APPENDIX K1

Transportation Impact Study

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TRANSPORTATION IMPACT STUDY

THE BROOKSIDE (TTM 72798) PROJECT

City of Walnut, California
April 28, 2025

Prepared for:
VCS Environmental
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LLG Ref. 1-22-4498-1

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TABLE OF CONTENTS

SECTION			PAGE
1.0	**Introduction**		**1**
	1.1	Transportation Study Overview	1
	1.2	Study Methodology	4
	1.3	Los Angeles County Congestion Management Program Status	5
2.0	**Project Description**		**6**
	2.1	Existing Project Site	6
	2.2	Proposed Project Description	6
		2.2.1 R1 No Bridge Project Alternative	6
		2.2.2 RPD No Bridge Project Alternative	10
	2.3	Project Site Access	10
		2.3.1 Project Vehicular Site Access	10
		2.3.2 R1 and RPD No Bridge Project Alternatives Vehicular Site Access	10
	2.4	Sight Distance Review	12
		2.4.1 Intersection Sight Distance at Project Access Roadway/Meadow Pass Road	12
	2.5	Project Trip Generation and Distribution	14
		2.5.1 Project Trip Generation	14
		2.5.2 R1 and RPD No Bridge Project Alternatives Trip Generation	16
		2.5.3 Project Trip Distribution and Assignment	16
		2.5.4 R1 and RPD No Bridge Project Alternatives Trip Distribution and Assignment	18
3.0	**Project Site Context**		**31**
	3.1	Non-Vehicle Network	31
		3.1.1 Pedestrian System	31
		3.1.2 Bicycle System	31
	3.2	Transit Network	33
	3.3	Vehicle Network	33
		3.3.1 Roadway Classifications	33
		3.3.2 Regional Highway System	36
		3.3.3 Roadway Descriptions	36
	3.4	Traffic Count Data	36
	3.5	Cumulative Development Projects	43
		3.5.1 Related Projects	43
		3.5.2 Ambient Traffic Growth Factor	44
4.0	**CEQA Transportation Assessment**		**50**
	4.1	Vehicle Miles Traveled (VMT) Project Screening	50
		4.1.1 Transit Priority Area Screening	50
		4.1.2 Low VMT Area Screening	51
		4.1.3 Project Type Screening	52
		4.1.4 Summary of Screening Conclusions	53

TABLE OF CONTENTS *(continued)*

SECTION			PAGE
4.2	Impact Criteria and Methodology		53
4.3	Project VMT Analysis		53
4.4	Summary of Cumulative VMT Analysis		54
4.5	R1 and RPD No Bridge Project Alternatives VMT Analysis		54
4.6	Active Transportation and Public Transit Analysis		55
	4.6.1	Adopted Policies, Plans, or Programs	55
	4.6.2	Qualitative Impact Conclusions	56
5.0	**Non-CEQA Analysis**		**57**
5.1	Analysis Methodology		57
5.2	Criteria for Non-CEQA Analysis		58
5.3	Analysis Scenarios		58
5.4	Existing Conditions		59
	5.4.1	Existing Conditions	59
	5.4.2	Existing With Project Conditions	59
	5.4.3	Existing With R1 No Bridge Project Alternative Conditions	59
	5.4.4	Existing With RPD No Bridge Project Alternative Conditions	68
5.5	Future Year 2029 Cumulative Conditions		68
	5.5.1	Future Year 2029 Cumulative Without Project Conditions	68
	5.5.2	Future Year 2029 Cumulative With Project Conditions	68
	5.5.3	Future Year 2029 Cumulative With R1 No Bridge Project Alternative Conditions	68
	5.5.4	Future Year 2029 Cumulative With RPD No Bridge Project Alternative Conditions	79
6.0	**Summary and Conclusions**		**86**

APPENDICES

APPENDIX	
A.	Traffic, Pedestrian, and Bicycle Count Data
B.	San Gabriel Valley COG Vehicle Miles Traveled Evaluation Tool Screening Worksheets
C.	ICU/HCM and Levels of Service Explanation ICU/HCM Data Worksheets – Weekday AM, Weekday PM, and Sunday Mid-day Peak Hours

TABLE OF CONTENTS *(continued)*
LIST OF FIGURES

SECTION—FIGURE #		PAGE
1–1	Vicinity Map	2
2–1	Aerial Photograph of Existing Project Site	7
2–2A	Conceptual Site Plan – Proposed Project	8
2–2B	Conceptual Site Plan – R1 No Bridge Project Alternative Site Access	9
2–2C	Conceptual Site Plan – RPD No Bridge Project Alternative Site Access	11
2–3	Intersection Sight Distance at Project Driveway (Aerial)	13
2–4	Project Trip Distribution	19
2–5	Project Traffic Volumes – Weekday AM Peak Hour	20
2–6	Project Traffic Volumes – Weekday PM Peak Hour	21
2–7	Project Traffic Volumes – Sunday Mid-day Peak Hour	22
2–8	R1 No Bridge Project Alternative Trip Distribution	23
2–9	R1 No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	24
2–10	R1 No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	25
2–11	R1 No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	26
2–12	RPD No Bridge Project Alternative Trip Distribution	27
2–13	RPD No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	28
2–14	RPD No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	29
2–15	RPD No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	30
3–1	Existing and Proposed Bikeways	32
3–2	Existing Transit Routes	34
3–3	Existing Lane Configurations	37
3–4	Existing Traffic Volumes – Weekday AM Peak Hour	40
3–5	Existing Traffic Volumes – Weekday PM Peak Hour	41
3–6	Existing Traffic Volumes – Sunday Mid-day Peak Hour	42
3–7	Location of Related Projects	46
3–8	Related Projects Traffic Volumes – Weekday AM Peak Hour	47
3–9	Related Projects Traffic Volumes – Weekday PM Peak Hour	48
3–10	Related Projects Traffic Volumes – Sunday Mid-day Peak Hour	49
5–1	Existing With Project Traffic Volumes – Weekday AM Peak Hour	61
5–2	Existing With Project Traffic Volumes – Weekday PM Peak Hour	62
5–3	Existing With Project Traffic Volumes – Sunday Mid-day Peak Hour	63

TABLE OF CONTENTS *(continued)*
LIST OF FIGURES

SECTION—FIGURE #		PAGE
5–4	Existing With R1 No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	65
5–5	Existing With R1 No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	66
5–6	Existing With R1 No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	67
5–7	Existing With RPD No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	70
5–8	Existing With RPD No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	71
5–9	Existing With RPD No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	72
5–10	Future Without Project Traffic Volumes – Weekday AM Peak Hour	73
5–11	Future Without Project Traffic Volumes – Weekday PM Peak Hour	74
5–12	Future Without Project Traffic Volumes – Sunday Mid-day Peak Hour	75
5–13	Future With Project Traffic Volumes – Weekday AM Peak Hour	76
5–14	Future With Project Traffic Volumes – Weekday PM Peak Hour	77
5–15	Future With Project Traffic Volumes – Sunday Mid-day Peak Hour	78
5–16	Future With R1 No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	80
5–17	Future With R1 No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	81
5–18	Future With R1 No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	82
5–19	Future With RPD No Bridge Project Alternative Traffic Volumes – Weekday AM Peak Hour	83
5–20	Future With RPD No Bridge Project Alternative Traffic Volumes – Weekday PM Peak Hour	84
5–21	Future With RPD No Bridge Project Alternative Traffic Volumes – Sunday Mid-day Peak Hour	85

LIST OF TABLES

SECTION—TABLE #		PAGE
1–1	List of Study Intersections	3
2–1	Project Trip Generation Forecast	15
2–2	RPD No Bridge Project Alternative Trip Generation Forecast	17
3–1	Existing Transit Routes	35
3–2	Existing Roadway Descriptions	38
3–3	Existing Traffic Volumes	39
3–4	Related Projects List and Trip Generation	45
5–1	Summary of Intersection Operational Analysis – Proposed Project	60
5–2	Summary of Intersection Operational Analysis – R1 No Bridge Project Alternative	64
5–3	Summary of Intersection Operational Analysis – RPD No Bridge Project Alternative	69

PRELIMINARY WORKING DRAFT
WORK-IN-PROGRESS

TRANSPORTATION IMPACT STUDY

THE BROOKSIDE (TTM 72798) PROJECT

City of Walnut, California
April 28, 2025

1.0 INTRODUCTION

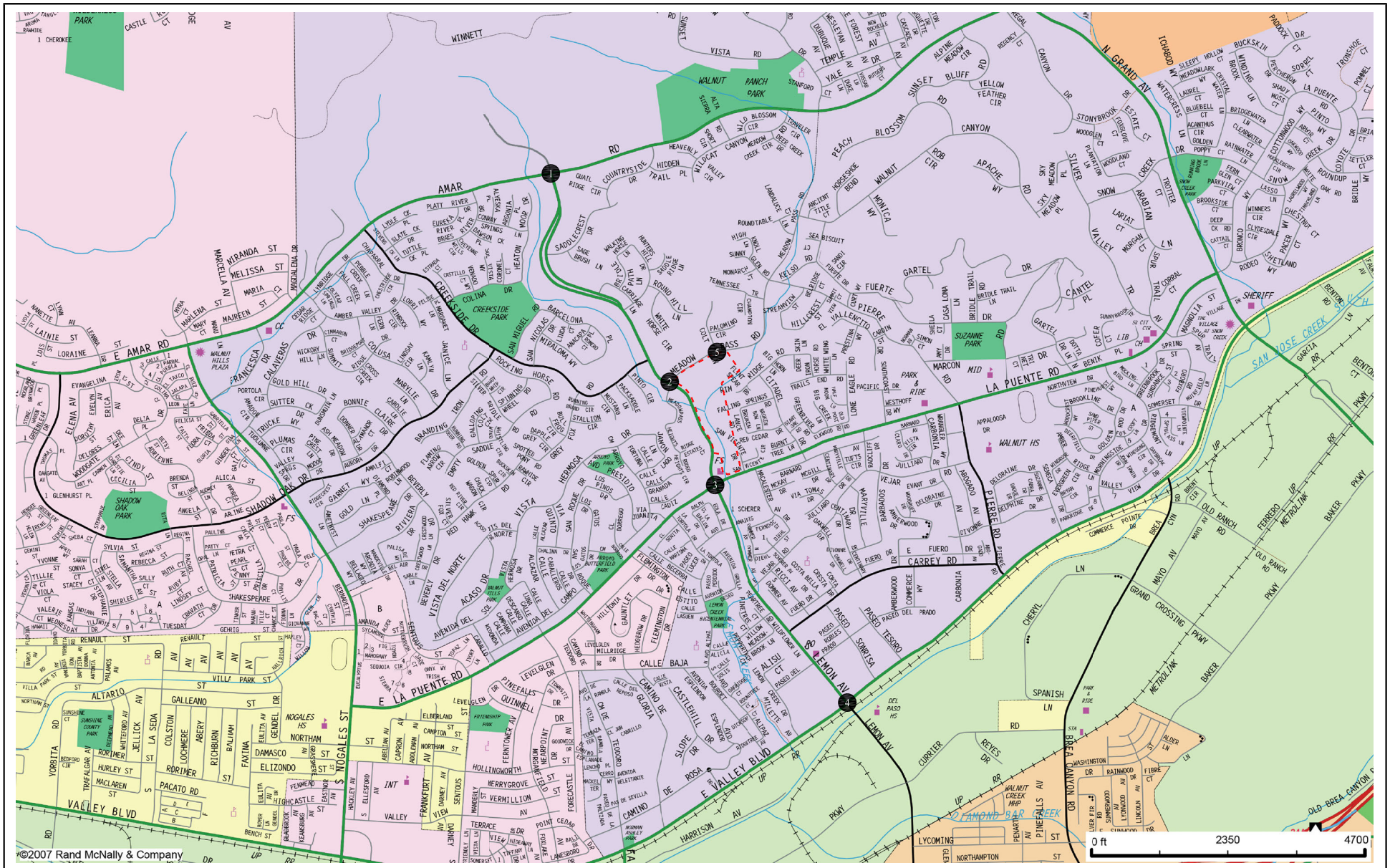
1.1 Transportation Study Overview

This transportation impact study has been conducted to identify and evaluate the potential transportation impacts of the proposed residential development project (Tentative Tract Map 72798) known as the Brookside Project. The site currently is comprised of the non-operational Brookside Equestrian Center which include previous equestrian-related facilities. The Brookside Equestrian Center closed in 2014 and is no longer in operation. Implementation of the project would include removal of all existing facilities. The project site is located at 800 Meadow Pass Road, east of Lemon Avenue and between Meadow Pass Road to the north and La Puente Road to the south in the City of Walnut, California. The project site and general vicinity are shown in ***Figure 1-1***.

The transportation assessment follows the analysis methodology that is consistent with the *City of Walnut Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment*[1]. In compliance with the California Environmental Quality Act (CEQA) Sections 15064.3 and 15064.7, the City of Walnut has adopted Vehicle Miles Traveled (VMT) for the purpose of analyzing transportation impacts under CEQA. In addition, the City maintains vehicle Level of Service (LOS) standards for local transportation infrastructure. Therefore, the Guidelines identify both CEQA based analysis requirements and non-CEQA based analysis requirements for analyzing the potential transportation impacts of proposed development projects.

This study evaluates potential project-related VMT impacts pursuant to the screening criteria, analysis tools, and thresholds adopted and approved for use by the City of Walnut. The study also evaluates potential project-related effects on LOS at five (5) key intersections in the vicinity of the project site. The study intersections are summarized in ***Table 1-1***, along with the current traffic controls and the agencies which have jurisdiction at each intersection. The study intersections were determined in consultation with City of Walnut staff. The Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM) methodologies were used to determine LOS for the four (4) signalized intersections and one (1) unsignalized intersection, respectively.

[1] *City of Walnut Draft Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment,* October 2020.



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Figure 1-1
Vicinity Map

Table 1-1
LIST OF STUDY INTERSECTIONS

NO.	INTERSECTION	TRAFFIC CONTROL	JURISDICTION(S)
1	Lemon Avenue/Amar Road	Signalized	City of Walnut
2	Lemon Avenue/Meadow Pass Road	Signalized	City of Walnut
3	Lemon Avenue/La Puente Road	Signalized	City of Walnut
4	Lemon Avenue/Valley Boulevard	Signalized	City of Walnut City of Industry
5	Colt Lane/Meadow Pass Road	Unsignalized	City of Walnut

This report (i) presents the proposed project's existing transportation network context, (ii) presents existing traffic volumes, (iii) forecasts cumulative baseline conditions, (iv) forecasts project-generated traffic, (v) assesses the potential for project-related transportation impacts consistent with the CEQA compliant and non-CEQA compliant metrics set forth by the City of Walnut, and (vi) recommends transportation mitigation and/or improvement measures, where necessary.

1.2 Study Methodology

The CEQA and non-CEQA analysis criteria for this transportation assessment were identified in consultation with City of Walnut 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 the Lead Agency under CEQA, the City of Walnut confirmed the appropriateness of the analysis criteria when it approved the transportation assessment Scope of Work Memorandum of Understanding (MOU).

