

5. Project Trips

Project-related traffic consists of trips on any portion of the street system that will begin or end at the project site as a result of the development of the proposed project. Project-related traffic is a function of the extent and type of development proposed for the site. This information is used to establish traffic generation for the site. There are currently 41 independent living units, 16 assisted living units, and 40 nurse-attended resident patient beds at the complex. The project would result in an additional 50 independent living units. The new residential mix of the complex would include 91 independent living units, 16 assisted living units, and 40 skilled nursing beds. Only the net increase of 50 new independent living units would add to the traffic generation of the site. The project will supply 216 parking spaces.

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that will be made to or from the project. It is generally equal to the traffic volume expected at the project entrance.

Trip generation characteristics for projects are normally estimated based on rates published in *Trip Generation, Seventh Edition*, published by the Institute of Transportation Engineers (ITE). This document is widely used in Southern California and indicates the probable traffic generation rates for various land uses based upon studies of existing developments in comparable settings. *Trip Generation, Seventh Edition* indicates daily, AM and PM peak hour trip generation rates for residential projects. These trip generation rates are shown in Table 6.

Table 6
Trip Generation Rates

Land Use	Measure	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Generation Rates								
Independent Living Residential <i>ITE Code 253</i>	Units	2.02	0.06	0.04	0.02	0.17	0.09	0.08
Assisted Living Residential <i>ITE Code 254</i>	Units/ Beds ¹	2.66	0.14	0.09	0.05	0.22	0.10	0.12
Skilled Nursing Facility <i>ITE Code 620</i>	Beds	2.37	0.17	0.12	0.05	0.22	0.07	0.15

Note 1: Assumption of 1 bed per unit.

Table 7 summarizes the traffic generation expected from the project, based on the generation rates shown in Table 6.

Existing Land Use Traffic

The project site is currently occupied by a residential complex with 41 independent living units, 16 assisted living units, and 40 skilled nursing beds. The trips currently generated from the site are documented in Table 7.

Table 7
Project Traffic Generation

Land Use	Measure	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Vehicle Trips								
Existing Use (Trip Credits)								
Independent Living Residential <i>ITE Code 253</i>	41 Units	83	3	2	1	7	4	3
Assisted Living Residential <i>ITE Code 254</i>	16 Units	43	2	1	1	4	2	2
Skilled Nursing Facility <i>ITE Code 620</i>	40 Beds	95	7	5	2	9	3	6
Proposed Use								
Independent Living Residential <i>ITE Code 253</i>	91 Units	184	6	4	2	15	8	7
Assisted Living Residential <i>ITE Code 254</i>	16 Units	43	2	1	1	4	2	2
Skilled Nursing Facility <i>ITE Code 620</i>	40 Beds	95	7	5	2	9	3	6
Proposed Use Less Existing Use								
Net Project Trips	N/A	101	3	2	1	8	4	4

The project will generate a total of 101 net daily trips, including 3 trips during the AM peak hour and 8 trips during the PM peak hour.

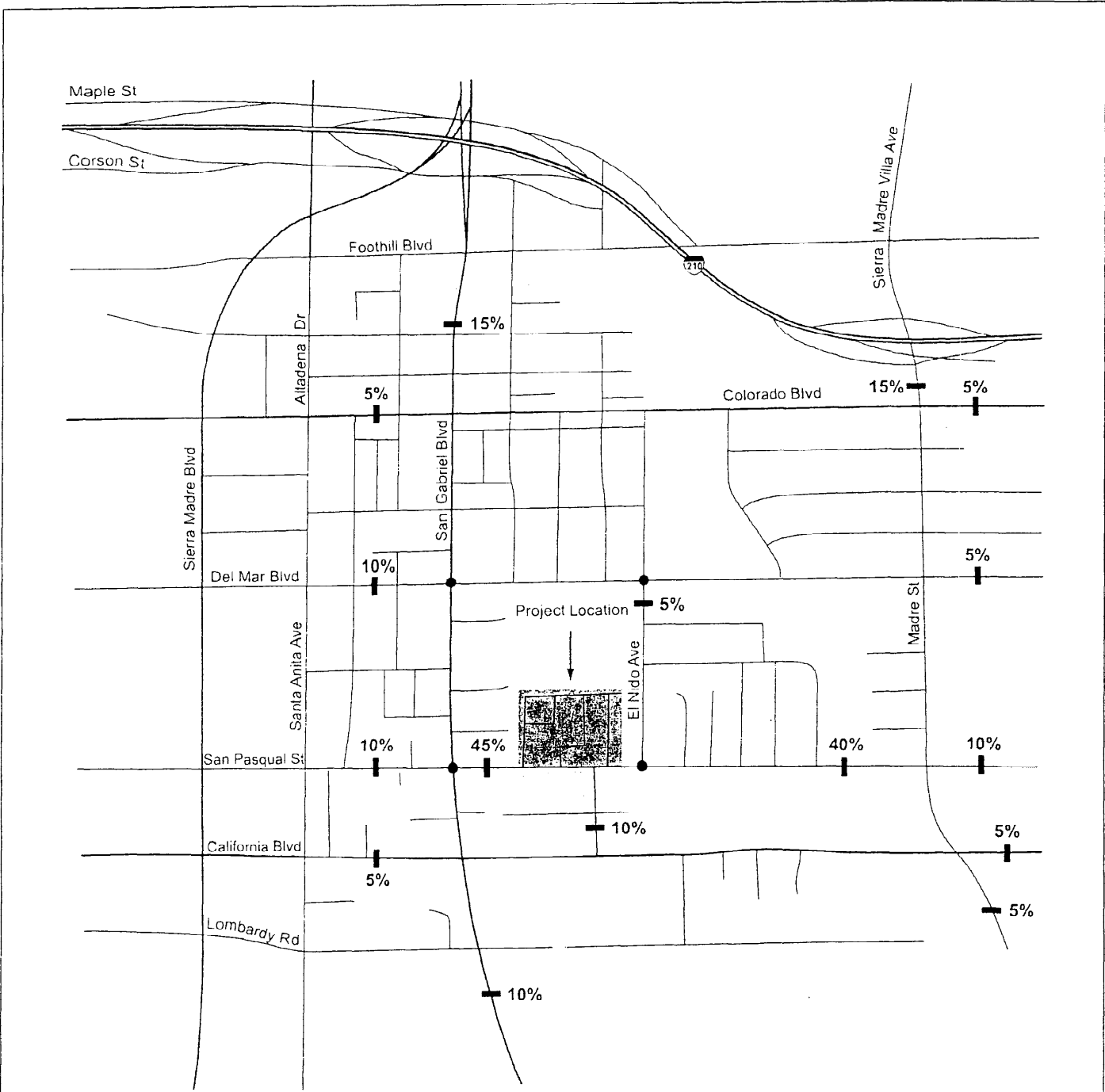
Project Trip Distribution

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by project traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the route where the project traffic will distribute.

