 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	63	0	0.000	
	TH	3.00	485	4,800	0.119 *	
	LT	0.00	21	1,600	0.013	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.444 * N-S(2): 0.278 E-W(1): 0.140 * E-W(2): 0.040
	TH	2.00	890	3,200	0.278	
	LT	1.00	201	1,600	0.126 *	
Westbound	RT	0.00	0	0	0.000	V/C: 0.584 Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	
Northbound	RT	0.00	148	0	0.000	ICU: 0.684 LOS: B
	TH	2.00	871	3,200	0.318 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	114	0	0.000	
	TH	3.00	496	4,800	0.140 *	
	LT	0.00	64	1,600	0.040	

* - Denotes critical movement

Project Title: PASADENA MOBILITY
Intersection: 16. Raymond Av & Walnut St
Description: EXISTING CONDITIONS (2000)

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: %
 ITS: %

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

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.069 N-S(2): 0.109 * E-W(1): 0.332 * E-W(2): 0.191 V/C: 0.441 Lost Time: 0.100 ICU: 0.541 LOS: A
	TH	1.00	55	1,600	0.078 *	
	LT	0.00	29	1,600	0.018	
Westbound	RT	0.00	111	0	0.000	
	TH	2.00	391	3,200	0.157	
	LT	1.00	47	1,600	0.029 *	
Northbound	RT	0.00	28	0	0.000	
	TH	2.00	84	3,200	0.051	
	LT	0.00	50	1,600	0.031 *	
Eastbound	RT	0.00	128	0	0.000	
	TH	2.00	840	3,200	0.303 *	
	LT	1.00	55	1,600	0.034	

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.110 N-S(2): 0.136 * E-W(1): 0.276 E-W(2): 0.315 * V/C: 0.451 Lost Time: 0.100 ICU: 0.551 LOS: A
	TH	1.00	44	1,600	0.057 *	
	LT	0.00	18	1,600	0.011	
Westbound	RT	0.00	44	0	0.000	
	TH	2.00	896	3,200	0.294 *	
	LT	1.00	73	1,600	0.046	
Northbound	RT	0.00	84	0	0.000	
	TH	2.00	105	3,200	0.099	
	LT	0.00	127	1,600	0.079 *	
Eastbound	RT	0.00	72	0	0.000	
	TH	2.00	665	3,200	0.230	
	LT	1.00	34	1,600	0.021 *	

* - Denotes critical movement