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 created a process to change the methodology to analyze transportation impacts under CEQA (Public Resources Code section 21000 and following) in order to promote: 1) the reduction of greenhouse gas emissions, 2) the development of multimodal transportation networks, and 3) a diversity of land uses. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis, which included analysis based on project VMT rather than impacts to intersection Level of Service. OPR issued other draft discussion documents in March 2015 and January 2016, suggesting some new revisions to the State CEQA Guidelines. In November 2017, OPR submitted the proposed amendments to the CEQA Guidelines to the State's Natural Resources Agency (that include a proposed new Guidelines section 15064.3 which governs how VMT-based analyses of potential traffic impacts should be conducted). On January 26, 2018, the Natural Resources Agency published a Notice of Rulemaking, commencing the formal rulemaking process for the amendments to the CEQA Guidelines. On December 28, 2018, the California Office of Administrative Law adopted the proposed amendments, formally implementing the use of VMT as the metric for transportation analysis under CEQA and providing a grace period allowing local agencies to opt-in to the new metrics. State-wide implementation of the new metric was required by July 1, 2020.

In anticipation of the mandated change to VMT, the San Gabriel Valley Council of Governments (SGVCOG), of which the City of Walnut is a member agency, undertook the SGVCOG SB 743 Implementation Study to assist with answering important implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis in the member agencies. The City of Walnut utilized the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliant transportation analyses. In alignment with the goals of SB 743, the City also requires an evaluation of a project's impact on the multi-modal pedestrian, bicycle, and transit network.

The City's Guidelines further note that SB 743 does not prevent agencies from continuing to analyze delay or LOS outside of CEQA review for other transportation planning or analysis purposes (i.e., general plans, impact fee programs, corridor studies, congestion reduction, or ongoing network monitoring). The City has LOS standards which local transportation infrastructure should strive to maintain. The LOS standards apply to discretionary approvals of new land use development projects. Therefore, the City's Guidelines also include requirements for non-CEQA analyses. Specifically, the City requires utilization of the Intersection Capacity Utilization (ICU) methodology to evaluate LOS at signalized intersections and the Highway Capacity Manual (HCM) methodology to evaluate LOS at unsignalized intersections.

The proposed project's CEQA transportation impacts have been evaluated based on the City of Walnut's adopted VMT screening criteria, methodology, and thresholds. In order to evaluate the proposed project's effect on local transportation infrastructure, a non-CEQA analysis of five (5) study intersections has been conducted for the weekday AM, weekday PM, and Sunday mid-day peak hours, utilizing the ICU and HCM analysis methodologies for signalized and unsignalized intersections, respectively.

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)[2], by August 28, 2019, 57 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, the CMP traffic impact analysis is no longer required in Environmental Impact Reports.

[2] 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 800 Meadow Pass Road, east of Lemon Avenue and between Meadow Pass Road to the north and La Puente Road to the south in the City of Walnut, California. The existing site totals 25.84 acres and is currently comprised of the non-operational Brookside Equestrian Center which include equestrian related facilities. The Brookside Equestrian Center closed in 2014 and is no longer in operation. Implementation of the project would include removal of all existing equestrian related facilities including three covered barns, residence quarters, stables, fenced quarrels, maintenance storage facilities, feed sheds, arenas, and a gazebo. The proposed project site and general vicinity are shown in *Figure 1-1*.

The assessor's parcel numbers for the project site are 8709-093-001, 8709-093-002 and 8709-093-003. An aerial photograph of the existing project site is presented in ***Figure 2-1***.

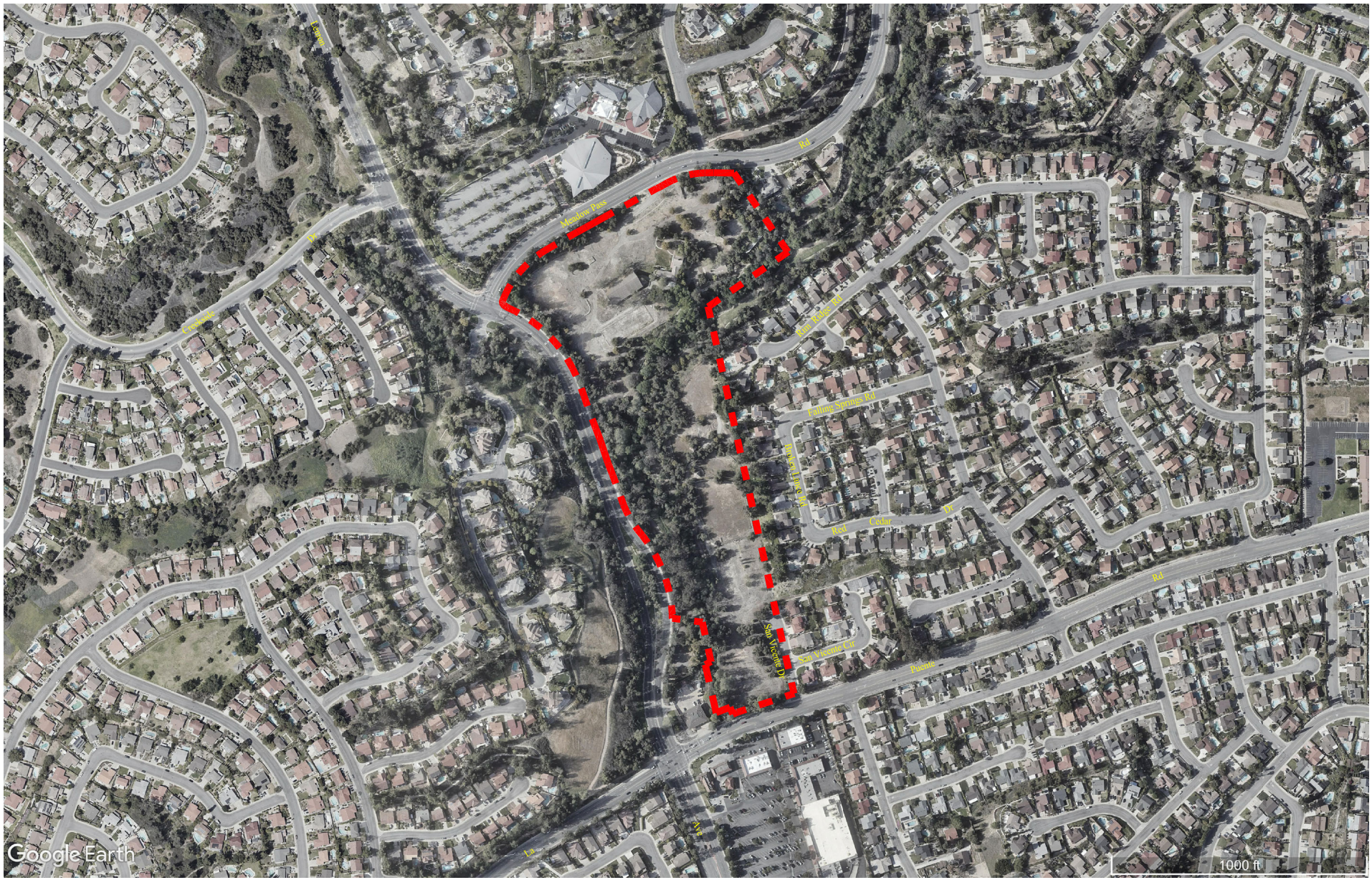
2.2 Proposed Project Description

The proposed TT72798 residential subdivision project consists of the development of up to 27 detached, single-family dwelling units, each with a minimum lot size of 28,500 square feet. Building sizes would range between 5,000 to 6,500 square feet. As proposed, a natural open space easement would be placed on the lots where Lemon Creek runs through and open space easement would restrict any development other than for the public trail and passive open space that provides the maintenance of the natural open space, conservation of Lemon Creek, and maintenance of the proposed on-site equestrian trail. The project also proposes to construct an off-site trail from Meadow Pass Road to an existing City Trail located south of the project site and a second off-site trail from Lemon Avenue, through City-owned parcel to a new proposed on-site trail that would extend above Lemon Creek. The proposed trail would extend above Lemon Creek and under Lemon Avenue and would tie into the existing City Trail located south of the project site. Altogether, a total of 2,187 linear feet of trail improvements would be provided.

The conceptual project site plan is illustrated in ***Figure 2-2A***. The project build-out and occupancy year is anticipated by the year 2029.

2.2.1 *R1 No Bridge Project Alternative*

In addition to the proposed project, two project alternatives are analyzed herein. The R1 No Bridge Alternative would maintain the same number of units, development area, and open space area as the proposed project but would eliminate the proposed internal vehicle/pedestrian bridge over Lemon Creek, resulting in greater avoidance of Lemon Creek. The conceptual site plan for the R1 No Bridge Alternative is illustrated in ***Figure 2-2B***.



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MAP SOURCE: GOOGLE EARTH PRO

Project Site

Figure 2-1
Aerial Photograph of Existing Project Site

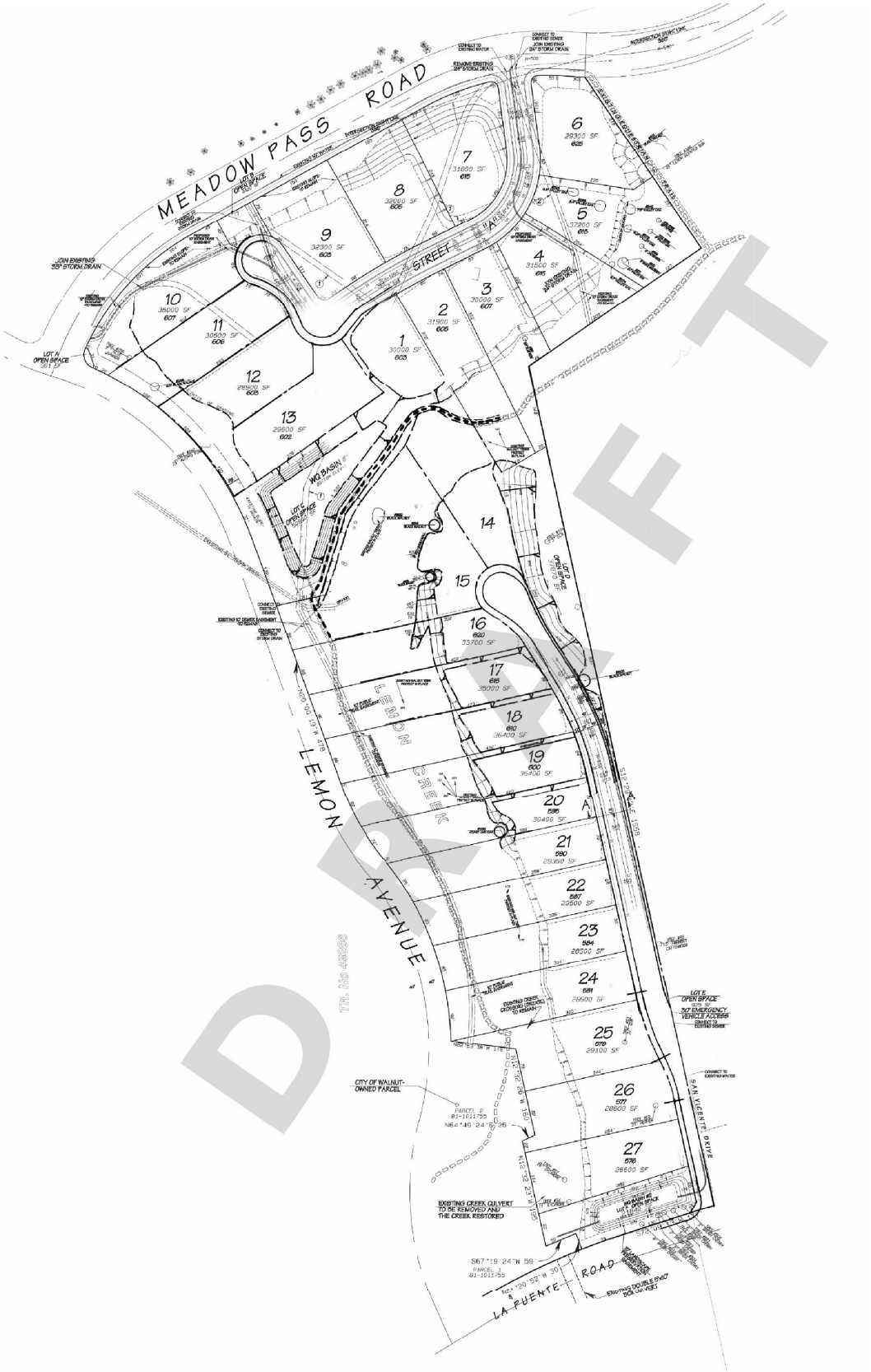


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MAP SOURCE: MICHAEL BAKER INTERNATIONAL

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Figure 2-2A
Conceptual Site Plan



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MAP SOURCE: PLACEWORKS

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Figure 2-2B
R1 No Bridge Project Alternative
Conceptual Site Plan
The Brookside (TTM 72798) Project

2.2.2 *RPD No Bridge Project Alternative*

The RPD No Bridge Alternative would consist of 34 units or seven (7) units more than the proposed project. The development area and open space area would be substantially the same as the proposed project but would eliminate the proposed internal vehicle/pedestrian bridge over Lemon Creek, resulting in greater avoidance of Lemon Creek. The conceptual site plan for the RPD No Bridge Alternative is illustrated in ***Figure 2-2C***.