The anticipated trip distribution for the proposed development is presented in Figure 11. This figure indicates the proportion of project traffic that will use the street segments and turning movements indicated.

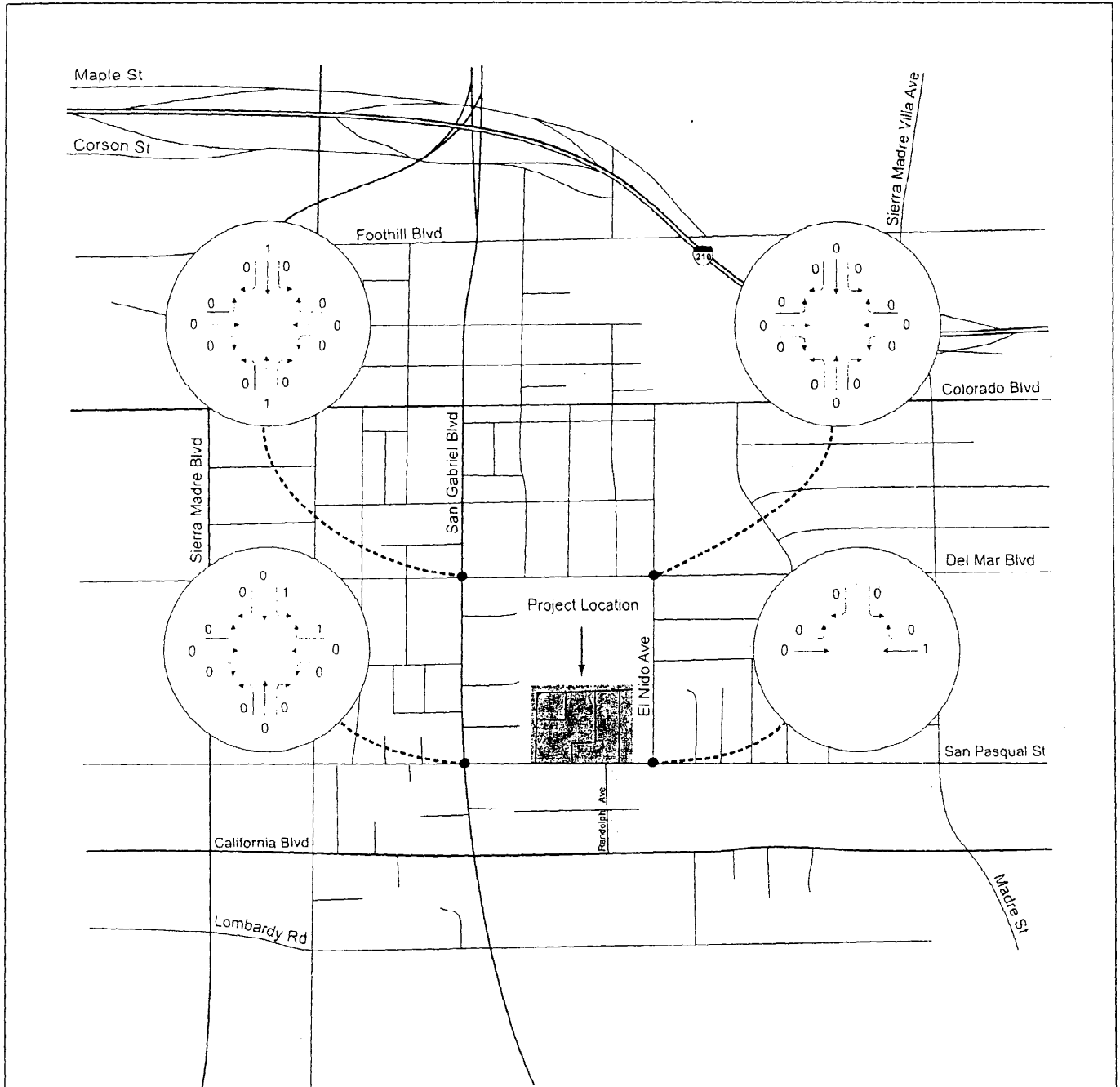
Near-term future AM peak hour project-related traffic volumes increases are shown in Figure 12. Figure 13 indicates the near-term future PM peak hour project-related traffic volumes increases. Future traffic levels in the project vicinity are expected to be changed by the amounts shown on these figures.





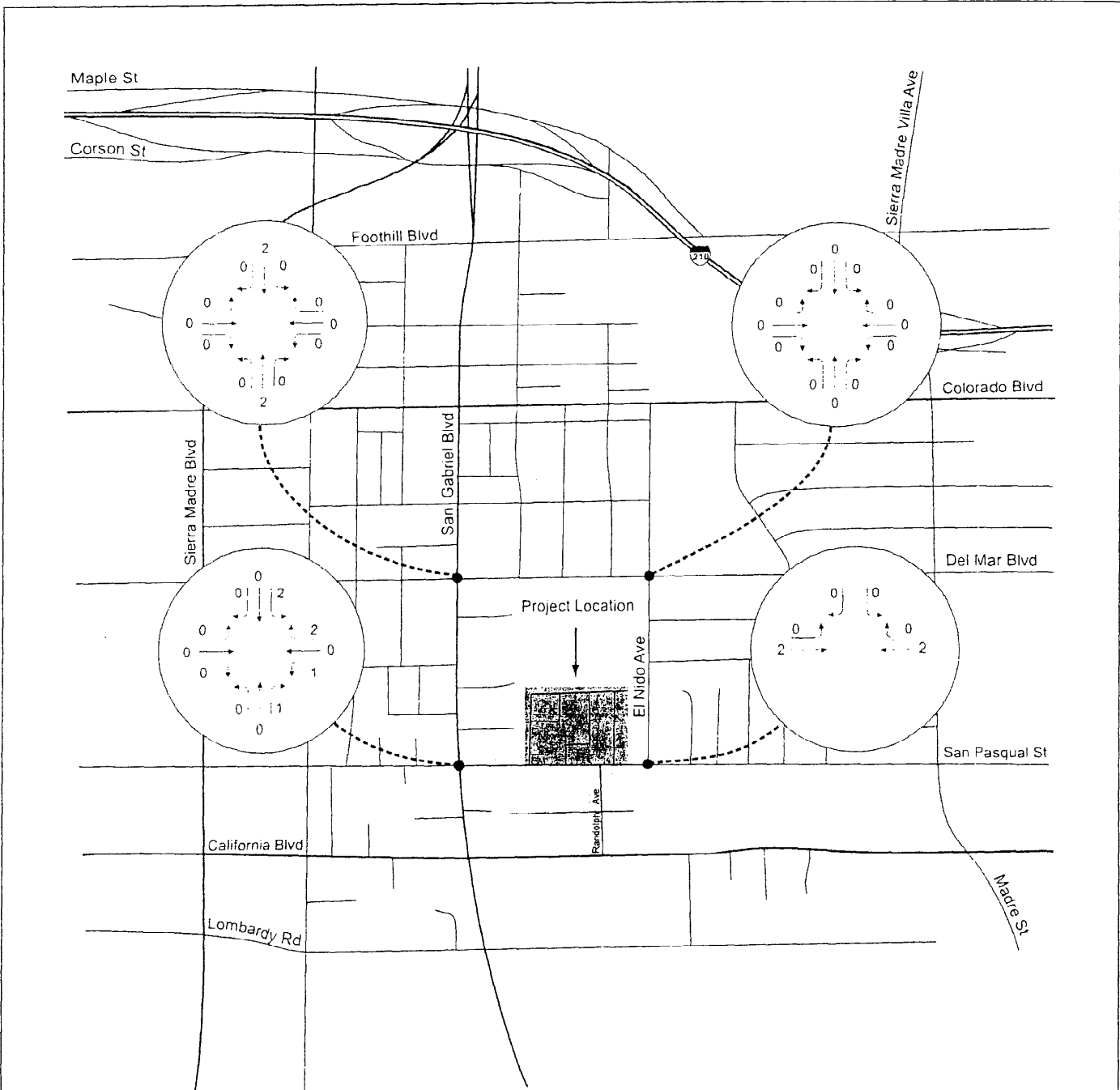
LEGEND

- Project Location
- Study Intersection
- Major Street
- - - Minor Street
- ▬ Study Street Segments



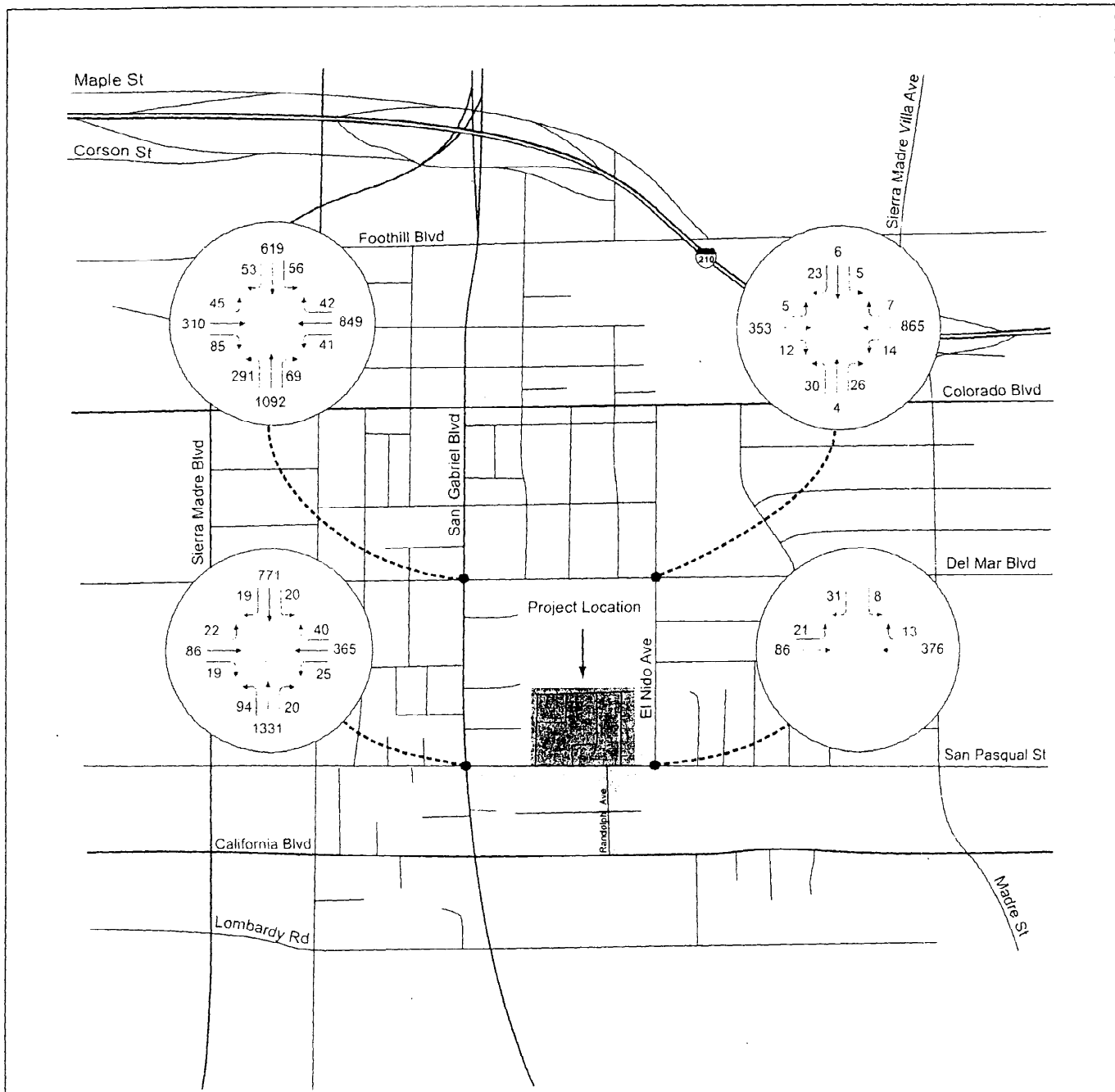
LEGEND

- Project Location
- Study Intersection
- Major Street
- Minor Street
- Study Street Segments
- Turning Movement Volume



LEGEND

- Project Location
- Study Intersection
- Major Street
- Minor Street
- Study Street Segments
- Turning Movement Volume



LEGEND	
	Project Location
	Study Intersection
	Major Street
	Minor Street
	Study Street Segments
	Turning Movement Volume

6. Future Year WITH Project Conditions

This section documents the future traffic conditions with the addition of project-related traffic and cumulative project traffic to the surrounding street system.