2.3 Project Site Access

2.3.1 *Project Vehicular Site Access*

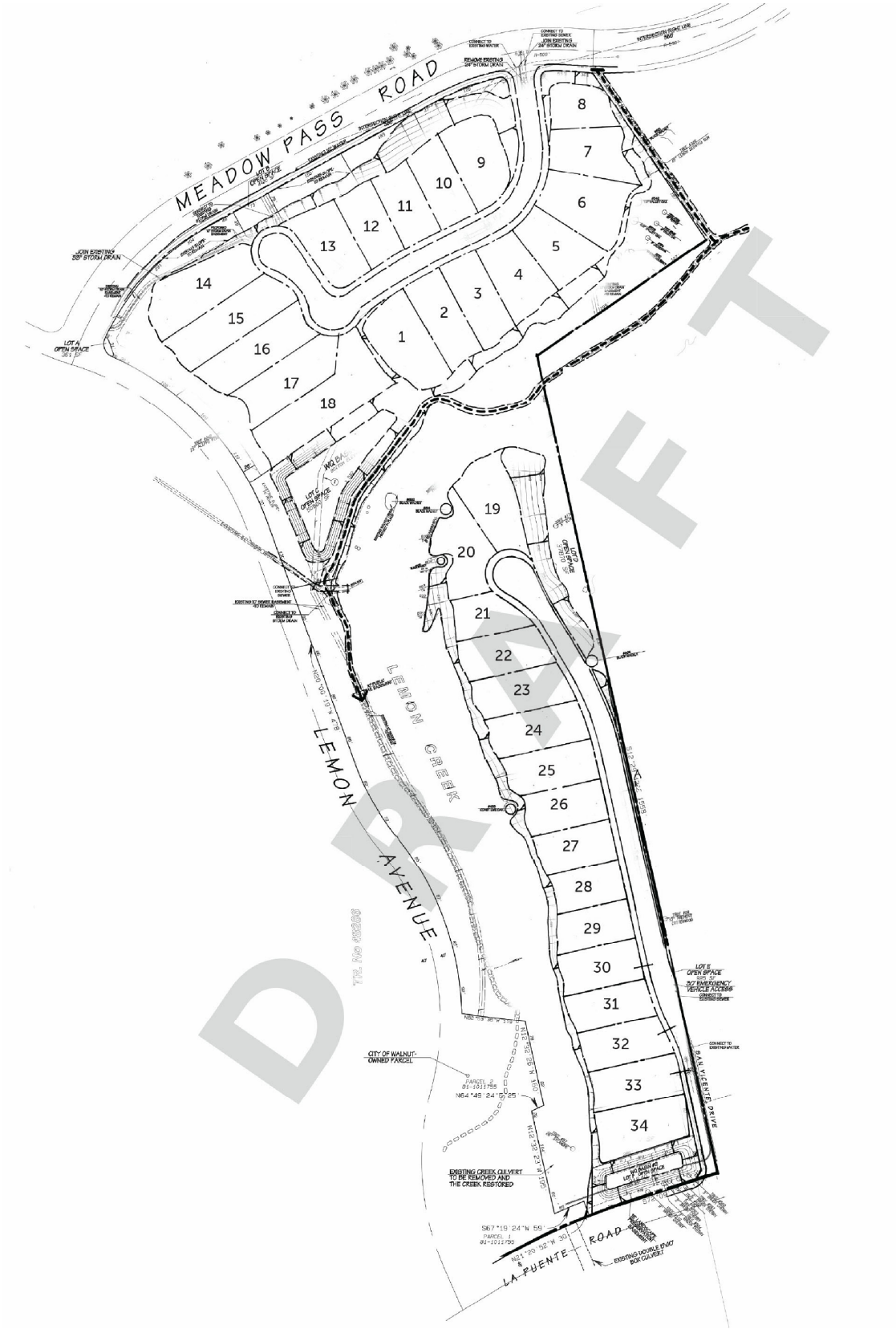
Direct vehicular access to the project site is planned to be accommodated via a single point of access off of Meadow Pass Road to access 24 dwelling units. Access to the remaining three (3) dwelling units proposed near the southerly project boundary will be provided via La Puente Road. The project proposes to construct three public streets with two proposed cul-de-sacs which have been included into the circulation design of the project to avoid cut-through traffic from Meadow Pass Road to La Puente Road. A Street is planned to have a 60-foot public right-of-way width and would be the primary entrance for the project off Meadow Pass Road. B Street is planned to extend from A Street and would have a 51-foot public right-of-way width. B Street would terminate at a cul-de-sac which would prohibit through traffic from Meadow Pass Road to La Puente Road. San Vicente Road (off La Puente Road) is planned for a right-of-way width of 50 feet and would provide access to three homes in the southern portion of the site and would terminate at a cul-de-sac.

The proposed vehicular site access and internal roadway configurations for the proposed project is illustrated in *Figure 2-2A*. The exact amount of roadway widening and any necessary right-of-way dedications will be determined by the City of Walnut Public Works staff. Any potential roadway widening, sidewalks, curb and gutter will be constructed to City standards.

2.3.2 *R1 and RPD No Bridge Project Alternatives Vehicular Site Access*

The two alternative project site access schemes are included herein to evaluate potential changes to traffic circulation based on the number of dwelling units that have direct access connection via Meadow Pass Road or La Puente Road. In the R1 No Bridge Project Alternative site access scheme, A Street would provide access to 13 units from Meadow Pass Road and terminate at a cul-de-sac. San Vicente Drive would provide access to 14 units before terminating at a cul-de-sac. No connection is provided between A Street and San Vicente Drive.

For the RPD No Bridge Project Alternative, resident and emergency vehicle access would be provided to 18 units from A Street to Meadow Pass Road and to 16 units from San Vicente Drive to La Puente Road. The vehicular site access and internal roadway configurations for the R1 No Bridge Project Alternative and the RPD No Bridge Project Alternative are illustrated in *Figure 2-2B* and *Figure 2-2C*, respectively.



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MAP SOURCE: PLACEWORKS

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Figure 2-2C
RPD No Bridge Project Alternative
Conceptual Site Plan
The Brookside (TTM 72798) Project

2.4 Sight Distance Review

A review has been conducted so as to evaluate the adequacy of sight distance at the proposed project access roadway ("A" Street) with Meadow Pass Road which is planned to serve as the primary access point to and from the project site. The sight distance review was not required to be conducted at the secondary access on San Vicente Road as the project provides access for three of the 27 units via access from San Vicente Road onto La Puente Road, which is an existing intersection with access to other existing single-family residential units in the area. The critical sight distance was determined to be between exiting motorists and eastbound and westbound Meadow Pass Road motorists. Specifically, a sight distance analysis has been prepared at the subject location in order to determine the adequacy of motorists' lines of sight and focuses on the eastbound and westbound approaching vehicles on Meadow Pass Road as well as the exiting left-turn vehicles at the project site driveways (i.e., intersection sight distance). The sight distance analysis is based on the criteria set forth in the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*.[3] Stopping sight distance is the distance that a driver of a vehicle, traveling at a certain speed, is able to bring the vehicle to a stop after an object on the road becomes visible. Sight distance is also provided for intersections (including private streets and driveways) to allow the drivers of stopped vehicles a sufficient view of the intersecting roadway to decide when to enter the intersecting roadway or to cross it. If available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major roadway, then drivers have sufficient sight distance to anticipate and avoid collisions.

2.4.1 *Intersection Sight Distance at Project Access Roadway/Meadow Pass Road*

According to Table 9-7 *(Design Intersection Sight Distance-Case B1-Left Turn from Stop)* of the *AASHTO* document, a design speed of 35 miles per hour would require a minimum stopping sight distance of 250 feet and an intersection sight distance of 390 feet for passenger cars. It is noted that the sight distance values summarized in Table 9-7 of the *AASHTO* document are for a stopped vehicle to turn left onto a two-lane highway without a raised median. Meadow Pass Road provides one travel lane in each direction along with a two-way/left-turn lane and is posted for a speed limit of 35 miles per hour in the project vicinity. Adjustments were made to account for the additional two-way/left-turn lane for this portion of Meadow Pass Road. As such, the minimum adjusted intersection sight distance of 412 feet for passenger cars was utilized for the sight distance analysis.

Figure 2-3 provides a conceptual plan of the Project Driveway/Meadow Pass Road intersection and displays the minimum required intersection sight distance (i.e., 412 feet) utilizing a design speed of 35 miles per hour on Meadow Pass Road. As illustrated in *Figure 2-3*, when an exiting motorist's vehicle (i.e., front bumper) is placed such that it is 15 feet from the edge of the travel way to the motorists' eye, a line of sight to meet the stated minimum does not currently exist for the critical case, which is Case B1 – Left Turn from Stop. As shown in *Figure 2-3*, some of the existing shrubs and tree branches located along the south side of Meadow Pass Road, west and east of the project

[3] *A Policy on Geometric Design of Highways and Streets*, Chapter 9, American Association of State Highway and Transportation Officials (AASHTO), 7th Edition, 2018.



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SCALE 1" = 100'

MAP SOURCE: GOOGLE EARTH PRO.

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Figure 2-3

Intersection Sight Distance

Meadow Pass Road Project Driveway

The Brookside (TTM 72798) Project

driveway, currently obstruct the line of sight. The line of sight should be clear of any tall landscaping, signage, or objects (i.e., be less than 36 inches in height) so as to maintain a clear line of sight between exiting motorists and oncoming motorists.

Based on the utilization of a design speed of 35 mph along Meadow Pass Road, the sight distance analyses contained herein, and strict application of the AASHTO guidelines, it can be concluded that the existing intersection sight distance currently does not meet the minimum requirements for exiting project driveway motorists and oncoming eastbound and westbound (approaching) vehicles on Meadow Pass Road. It is therefore recommended that the existing trees and bushes along the south side of Meadow Pass Road south of the proposed project driveway be trimmed as they currently obstruct the required line of sight of approaching eastbound and westbound vehicles on Meadow Pass Road. The installation of an advance intersection warning sign on Meadow Pass Road would also be recommended subject to the review and approval of the City Public Works Department to indicate the presence of an intersection/driveway further ahead. With the trimming of the existing vegetation and advance warning signage, adequate intersection sight distance would exist between exiting motorists at the project driveway and oncoming (approaching) vehicles in both the eastbound and westbound directions on Meadow Pass Road.

2.5 Project Trip Generation and Distribution

2.5.1 *Project Trip Generation*

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the proposed project were estimated for the weekday commuter AM and PM peak hours, as well as over a 24-hour daily period, using trip generation rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[4]. Additionally, the traffic volumes expected to be generated by the project were estimated for the Sunday mid-day peak hour as well as over a 24-hour Sunday daily period using the ITE trip generation rates. The ITE document contains trip rates for a variety of land uses which have been derived based on traffic counts conducted at existing sites throughout California and the United States.

The project trip generation forecast was submitted for review and approval by City staff as part of the Memorandum of Understanding scoping process. The trip generation rates and forecast of the vehicular trips anticipated to be generated by the proposed project are presented in ***Table 2-1***. The trip generation potential of the proposed residential component was estimated using ITE Land Use 210: Single-Family Detached Housing trip rates contained in the *Trip Generation Manual*. While the project proposes to provide trail improvements and connectivity to existing trails, it is anticipated that this component of the proposed project will function as a local on-site amenity for the residents and not attract additional patrons other than those who already frequent these trails. Accordingly, no

[4] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, 2021.

Table 2-1
PROJECT TRIP GENERATION FORECAST

TRIP GENERATION RATES [1]													
	ITE			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			SUNDAY	SUNDAY PEAK HOUR		
ITE LAND USE CATEGORY	LAND USE CODE	VARIABLE	WEEKDAY DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL	DAILY	IN (%)	OUT (%)	TOTAL
Single-Family Detached Housing [3]	210	Per Dwelling Unit	9.43	26%	74%	0.70	63%	37%	0.94	8.48	53%	47%	0.83

PROJECT TRIP GENERATION FORECAST													
	ITE		DAILY	WEEKDAY AM PEAK HOUR VOLUMES [2]			WEEKDAY PM PEAK HOUR VOLUMES [2]			SUN DAILY	SUN PEAK HOUR VOLUMES [2]		
LAND USE	LAND USE CODE	SIZE	TRIP ENDS [2] VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	TRIP ENDS [2] VOLUMES	IN	OUT	TOTAL
Proposed Use													
Single-Family Detached Housing [3]	210	27 DU	254	5	14	19	16	9	25	228	12	10	22
Total Project Trips			***254***	***5***	***14***	***19***	***16***	***9***	***25***	***228***	***12***	***10***	***22***

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates for General Urban/Suburban area.

forecast for the trail/open space component has been included in the proposed project trip generation forecast.

As summarized in *Table 2-1*, the proposed project is forecast to generate 254 new weekday daily trips (127 inbound trips and 127 outbound trips), with 19 new vehicle trips (5 inbound, 14 outbound) during the AM peak hour and 25 new vehicle trips (16 inbound, 9 outbound) during the PM peak hour on a typical weekday.

The Sunday trip generation forecast for the proposed project is also summarized in *Table 2-1*. As shown in *Table 2-1*, the proposed project is expected to generate 22 vehicle trips (12 inbound trips and 10 outbound trips) during the Sunday mid-day peak hour. Over a 24-hour Sunday period, the proposed project is forecast to generate 228 vehicle trips.

2.5.2 *R1 and RPD No Bridge Project Alternatives Trip Generation*

The R1 No Bridge Project Alternative trip generation forecast is the same as that of the proposed project shown in *Table 2-1* since no increases to the number of dwelling units are contemplated for that project alternative.

Due to the increased number of dwelling units included in the RPD No Bridge Project Alternative, the trip generation rates and forecast of the vehicular trips anticipated to be generated by the RPD No Bridge Project Alternative are presented in ***Table 2-2***. As summarized in *Table 2-2*, the proposed project is forecast to generate 320 new weekday daily trips (160 inbound trips and 160 outbound trips), with 24 new vehicle trips (6 inbound, 18 outbound) during the AM peak hour and 32 new vehicle trips (20 inbound, 12 outbound) during the PM peak hour on a typical weekday.

The Sunday trip generation forecast for the RPD No Bridge Project Alternative is also summarized in *Table 2-2*. As shown in *Table 2-2*, the RPD No Bridge Project Alternative is expected to generate 28 vehicle trips (15 inbound trips and 13 outbound trips) during the Sunday mid-day peak hour. Over a 24-hour Sunday period, the RPD No Bridge Project Alternative is forecast to generate 288 vehicle trips.

2.5.3 *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., La Puente Road, Valley Boulevard, Lemon Avenue, 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 and the project alternatives site access scheme;

Table 2-2
RPD NO BRIDGE PROJECT ALTERNATIVE TRIP GENERATION FORECAST

TRIP GENERATION RATES [1]													
	ITE			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR				SUNDAY PEAK HOUR		
ITE LAND USE CATEGORY	LAND USE CODE	VARIABLE	WEEKDAY DAILY	IN (%)	OUT (%)	TOTAL	IN (%)	OUT (%)	TOTAL	SUNDAY DAILY	IN (%)	OUT (%)	TOTAL
Single-Family Detached Housing [3]	210	Per Dwelling Unit	9.43	26%	74%	0.70	63%	37%	0.94	8.48	53%	47%	0.83

RPD NO BRIDGE PROJECT ALTERNATIVE TRIP GENERATION FORECAST													
	ITE		DAILY	WEEKDAY AM PEAK HOUR VOLUMES [2]			WEEKDAY PM PEAK HOUR VOLUMES [2]			SUN DAILY	SUN PEAK HOUR VOLUMES [2]		
LAND USE	LAND USE CODE	SIZE	TRIP ENDS [2] VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	TRIP ENDS [2] VOLUMES	IN	OUT	TOTAL
Proposed Use													
Single-Family Detached Housing [3]	210	34 DU	320	6	18	24	20	12	32	288	15	13	28
Total Project Trips			***320***	***6***	***18***	***24***	***20***	***12***	***32***	***288***	***15***	***13***	***28***

[1] Source: ITE "Trip Generation Manual", 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates for General Urban/Suburban area.