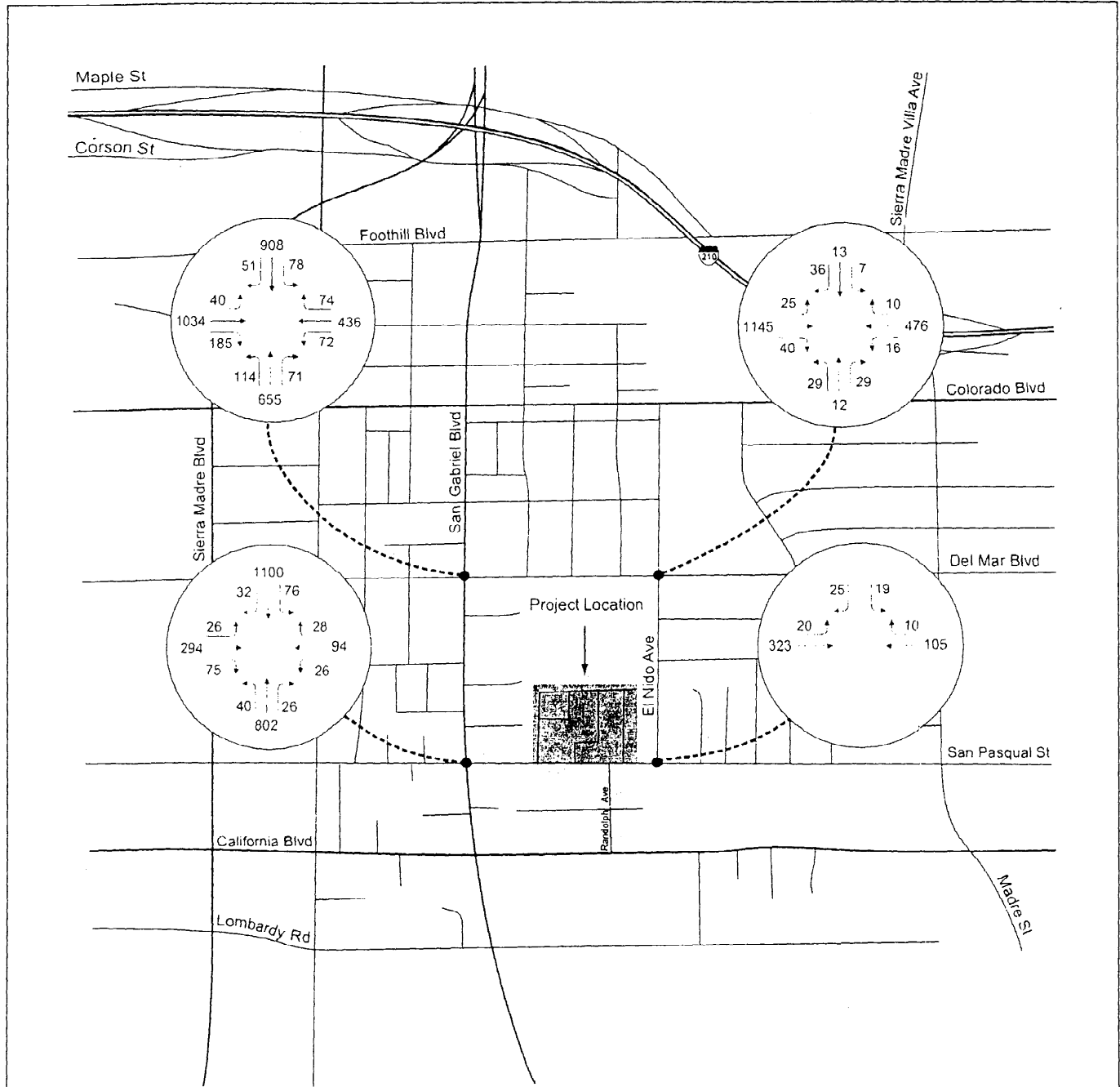
Future Peak Hour Intersection Level of Service

The future "WITH Project" traffic volumes were derived by adding the project trips shown in Figures 12 and 13 to the future background traffic volumes for the year 2008. Figure 14 illustrates the future peak hour traffic volumes with the proposed project during the AM peak hour. Figure 15 illustrates the future peak hour traffic volumes with the proposed project during the PM peak hour. Table 8 summarizes the results of the level of service analysis for the future "WITH Project" conditions







Table 8
AM/PM Peak Hour Intersection Performance
Future Year WITH Project Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
Signalized Intersections (Level of Service / V/C)				
San Gabriel Boulevard at Del Mar Boulevard	.805	D	.897	D
San Gabriel Boulevard at San Pasqual Street	.801	D	.742	C
Unsignalized Intersections (Level of Service / Delay)				
El Nido Avenue at Del Mar Boulevard	18.1	C	79.2	F
El Nido Avenue at San Pasqual Street	11.1	B	10.3	B

Note: V/C = Volume/Capacity, Delay based on seconds per vehicle average.



LEGEND

-  Project Location
-  Study Intersection
-  Major Street
-  Minor Street
-  Study Street Segments
-  Turning Movement Volume

7. Determination of Significant Impacts

Traffic impacts are identified if the proposed project will result in a significant change in traffic conditions on a roadway or intersection. A significant impact is normally defined when project-related traffic would cause level of service to deteriorate to below the minimum acceptable level by a measurable amount.

Intersections

Table 9 displays a comparison of existing and future study scenarios using the ICU method of analysis preferred by the City. Traffic impacts created by the project can be calculated by comparing the "Future Without Project" conditions to the "Future WITH Project" conditions in the table. Significant traffic impacts are determined using the sliding scale presented in Section 2 of this report.

Table 9
Level of Service Analysis /Determination of Impacts
for Future Project Conditions

Intersection	Existing	Future Without Project	Future WITH Project	Increase	Impact?
<i>Weekday AM Peak Hour (Level of Service / V/C / Delay)¹</i>					
San Gabriel Blvd. at Del Mar Blvd.	C / .734	D / .805	D / .805	0.00	No
San Gabriel Blvd. at San Pasqual St.	C / .753	D / .801	D / .801	0.00	No
El Nido Ave. at Del Mar Blvd. ²	C / 15.2	C / 18.1	C / 18.1	0.00	No
El Nido Ave. at San Pasqual St. ²	B / 10.8	B / 11.1	B / 11.1	0.00	No
<i>Weekday PM Peak Hour (Level of Service / V/C / Delay)¹</i>					
San Gabriel Blvd. at Del Mar Blvd.	D / .828	D / .897	D / .897	0.00	No
San Gabriel Blvd. at San Pasqual St.	B / .698	C / .741	C / .742	0.00	No
El Nido Ave. at Del Mar Blvd. ²	E / 40.5	F / 79.2	F / 79.2	0.00	No
El Nido Ave. at San Pasqual St. ²	B / 10.0	B / 10.3	B / 10.3	0.00	No

Note 1: V/C = Volume/Capacity; Delay shown for unsignalized intersections.

Note 2: Unsignalized Intersection

As shown in the table, there are no significant impacts at any of the four study intersections as a result of the project.

Street Segments

According to the City's guidelines for Transportation Impact Studies, the relative change in Average Daily Traffic (ADT) resulting from an increase in trips due to the project must be measured. The increase in traffic growth is calculated based on the increase in traffic due to the proposed project, relative to existing traffic volumes. Significant traffic impacts are determined using the table describing the City's thresholds for significant impacts to street segments presented in Section 2 of this report.

The traffic impacts of the independent living residential project on the two study street segments were calculated by estimating the percent increase in daily traffic on each segment due to the proposed project compared to existing traffic levels. The net daily traffic volumes expected to be generated by the proposed development is 101 trips, as shown in Table 7 on page 22. The trip distribution for these trips is as shown in Figures 10 and 11.

As shown in Table 10, the street segment impacts are as follows:

- On San Pasqual Street between San Gabriel Boulevard and El Nido Avenue, project traffic will increase total traffic by 1.2% over existing conditions. This is the lowest level of impact, requiring only City staff review.
- On Randolph Avenue south of San Pasqual Street, project traffic will increase total traffic by 2.2% over existing conditions. This is the lowest level of impact, requiring only City staff review.

A summary of the existing traffic volumes and expected project traffic volumes used for these calculations is presented in Table 10.

Table 10
Estimated Future Average Daily Traffic Volumes
With and Without Project

Street Segment	Existing Traffic	Future Background Traffic	Cumulative Project Traffic	Future Without Project Traffic	Project Traffic	Future With Project Traffic	Percent Increase
San Pasqual St. between San Gabriel Blvd. and El Nido Ave	3,803	3,921	381	4,302	45	4,347	1.2%
Randolph Ave south of San Pasqual St.	440	453	0	453	10	463	2.2%

The percent increase shown in Table 10 for each study segment is based on the following City formula:

Percent Increase = Net New Project Trips/Existing Daily Traffic

Table 10 also shows the future daily traffic volumes on each segment, estimated by first increasing base volumes by 3% to account for background traffic growth. Cumulative traffic volumes and project traffic volumes were then added to this background base. The resulting "Future With Project" daily traffic volumes account for all near-term future expected traffic volumes on the study street segments.



8. Mitigation and Project Recommendations

Mitigation measures are required if the project will significantly impact unacceptable traffic conditions. These conditions will not occur for any of the study intersections or street segments in the project study area for near term 2008 conditions.

It is recommended that the proposed project be conditioned to contribute a fair share of improvement costs associated with the Kinneloa Avenue roadway extension project as identified in the East Pasadena Specific Plan and included in the City's Capital Improvement Program. The estimated cost of the extension is \$1,387,000. The project fair share is calculated by comparing the project's anticipated traffic on Kinneloa Avenue once the extension is in place. Due to the neighborhood-serving businesses on Foothill Boulevard, it is anticipated that 10% of the future project trips will utilize Kinneloa Avenue. The following provides a summary of the calculation of the project's fair share contribution:

Table 11
Kinneloa Avenue Extension
Fair Share Cost

	Total Daily Project Trips	Project Trips on Kinneloa Avenue	Kinneloa Future Daily Traffic	Fair Share Percent	Fair Share of \$1.387 Million
Average Daily Traffic	101	10	6,226	0.16%	\$2,200

.0016%

APPENDIX A
Traffic Count Data

Source: City of Pasadena Planning & Development Department, "*Las Encinas Hospital Master Plan Amendment Project*," prepared by Linscott, Law, & Greenspan Inc., January 2006.



City traffic counters
626.256.4171

Site Code : 00000000000
Start Date: 11/08/2005
File I.D. : C:\WINDOWS\DE
Page : 2