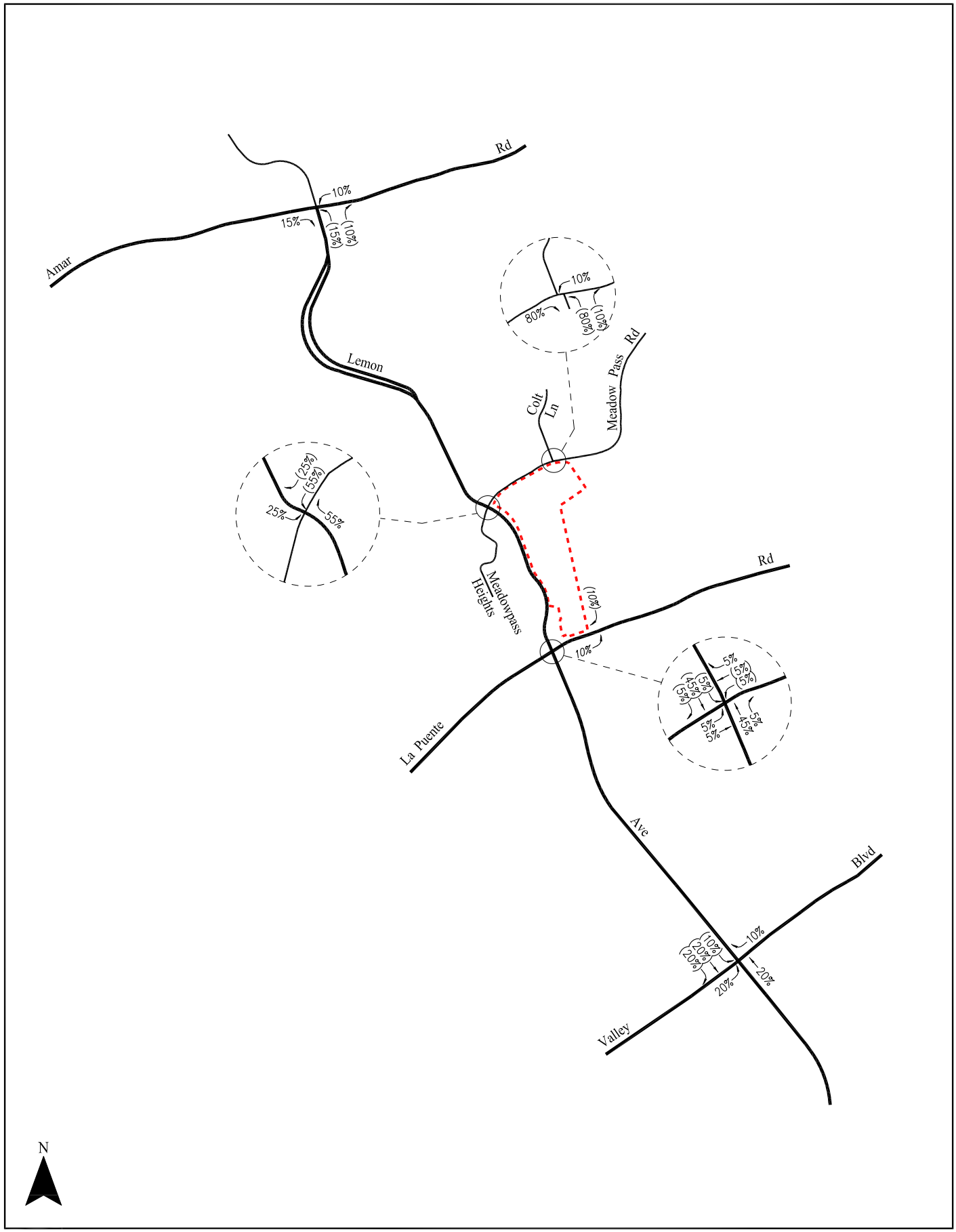
- Nearby population and employment centers; and
- Input from City of Walnut Public Works Department staff.

The general, directional traffic distribution patterns for the proposed project are presented in ***Figure 2-4***. The forecast new weekday AM, weekday PM, and Sunday mid-day peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 2-5***, ***2-6***, and ***2-7***, respectively. The traffic volume assignments presented in *Figures 2-5*, *2-6*, and *2-7* reflect the traffic distribution characteristics shown in *Figure 2-4* and the project trip generation forecasts presented in *Table 2-1*.

2.5.4 *R1 and RPD No Bridge Project Alternatives Trip Distribution and Assignment*

The general, directional traffic distribution patterns for the R1 No Bridge Project Alternative site access are presented in ***Figure 2-8***. The forecast new weekday AM, weekday PM, and Sunday mid-day peak hour traffic volumes at the study intersections associated with the R1 No Bridge Project Alternative are presented in ***Figures 2-9***, ***2-10***, and ***2-11***, respectively. The traffic volume assignments presented in *Figures 2-9, 2-10,* and *2-11* reflect the traffic distribution characteristics shown in *Figure 2-8* and the project trip generation forecasts presented in *Table 2-1*.

The general, directional traffic distribution patterns for the RPD No Bridge Project Alternative site access are presented in ***Figure 2-12***. The forecast new weekday AM, weekday PM, and Sunday mid-day peak hour traffic volumes at the study intersections associated with the RPD No Bridge Project Alternative are presented in ***Figures 2-13***, ***2-14***, and ***2-15***, respectively. The traffic volume assignments presented in *Figures 2-13, 2-14,* and *2-15* reflect the traffic distribution characteristics shown in *Figure 2-12* and the project alternative trip generation forecasts presented in *Table 2-2*.



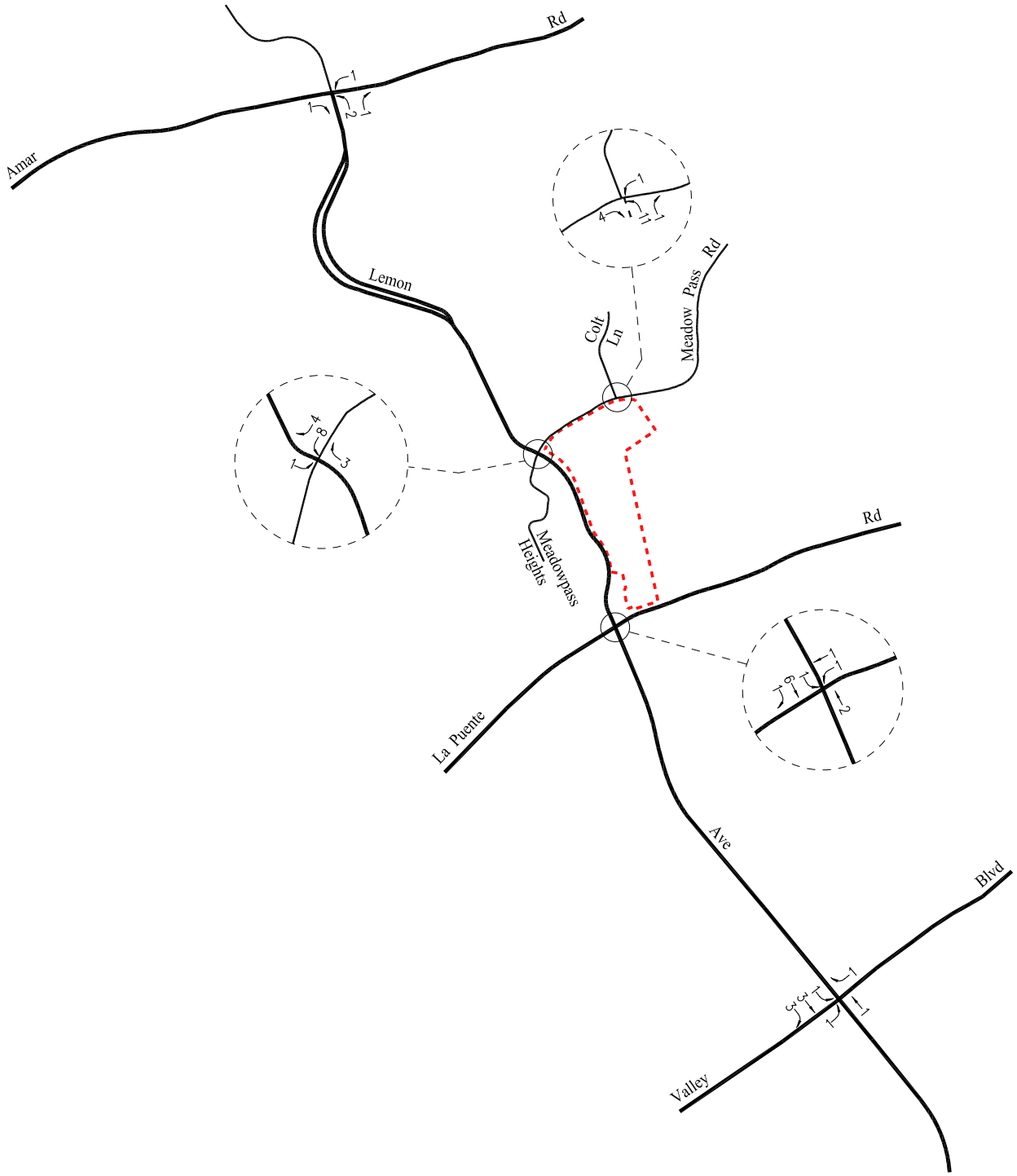
Project Site

XX = Inbound Percentages

(XX) = Outbound Percentages

Figure 2-4
Project Trip Distribution

The Brookside (TTM 72798) Project

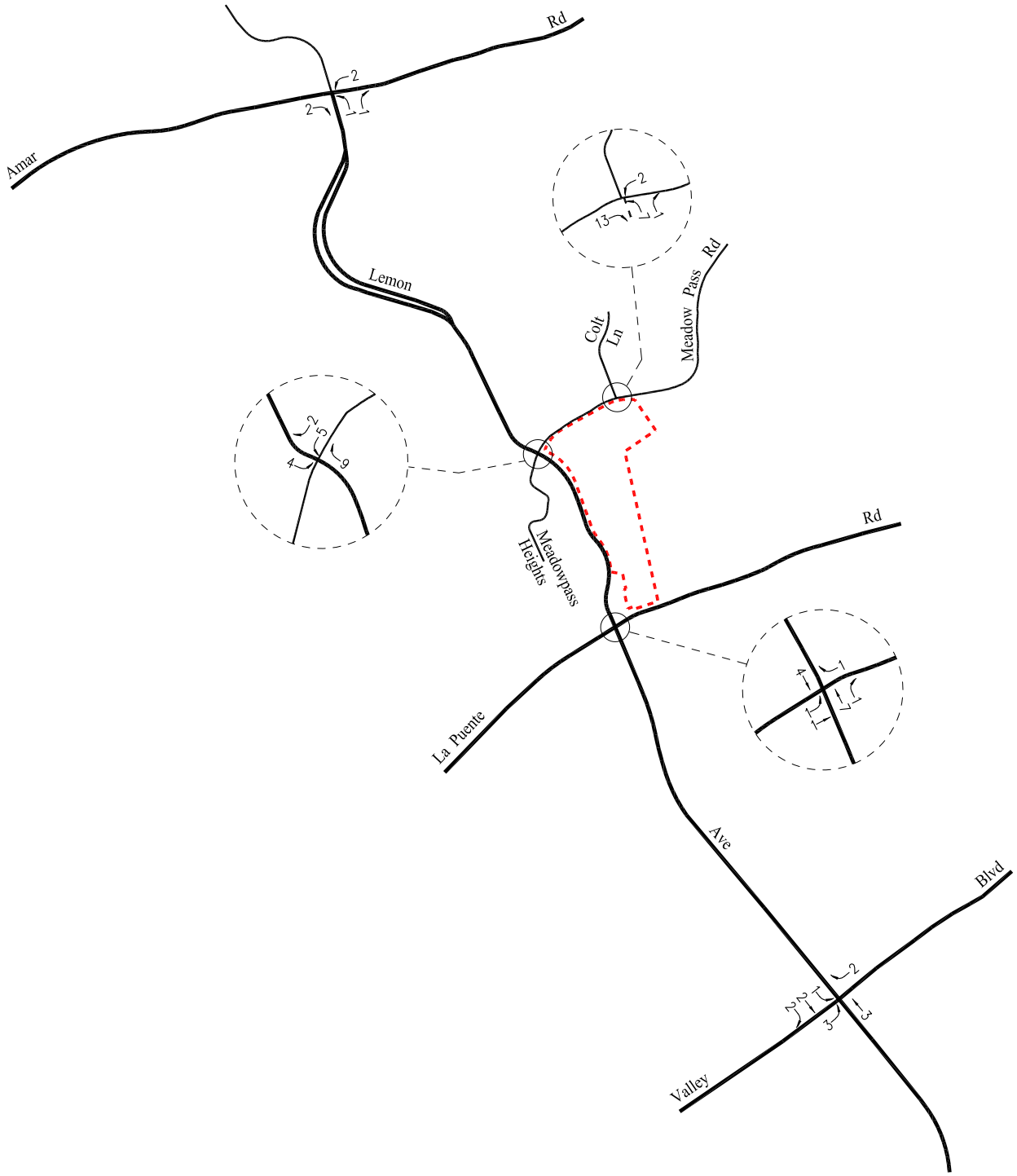


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LINSCOTT LAW & GREENSPAN engineers