Street name : El Nido Ave Cross street: N/O San Pasqual St Direction 1

Time	North		South		Combined		Wednesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	0	4	1	8	1	12	
12:15	0	2	0	7	0	9	
12:30	0	3	0	10	0	13	
12:45	0	4	13	6	0	19	
01:00	0	3	1	5	1	10	44
01:15	0	4	0	10	0	8	
01:30	0	3	1	6	1	14	
01:45	0	5	15	4	0	9	40
02:00	0	4	1	6	1	10	
02:15	0	3	0	6	0	9	
02:30	0	6	0	10	0	16	
02:45	1	4	17	12	2	16	51
03:00	0	1	0	13	0	14	
03:15	0	3	0	12	0	15	
03:30	0	5	0	12	0	17	
03:45	0	7	16	0	0	19	65
04:00	0	7	0	17	0	24	
04:15	0	6	1	19	1	25	
04:30	2	2	0	12	2	14	
04:45	0	7	22	7	1	14	77
05:00	0	7	0	13	0	20	
05:15	0	12	0	9	0	21	
05:30	0	3	0	16	0	19	
05:45	1	1	25	5	2	8	60
06:00	0	7	0	10	0	17	
06:15	1	2	2	7	3	9	
06:30	2	3	1	2	3	5	
06:45	0	3	15	1	4	9	40
07:00	1	4	5	5	6	9	
07:15	0	2	4	11	4	13	
07:30	3	2	6	4	11	6	
07:45	2	8	1	9	10	2	31
08:00	3	4	9	12	2	15	
08:15	12	3	2	2	2	6	
08:30	11	1	8	1	14	5	
08:45	6	3	11	2	19	2	
09:00	3	1	24	3	8	6	19
09:15	3	2	6	7	9	8	
09:30	6	0	6	2	9	4	
09:45	2	0	7	2	13	2	
10:00	1	14	3	11	13	2	16
10:15	7	3	5	0	6	3	
10:30	7	3	8	1	15	4	
10:45	7	9	6	1	9	1	
11:00	7	18	6	4	2	0	8
11:15	0	1	11	1	11	2	
11:30	0	1	9	1	13	2	
11:45	3	0	3	1	9	2	
12:00	2	1	3	1	6	1	
Totals	86	155	140	311	226	466	7
Day Totals		241		451		692	
Split %	36.0%		61.0%	66.7%			
Peak Hour	08:00	04:45	07:15	03:30	07:45	03:30	
Volume	32	29	32	60	60	65	
P.A.F.	.66	.60	.66	.78	.78	.65	

City traffic counters
626.256.4171

Site Code 050000000000
Start Date: 11/08/2005
File I.D. : C:\WINDOWS\DE
Page 2

Street name : San Pasqual St		Cross street: Br. San Gabriel & El Nido		Combined				Wednesday
Begin	End	East	West	East	West	East	West	
Time		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	11/08	1	21	1	15	2	36	
12:15		1	22	1	25	2	47	
12:30		1	19	1	25	2	43	
12:45		0	21	0	15	0	36	162
01:00		0	17	0	25	0	42	
01:15		1	23	1	20	2	43	
01:30		1	21	0	23	1	44	
01:45		2	14	75	31	99	45	174
02:00		0	20	0	17	0	37	
02:15		0	29	0	30	0	59	
02:30		0	32	0	31	0	63	
02:45		0	25	101	35	113	55	214
03:00		0	25	0	33	0	58	
03:15		0	39	0	29	0	67	
03:30		0	44	1	19	1	63	
03:45		0	54	161	36	117	90	278
04:00		2	52	0	50	2	108	
04:15		0	64	0	23	0	87	
04:30		0	62	1	17	1	78	
04:45		0	67	245	29	125	96	370
05:00		2	76	3	26	5	104	
05:15		1	102	1	32	2	134	
05:30		3	84	3	29	6	113	
05:45		2	63	327	29	115	91	442
06:00		3	50	13	17	16	67	
06:15		9	45	18	20	27	65	
06:30		5	28	21	17	28	45	
06:45		7	26	149	37	69	41	218
07:00		8	22	49	17	57	39	
07:15		10	24	69	11	79	35	
07:30		16	13	107	15	123	28	
07:45		27	17	76	10	53	27	129
08:00		25	18	97	10	122	28	
08:15		35	20	76	11	113	31	
08:30		25	18	79	13	104	23	
08:45		23	9	57	10	44	19	101
09:00		27	14	47	10	74	24	
09:15		27	7	34	14	61	21	
09:30		7	8	39	9	46	17	
09:45		14	12	41	11	44	23	85
10:00		23	16	33	8	56	24	
10:15		22	5	23	6	45	11	
10:30		16	4	25	2	41	6	
10:45		14	3	28	2	18	5	46
11:00		23	0	21	1	44	1	
11:15		19	1	14	3	33	4	
11:30		22	1	21	2	43	3	
11:45		24	5	20	1	44	6	14
Day Totals		1801	1549	1118	864	1570	2253	
Split %		28.7%	60.4%	71.2%	35.5%	30.9%		
Peak Hour	07:45	04:45	07:30	03:15	07:30	04:45		
Volume	122	331	402	140	505	447		
P.E.F.	.18	.191	.183	.162	.185	.183		

THE TRAFFIC SOLUTION - ADT WORKSHEET

CLIENT: KOA - TUSTIN
 PROJECT: CITY OF PASADENA
 LOCATION: RANDOLPH AVENUE S/O SAN PASQUAL STREET
 DATE: WEDNESDAY, JANUARY 18, 2006
 FILE NO: A-1

DIRECTION:		NORTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS	
00:00	0	0	0	0	0	
01:00	0	0	0	0	0	
02:00	0	0	0	0	0	
03:00	0	0	0	2	2	
04:00	0	0	0	2	2	
05:00	0	0	1	0	1	
06:00	3	3	0	2	8	
07:00	6	3	8	5	22	
08:00	2	5	7	9	23	
09:00	4	5	3	2	14	
10:00	9	3	7	2	21	
11:00	6	2	3	9	20	
12:00	4	2	2	3	11	
13:00	4	2	2	5	13	
14:00	7	3	2	11	23	
15:00	3	5	4	2	14	
16:00	4	1	2	5	12	
17:00	8	3	2	5	18	
18:00	5	3	4	4	16	
19:00	1	2	3	1	7	
20:00	2	3	3	1	9	
21:00	0	1	2	2	5	
22:00	0	0	0	0	0	
23:00	1	0	0	0	1	
TOTAL					242	
AM PEAK HOUR		08:15-09:15				
VOLUME		25				
PM PEAK HOUR		14:00-15:00				
VOLUME		23				

DIRECTION:		SOUTHBOUND				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS	
00:00	0	1	0	0	1	
01:00	0	0	0	0	0	
02:00	0	0	0	0	0	
03:00	0	0	0	2	2	
04:00	0	0	0	0	0	
05:00	0	0	1	0	1	
06:00	0	4	2	0	6	
07:00	3	3	3	3	12	
08:00	1	2	2	5	10	
09:00	6	1	2	0	9	
10:00	5	2	2	2	11	
11:00	4	1	4	5	14	
12:00	4	1	1	2	8	
13:00	3	2	1	2	8	
14:00	4	1	2	7	14	
15:00	5	3	8	7	23	
16:00	4	3	5	2	14	
17:00	9	10	3	5	27	
18:00	2	2	4	4	12	
19:00	4	2	5	0	11	
20:00	3	0	1	0	4	
21:00	1	3	2	2	8	
22:00	0	0	0	2	2	
23:00	0	1	0	0	1	
TOTAL					198	
AM PEAK HOUR		08:15-09:15				
VOLUME		15				
PM PEAK HOUR		17:00-18:00				
VOLUME		27				