Project Site

Figure 2-5
Project Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project

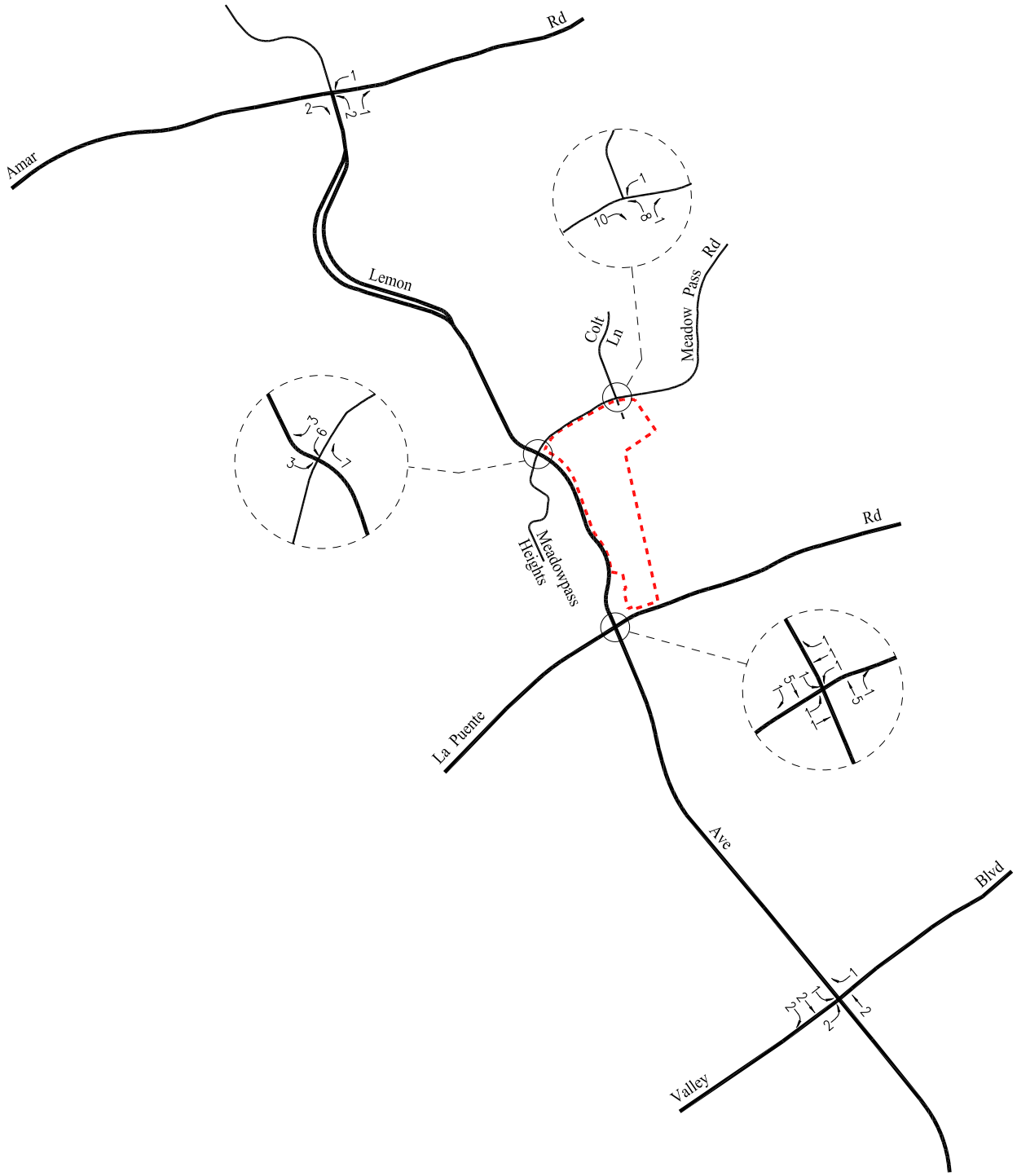


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Project Site

Figure 2-6
Project Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project

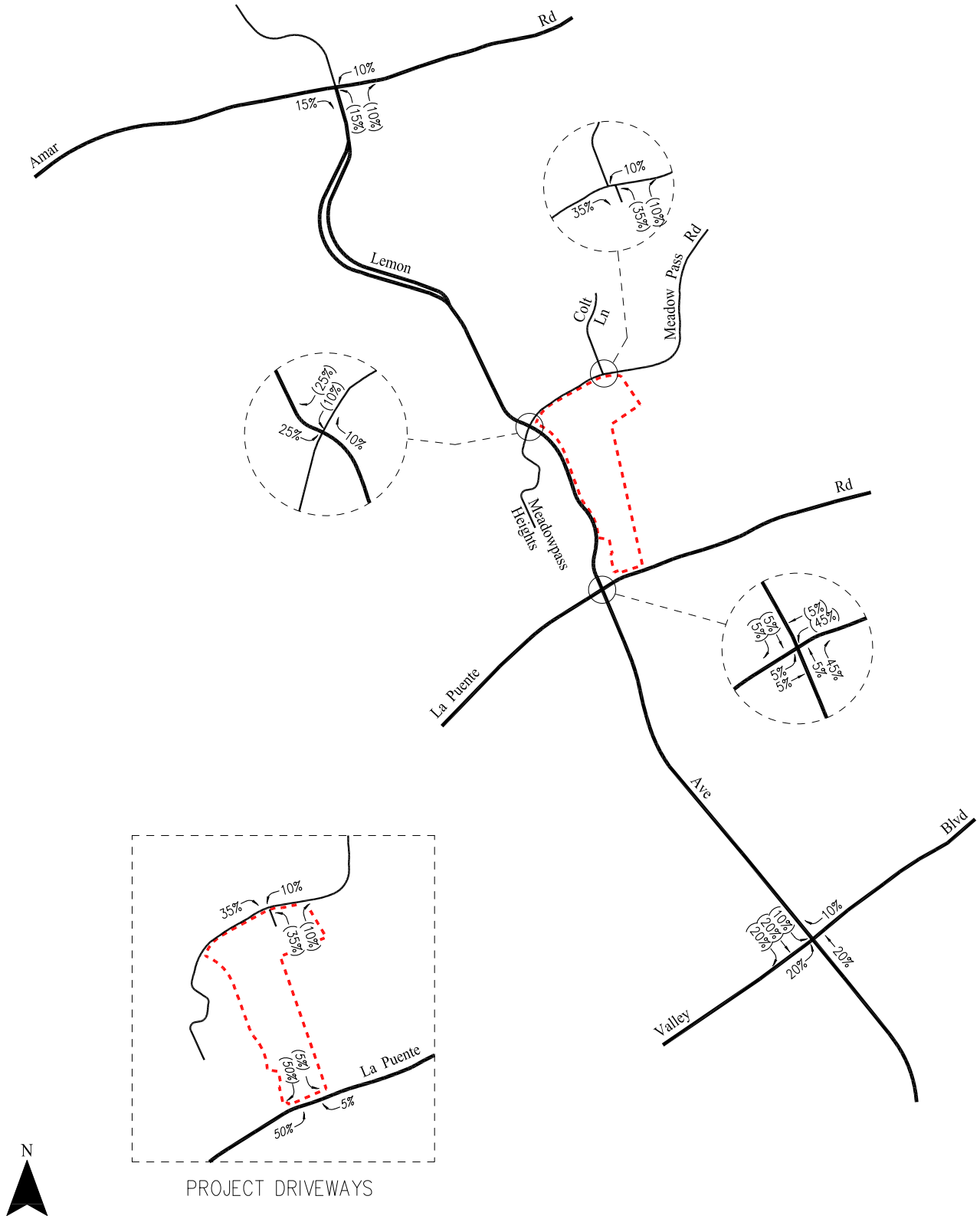


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Project Site

Figure 2-7
Project Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project



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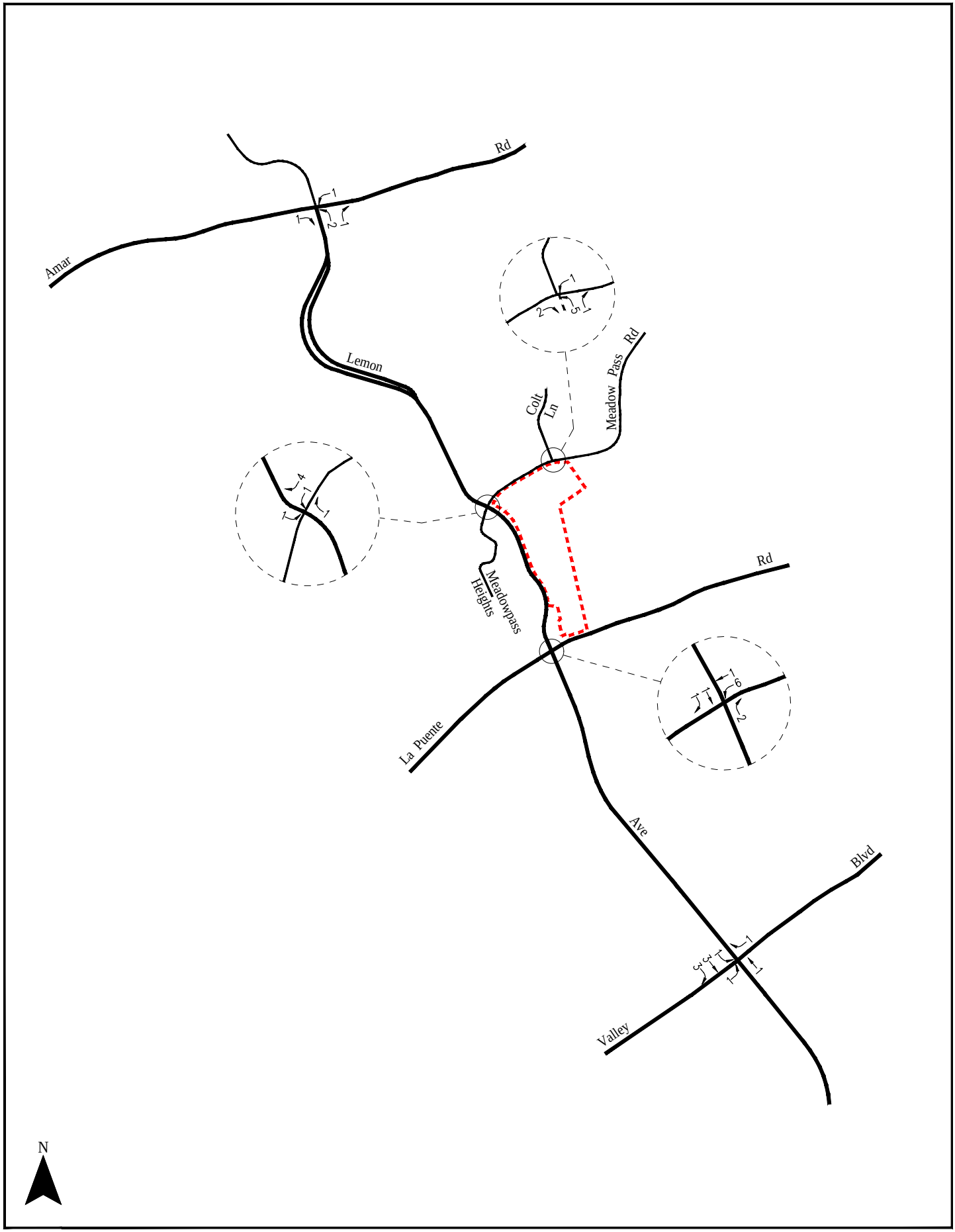
Project Site

XX = Inbound Percentages

(XX) = Outbound Percentages

Figure 2-8

R1 No Bridge Project Alternative Trip Distribution

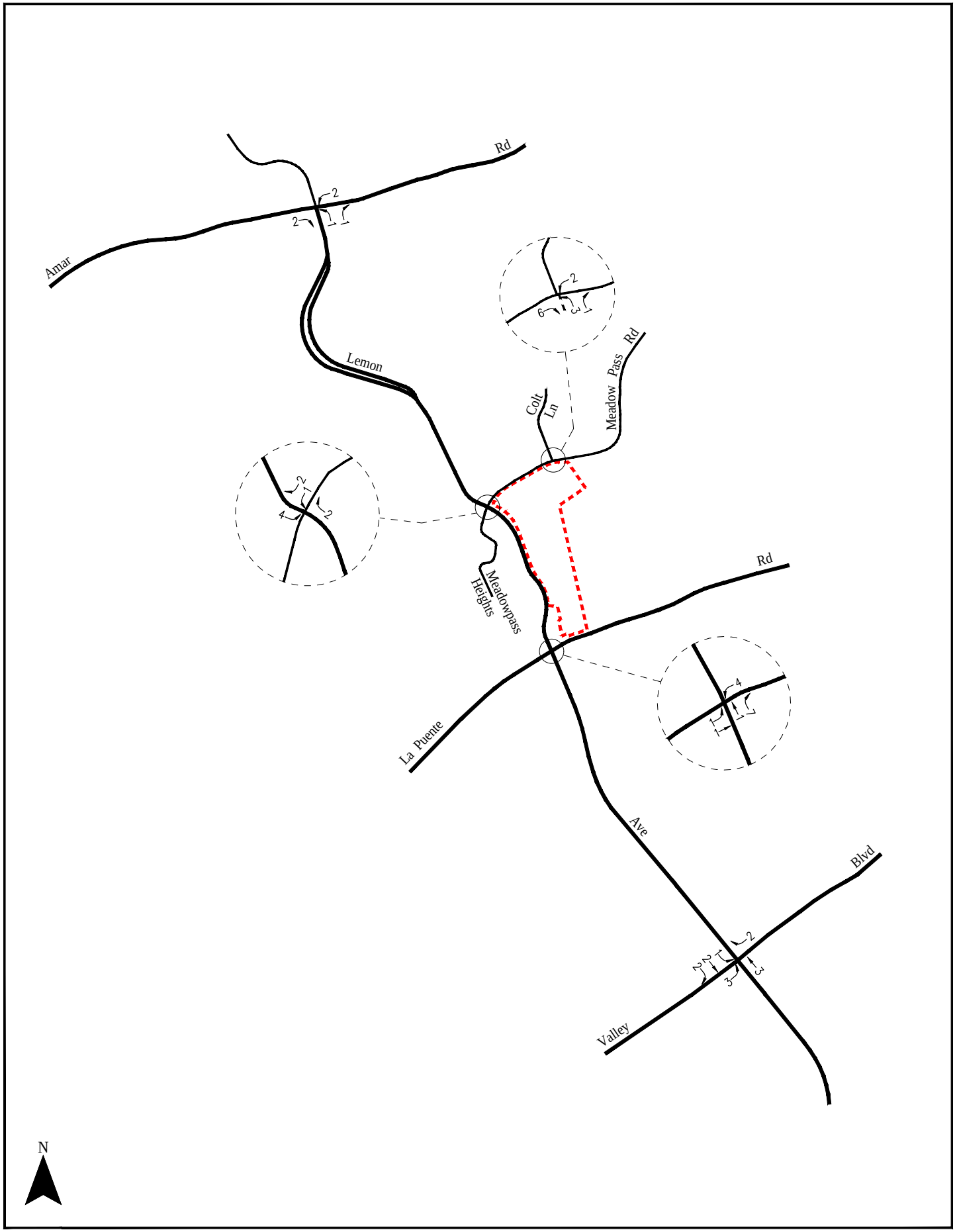


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Project Site

Figure 2-9
R1 No Bridge Project Alternative Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project

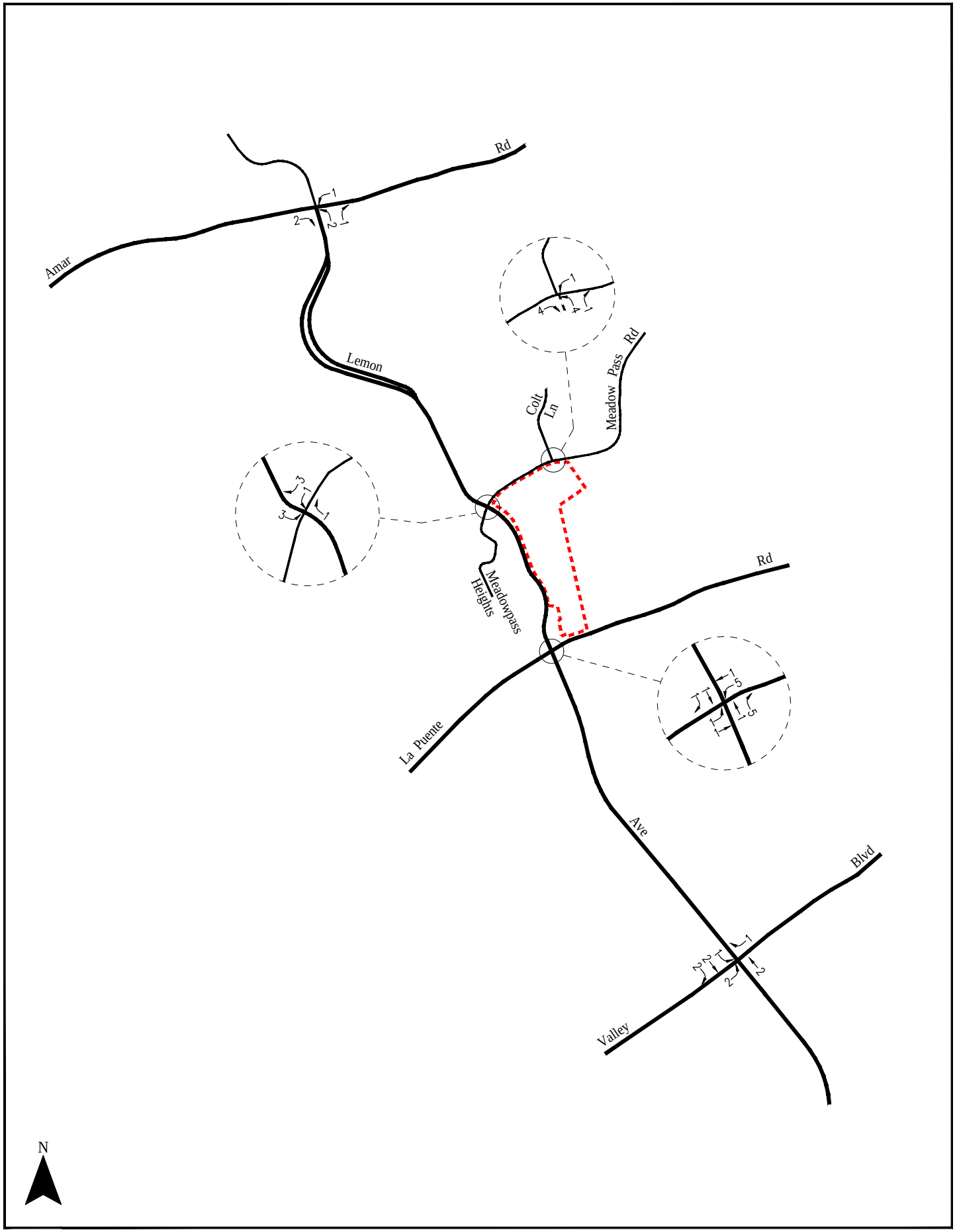


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LINSCOTT LAW & GREENSPAN engineers