TOTAL BI-DIRECTIONAL VOLUME	440
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City Traffic Counters
(626) 256-4171

File Name : sangdel
Site Code : 00000000
Start Date : 11/9/2005
Page No : 1

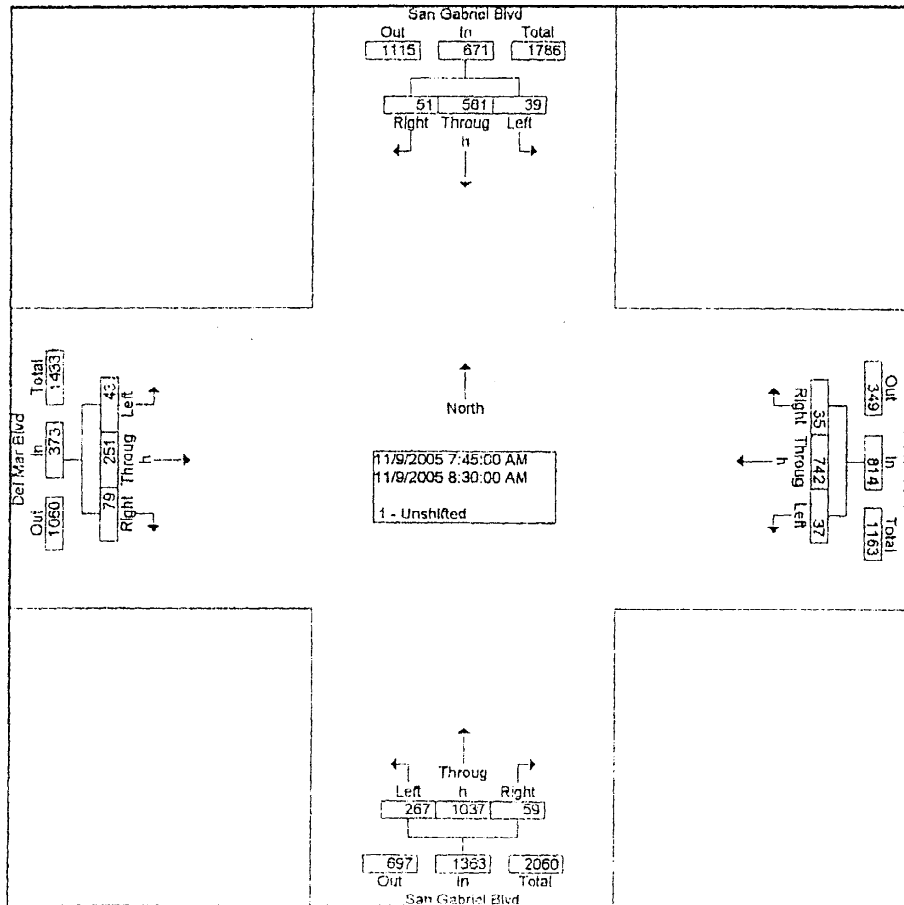
Groups Printed- 1 - Unshifted

Start Time	San Gabriel Blvd Southbound			Del Mar Blvd Westbound			San Gabriel Blvd Northbound			Del Mar Blvd Eastbound			Int. Total
	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	
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	9	103	4	5	102	9	51	154	15	3	22	11	488
07:15 AM	8	119	4	11	99	5	32	206	5	8	30	17	544
07:30 AM	5	160	7	13	111	12	50	221	4	11	46	12	652
07:45 AM	13	185	10	10	180	10	53	277	17	9	56	18	838
Total	35	567	25	39	492	36	186	858	41	31	154	58	2522
08:00 AM	7	143	10	9	175	11	66	280	21	15	60	17	814
08:15 AM	8	137	16	6	188	8	70	227	10	6	66	21	763
08:30 AM	11	116	15	12	199	6	78	253	11	13	69	23	806
08:45 AM	8	124	5	14	148	10	70	230	15	19	92	30	765
Total	34	520	46	41	710	35	284	990	57	53	287	91	3148
04:00 PM	21	167	10	16	87	22	29	156	7	11	190	32	748
04:15 PM	8	165	13	12	80	27	30	139	9	5	180	44	712
04:30 PM	5	161	15	15	81	15	28	163	18	11	206	49	767
04:45 PM	16	178	14	18	70	7	26	157	17	11	214	49	777
Total	50	671	52	61	318	71	113	615	51	38	790	174	3004
05:00 PM	16	236	15	20	76	17	23	130	15	10	222	39	819
05:15 PM	19	228	8	17	87	10	26	149	11	9	264	43	871
05:30 PM	20	225	13	8	95	12	19	153	14	10	218	45	832
05:45 PM	9	164	13	14	91	10	31	181	23	9	233	46	824
Total	64	853	49	59	349	49	99	613	63	38	937	173	3346
Grand Total	183	2611	172	200	1869	191	682	3076	212	160	2168	496	12020
Apprch %	6.2	88.0	5.8	8.8	82.7	8.5	17.2	77.5	5.3	5.7	76.8	17.6	
Total %	1.5	21.7	1.4	1.7	15.5	1.6	5.7	25.6	1.8	1.3	18.0	4.1	