Project Site

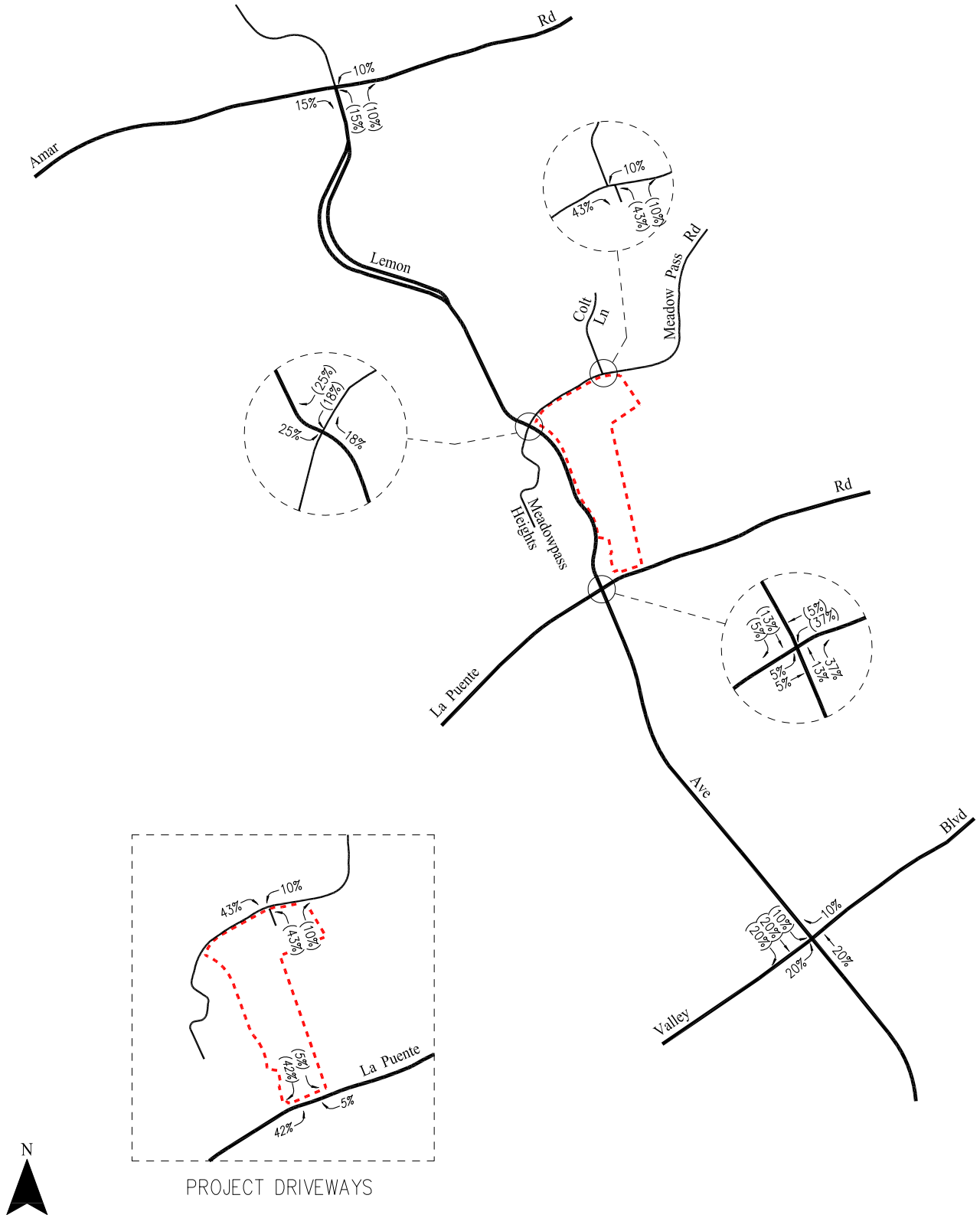
Figure 2-10
R1 No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 2-11
R1 No Bridge Project Alternative Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

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Project Site

XX = Inbound Percentages

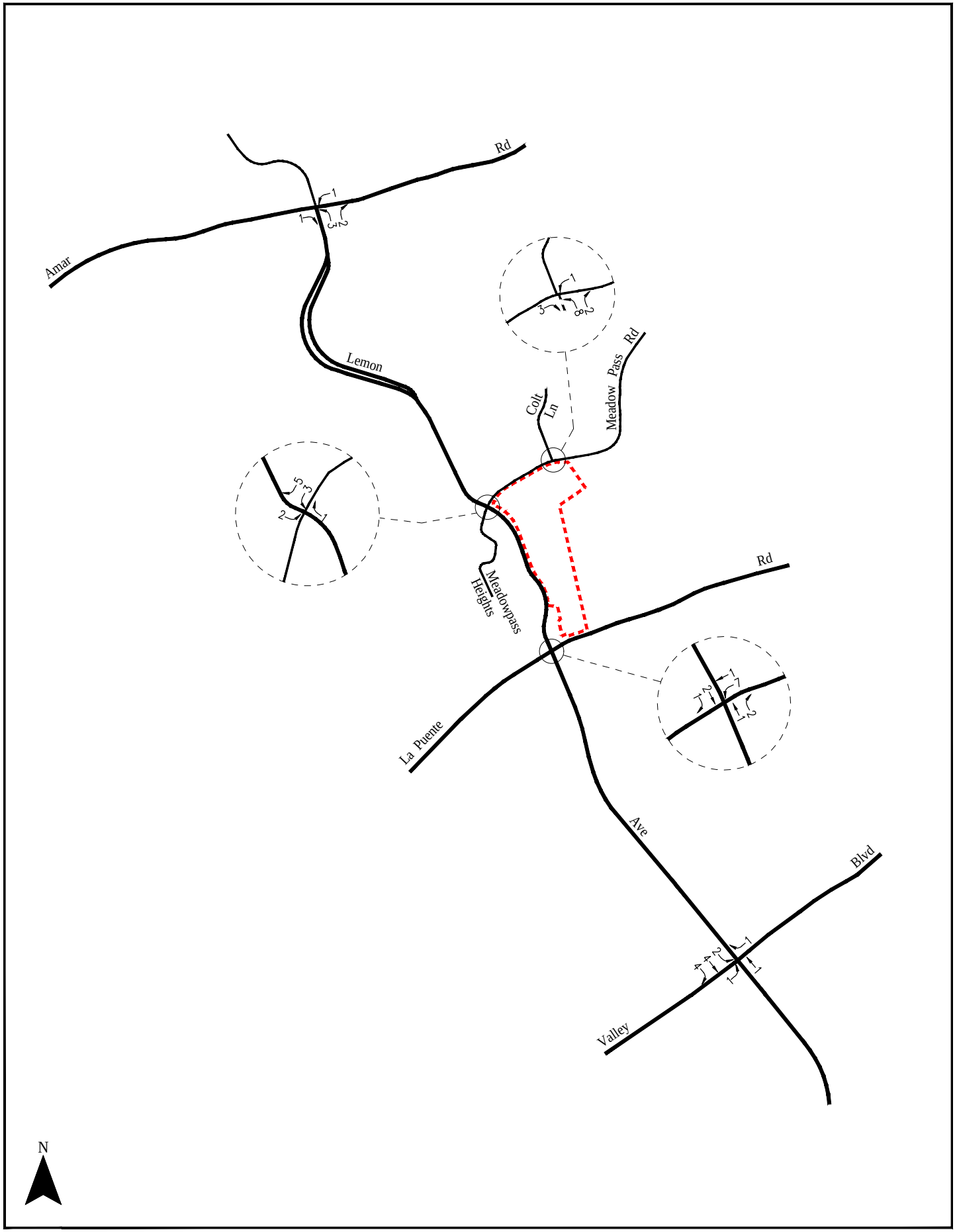
(XX) = Outbound Percentages

Figure 2-12

RPD No Bridge Project Alternative

Trip Distribution

The Brookside (TTM 72798) Project

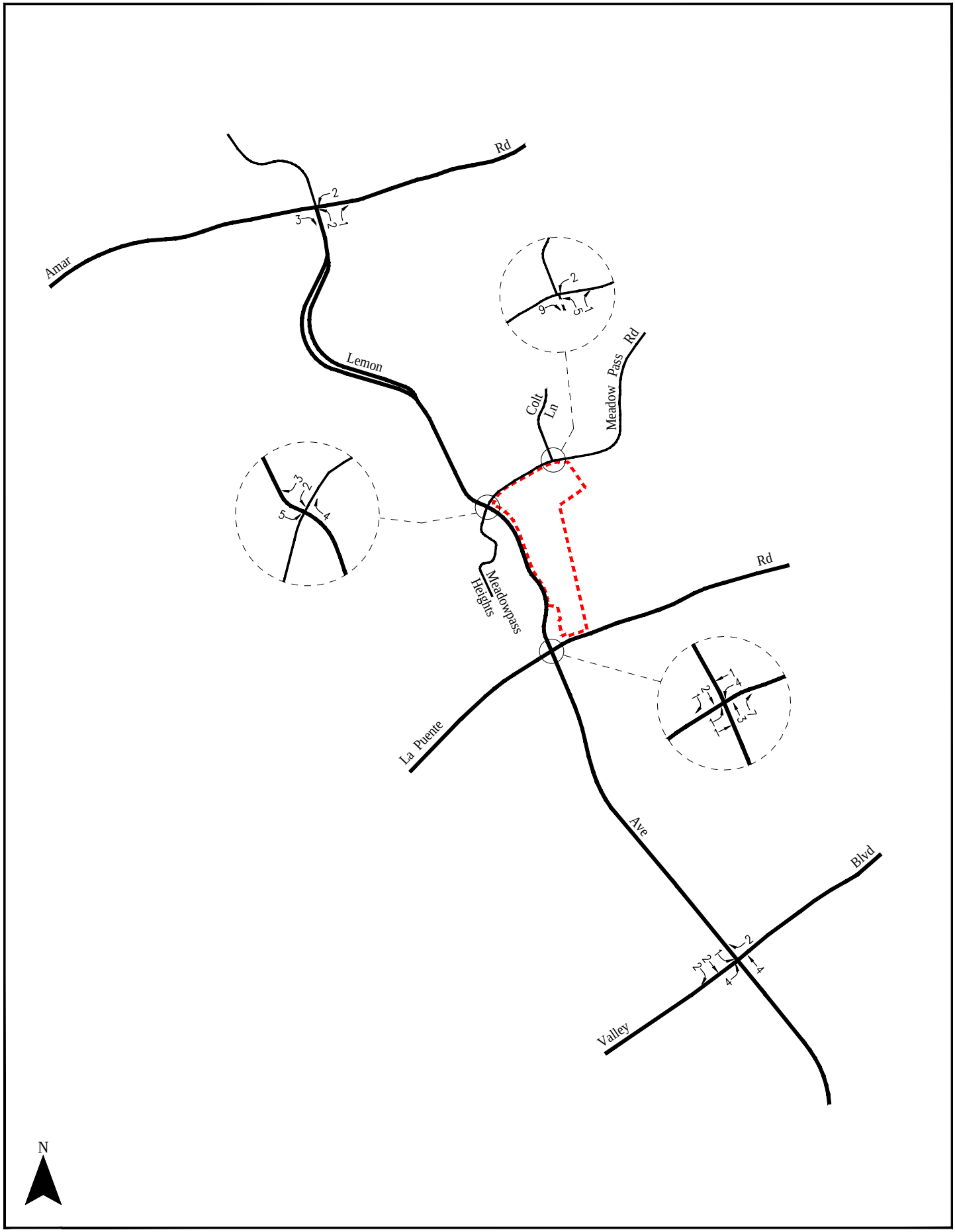


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Project Site

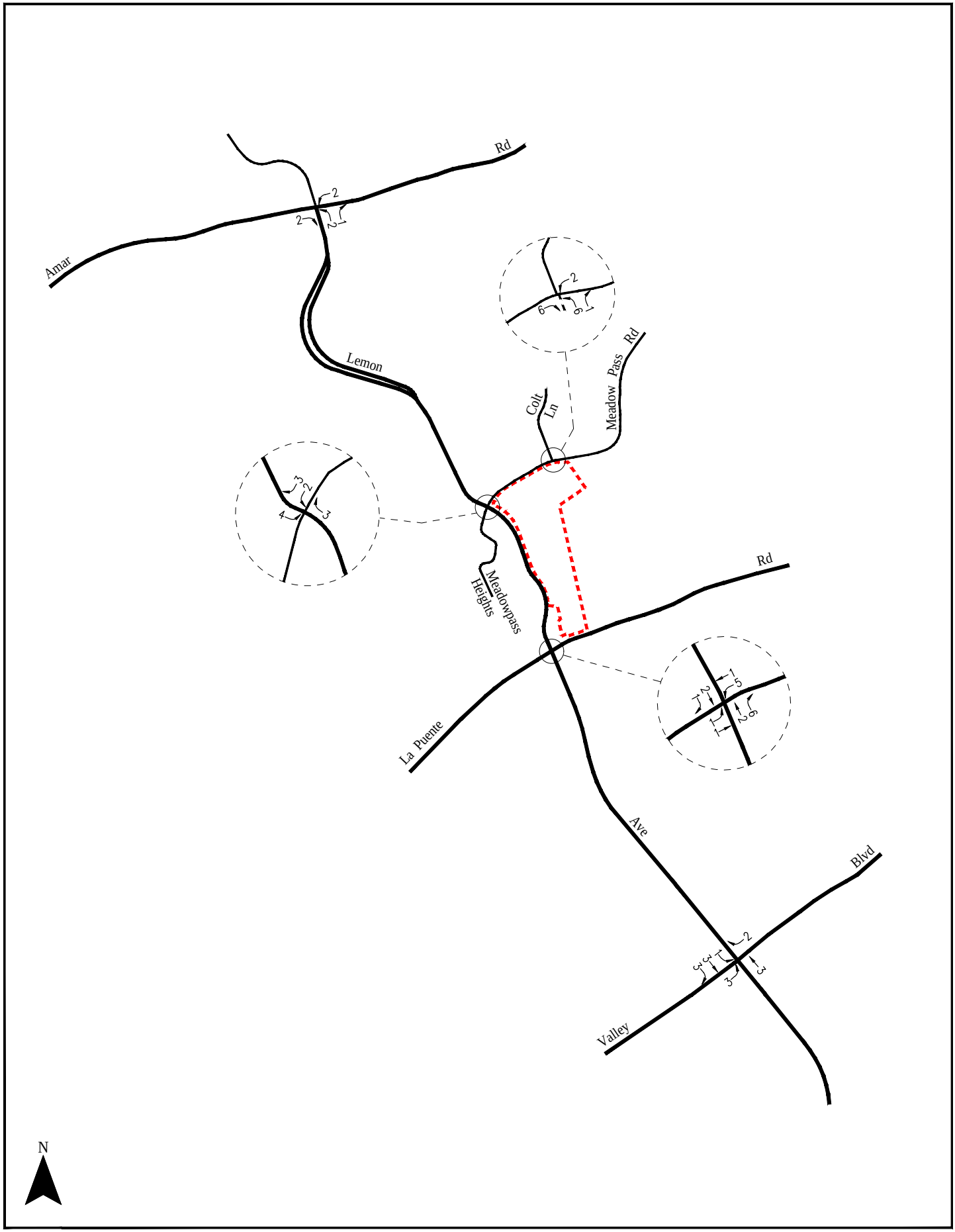
Figure 2-13
RPD No Bridge Project Alternative Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 2-14
RPD No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project

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Project Site

Figure 2-15
RPD No Bridge Project Alternative Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

3.0 PROJECT SITE CONTEXT

The project site is located within a well-established multi-modal transportation network maintained by the City of Walnut. 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.

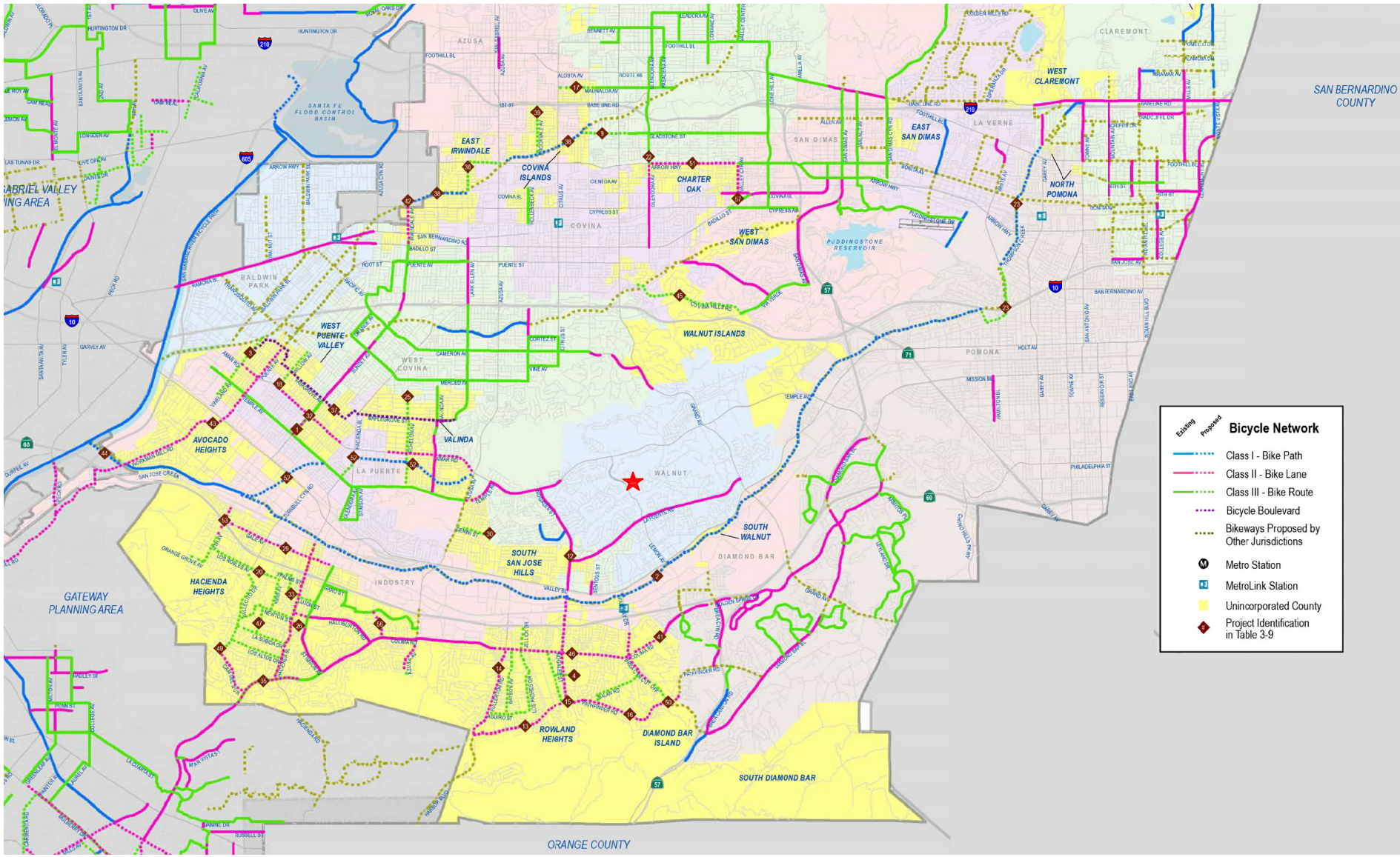
3.1.1 *Pedestrian System*

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. Some of these pedestrian facilities are currently provided within the immediate project study area. Sidewalks are currently provided along the north side of Meadow Pass Road, the east side of Lemon Avenue, the east side of San Vicente Road, and both sides of La Puente Road in the project vicinity. Multi-use trails for equestrians and hikers are also provided along the portions of Meadow Pass Road, Lemon Avenue, San Vicente Road and La Puente Road. Marked crosswalks, pedestrian signals, and curb ramps are provided at all of the signalized study intersections.

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.

The closest existing facility in the project vicinity is an east-west Class II bike lane on La Puente Road (from Nogales Street to Grand Avenue). The existing and proposed bicycle infrastructure in the City of Walnut and other unincorporated areas of Los Angeles County is illustrated in ***Figure 3-1***.



MAP SOURCE: COUNTY OF LOS ANGELES BICYCLE MASTER PLAN, MARCH 2012

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Project Site

Figure 3-1
Existing and Proposed Bikeways

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3.2 Transit Network

Public bus transit services are provided within the project study area by the Foothill Transit bus lines. The existing public transit routes in the vicinity of the project site are illustrated in ***Figure 3-2***. A summary of the existing transit service in the vicinity of the project site is presented in ***Table 3-1***.

As shown in *Figure 3-2*, public transit access to the project site is accommodated by Foothill Transit which runs one line along La Puente Road and another along Amar Road and Valley Boulevard at a frequency of approximately 15 to 60 minutes during weekday peak service and 30 to 60 minutes during Sunday mid-day service. The nearest bus stops for the Foothill Transit Lines provide signage and trash receptacles located along the north and south side of La Puente Avenue just west of Lemon Avenue.

3.3 Vehicle Network

3.3.1 *Roadway Classifications*

The City of Walnut utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four 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. Generally, travel lanes are not striped, and parking may be accommodated on one or both sides of the roadway.



Project Site

Figure 3-2
Existing Transit Routes

Table 3-1
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	DIR	NO. OF BUSES/TRAINS DURING PEAK HOUR		
				WEEKDAY		SUNDAY
				AM	PM	MID-DAY
FT 194	Pomona to El Monte Transit Station via Cal Poly, Mt. San Antonio College, Walnut, Industry, La Puente	Valley Boulevard, Lemon Avenue	EB	4	4	2
			WB	3	4	2
FT 289	Puente Hills Mall to Pomona via Rowland Heights, Walnut	La Puente Road, Lemon Avenue	EB	2	1	1
			WB	1	1	1
FT 486	Pomona to El Monte Transit Station via Mt. San Antonio College, Walnut, La Puente, Valinda, Baldwin Park	Amar Road, Lemon Avenue	EB	4	4	2
			WB	4	4	2
TOTAL				18	18	10

[1] Source: Foothill Transit (FT) website, November 2023.

3.3.2 *Regional Highway System*

Primary regional access is provided by the SR-60 (Pomona) Freeway and the SR-57 (Orange) Freeway. Brief descriptions of the Pomona and Orange Freeways are provided in the following paragraphs.

SR-60 (Pomona) Freeway is an east-west oriented freeway connecting downtown Los Angeles to the southerly San Gabriel and Pomona Valleys to the east. Located approximately two miles south of the project site, the Pomona Freeway generally provides four mainline travel lanes and one HOV lane along with auxiliary lanes in each direction in the project vicinity. South of the project area, on- and off-ramps are provided at Lemon Avenue.

SR-57 (Orange) Freeway is north-south oriented freeway connecting the San Gabriel and Pomona Valleys to the north with Orange County to the south. The Orange Freeway generally provides four mainline travel lanes and one HOV lane in each direction in the project vicinity. South of the project area, on- and off-ramps are provided at Pathfinder Road.

3.3.3 *Roadway Descriptions*

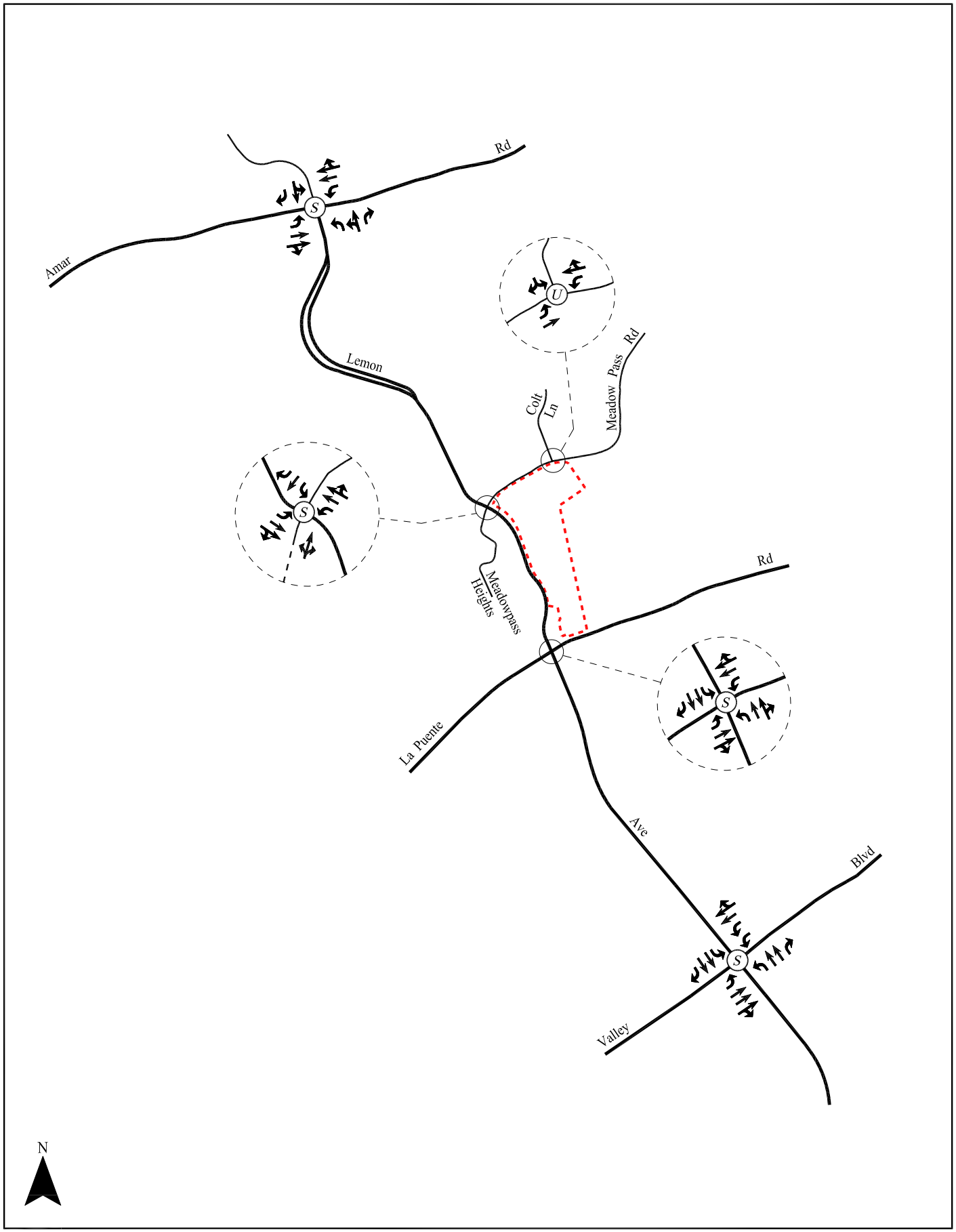
The current lane configurations and traffic control measures at each study intersection are presented in ***Figure 3-3***. Descriptions of the roadways which comprise the study area are provided in ***Table 3-2***, including the roadway classification, number of lanes, median types, and speed limits designated by the City of Walnut.

3.4 Traffic Count Data

Manual counts of vehicular, pedestrian, and bicycle volumes were conducted at each of the five (5) study intersections during the weekday morning (AM) and afternoon (PM) commuter periods to determine the peak hour traffic volumes. The manual counts utilized in the analysis were conducted in April 2025 by an independent traffic count subconsultant (City Traffic Counters) at the study intersections from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM to determine the weekday AM and PM peak commute hours, respectively.

In addition to the weekday morning and afternoon commuter periods, traffic counts were also conducted during the Sunday mid-day peak period in April 2025 since the project is adjacent to the existing St. Lorenzo Ruiz Catholic Church. The Sunday mid-day peak period traffic counts were conducted from 12:00 PM to 2:00 PM, to coincide with any Church service/worship activities. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were collected during the peak periods. Summary data worksheets of the weekday and Sunday manual traffic counts of the study intersections as well as the pedestrian and bicycle counts are contained in ***Appendix A***.