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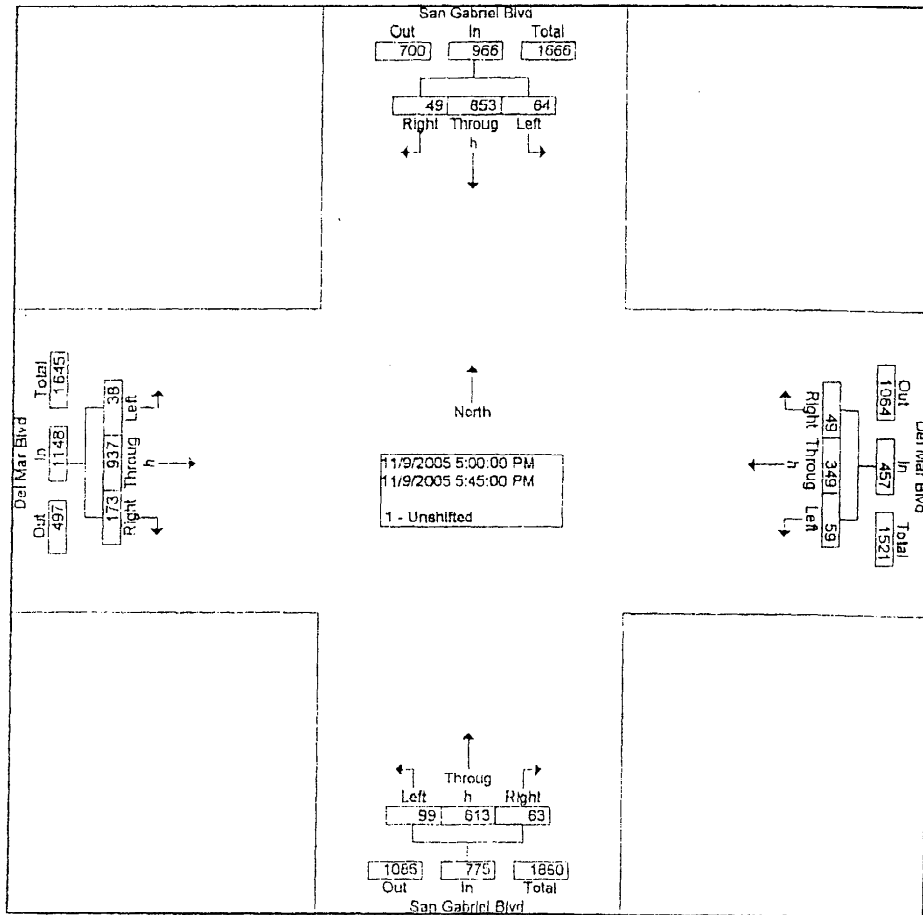
Start Time	San Gabriel Blvd Southbound				Del Mar Blvd Westbound				San Gabriel Blvd Northbound				Del Mar Blvd Eastbound				Int. Total
	Left	Thro u g h	Right	App. Total	Left	Thro u g h	Right	App. Total	Left	Thro u g h	Right	App. Total	Left	Thro u g h	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	39	581	51	671	37	742	35	814	267	1037	59	1363	43	251	79	373	3221
Percent	5.8	86.6	7.6		4.5	91.2	4.3		19.6	76.1	4.3		11.5	67.3	21.2		
07:45 Volume	13	185	10	208	10	180	10	200	53	277	17	347	9	56	18	83	838
Peak Factor	0.961																
High Int.	07:45 AM																
Volume	13	185	10	208	08:30 AM				08:00 AM				08:30 AM				
Peak Factor				0.806				0.938				0.928				0.888	



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Start Time	San Gabriel Blvd Southbound				Del Mar Blvd Westbound				San Gabriel Blvd Northbound				Del Mar 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 From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	64	853	49	966	59	349	49	457	99	613	63	775	38	937	173	1148	3346
Percent	6.6	88.3	5.1		12.9	76.4	10.7		12.8	79.1	8.1		3.3	81.6	15.1		
05:15 Volume	19	228	8	255	17	87	10	114	26	149	11	186	9	264	43	316	871
Peak Factor	0.960																
High Int.	05:00 PM																
Volume	16	236	15	267	8	95	12	115	31	181	23	235	9	264	43	316	
Peak Factor	0.904																



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Groups Printed- 1 - Unshifted

Start Time	San Gabriel Blvd Southbound			San Pasqual St Westbound			San Gabriel Blvd Northbound			San Pasqual St Eastbound			Int. Total
	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	Left	Throug h	Right	
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	9	124	3	3	46	6	8	222	1	2	5	4	433
07:15 AM	4	157	4	6	62	10	11	242	4	4	4	4	512
07:30 AM	1	204	2	6	93	11	14	281	2	3	13	3	633
07:45 AM	6	217	6	10	89	17	23	316	6	3	17	6	716
Total	20	702	15	25	290	44	56	1061	13	12	39	17	2294
08:00 AM	3	156	3	5	81	6	27	337	4	5	20	6	653
08:15 AM	8	145	7	3	73	5	27	314	7	8	24	3	624
08:30 AM	4	143	3	1	61	13	25	294	5	7	17	9	582
08:45 AM	6	161	5	2	62	10	24	288	5	8	14	7	592
Total	21	605	18	11	277	34	103	1233	21	28	75	25	2451
04:00 PM	5	195	5	3	31	11	12	184	5	6	40	7	504
04:15 PM	6	211	7	1	19	9	7	149	7	8	56	13	493
04:30 PM	6	230	5	4	10	5	8	187	12	6	40	6	519
04:45 PM	9	230	6	7	16	5	8	186	5	7	59	14	552
Total	26	866	23	15	76	30	35	706	29	27	195	40	2068
05:00 PM	18	249	10	9	16	7	8	156	4	3	63	17	560
05:15 PM	7	280	9	6	20	4	6	185	5	6	79	16	623
05:30 PM	5	268	5	4	25	9	13	174	6	6	71	27	613
05:45 PM	7	228	4	5	14	6	12	225	9	8	59	13	590
Total	37	1025	28	24	75	26	39	740	24	23	272	73	2386
Grand Total	104	3198	84	75	718	134	233	3740	87	90	581	155	9199
Apprch %	3.1	94.4	2.5	8.1	77.5	14.5	5.7	92.1	2.1	10.9	70.3	18.8	
Total %	1.1	34.8	0.9	0.8	7.8	1.5	2.5	40.7	0.9	1.0	6.3	1.7	

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Start Time	San Gabriel Blvd Southbound				San Pasqual St Westbound				San Gabriel Blvd Northbound				San Pasqual St Eastbound				Int. Total
	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	Left	Thro ugh	Right	App. Total	
Peak Hour From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	18	722	18	758	24	336	39	399	91	1248	19	1358	19	74	18	111	2626
Percent	2.4	95.3	2.4		6.0	84.2	9.8		6.7	91.9	1.4		17.1	66.7	16.2		
07:45																	
Volume	6	217	6	229	10	89	17	116	23	316	6	345	3	17	6	26	716
Peak Factor	0.917																
High Int.	07:45 AM																
Volume	6	217	6	229	10	89	17	116	27	337	4	368	8	24	3	35	
Peak Factor	0.828								0.860				0.923				0.793