The resulting existing weekday AM, weekday PM, and Sunday mid-day peak hour intersection traffic volumes by approach are summarized in ***Table 3-3***. The existing vehicular turning movements at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are shown in ***Figures 3-4***, ***3-5***, and ***3-6***, respectively. For each study intersection, the



Project Site

Figure 3-3
Existing Lane Configurations

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Table 3-2
EXISTING ROADWAY DESCRIPTIONS

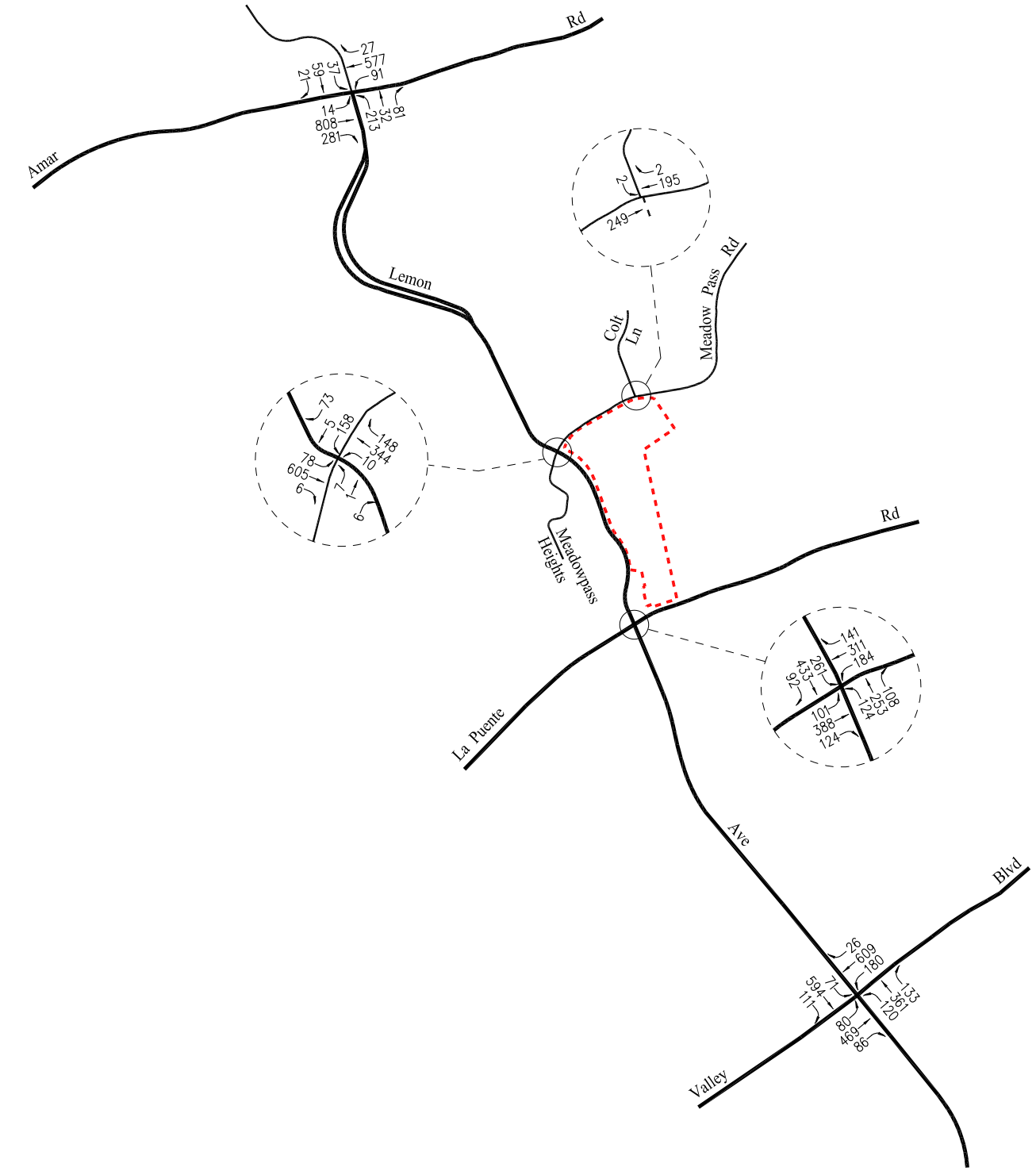
ROADWAY	CLASSIFICATION [1]	TRAVEL LANES			MEDIAN TYPES [4]	SPEED LIMIT
		DIRECTION [2]	NO. LANES [3]			
Amar Road	Minor Arterial	EB-WB	4	[5],[7]	RMI	50
Lemon Avenue	Minor Arterial	NB-SB	4	[5]	RMI	40
Meadow Pass Road	Important Local Street	EB-WB	2		2WLT	35
La Puente Road						
-West of Lemon Avenue	Secondary Street	EB-WB	4	[6],[7]	RMI	45
-East of Lemon Avenue	Secondary Street	EB-WB	4	[5],[7]	2WLT	40
Valley Boulevard	Major Arterial	EB-WB	5	[5],[6]	RMI	50
Colt Lane	Local Street	NB-SB	2	[6]	N/A	25

Notes:
[1] Roadway classifications obtained from the *City of Walnut General Plan* , adopted May 9, 2018.
[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] No Stopping Anytime
[6] No Parking Anytime
[7] Class II Bike Lane

Table 3-3
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM, PM, AND SUNDAY MID-DAY PEAK HOURS

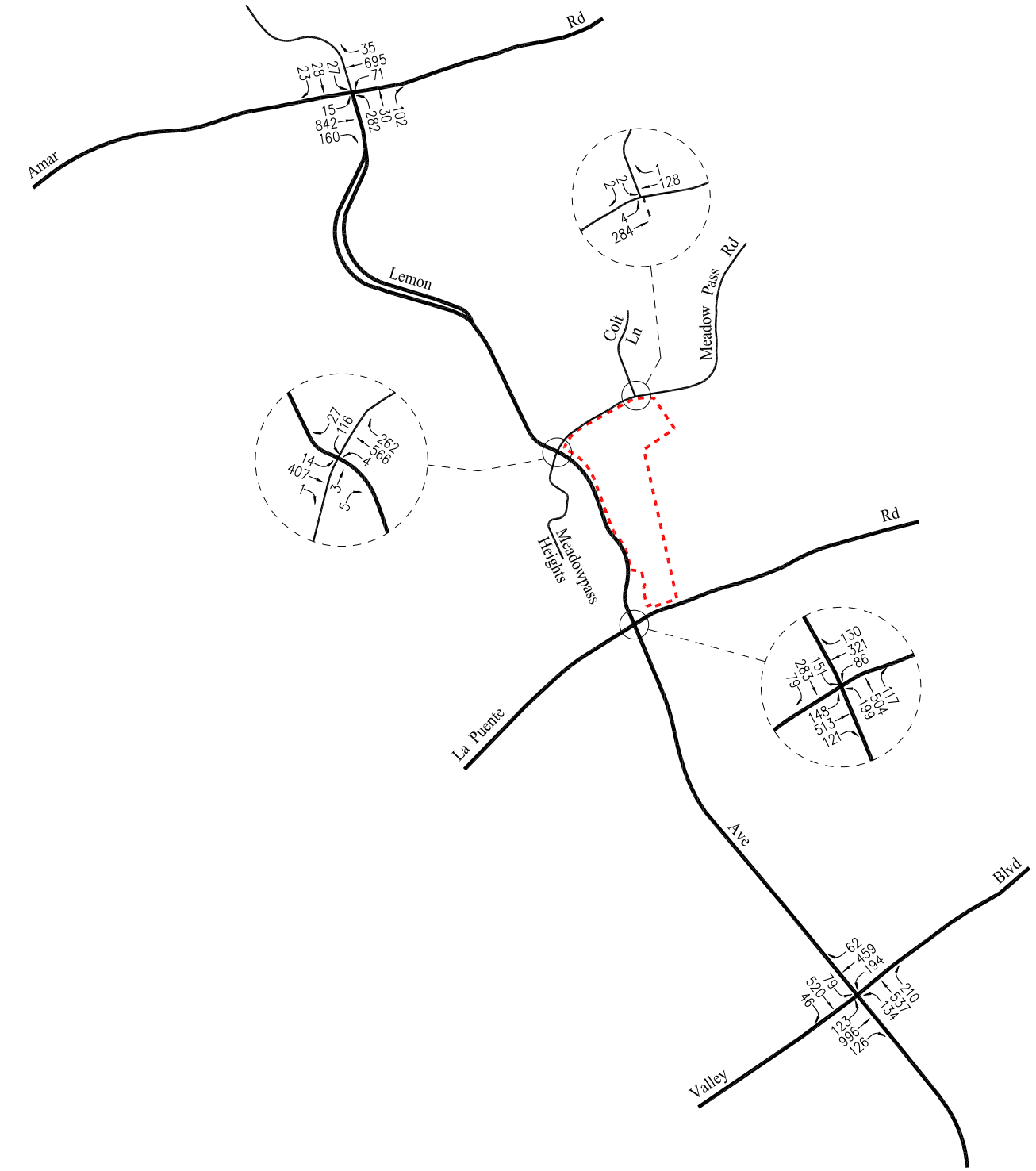
NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR		SUN PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME	BEGAN	VOLUME
1	Lemon Avenue/	04/03/2025	NB	7:30 AM	326	4:45 PM	414	12:30 PM	168
	Amar Road	04/06/2025	SB		117		78		58
			EB		1,103		1,017		581
			WB		695		801		570
2	Lemon Avenue/	04/03/2025	NB	7:30 AM	502	4:45 PM	832	12:45 PM	425
	Meadow Pass Road	04/06/2025	SB		689		422		308
			EB		14		8		7
			WB		236		143		253
3	Lemon Avenue/	04/03/2025	NB	7:45 AM	485	4:45 PM	820	12:00 PM	466
	La Puente Road	04/06/2025	SB		786		513		421
			EB		613		782		380
			WB		636		537		351
4	Lemon Avenue/	04/03/2025	NB	7:45 AM	614	5:00 PM	881	12:45 PM	464
	Valley Boulevard	04/06/2025	SB		776		645		481
			EB		635		1,245		366
			WB		815		715		448
5	Colt Lane/	04/03/2025	NB	7:30 AM	0	4:30 PM	0	12:30 PM	0
	Meadow Pass Road	04/06/2025	SB		2		4		4
			EB		249		288		163
			WB		197		129		101

[1] Counts conducted by City Traffic Counters.



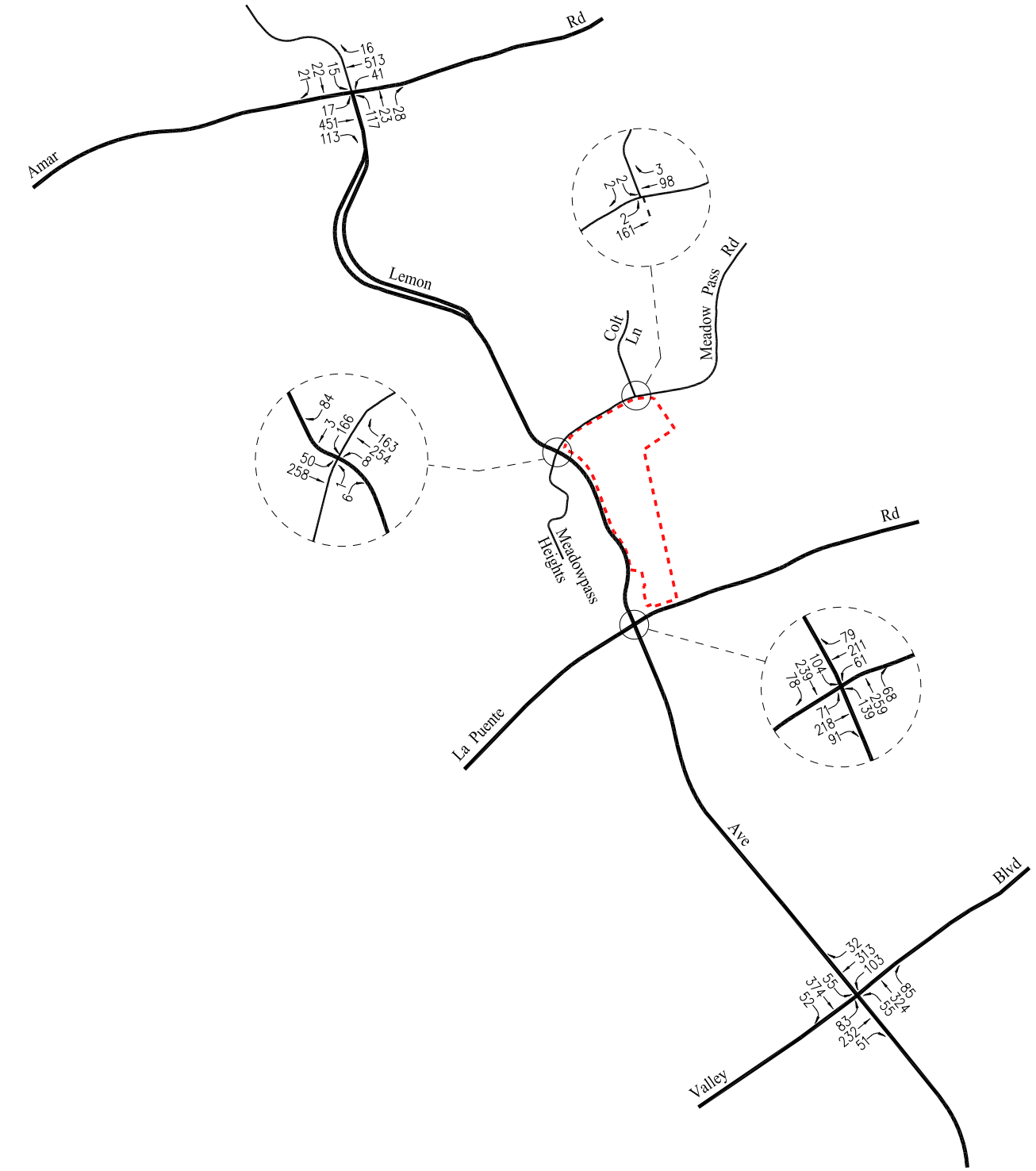
Project Site

Figure 3-4
Existing Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 3-5
Existing Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 3-6
Existing Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

highest one-hour total traffic volumes (i.e., four consecutive 15-minute time intervals) traversing through the intersection during the 7:00 to 9:00 AM, 4:00 to 6:00 PM, and 12:00 to 2:00 PM time periods were selected so as to determine the respective weekday AM, weekday PM, and Sunday mid-day peak hour traffic volumes for each study intersection. For purposes of the analysis, this common traffic engineering practice ensures that a more conservative (i.e., worst case) assessment of existing operating conditions be attained for each study intersection. Therefore, the traffic volumes shown in *Figures 3-4*, *3-5*, and *3-6* for the study intersections do not necessarily reflect the same exact one-hour time period during the morning, afternoon, and/or mid-day peak commuter conditions (i.e., one intersection's peak hour may have occurred between 7:30 and 8:30 AM, while another intersection's peak hour may have occurred between 7:45 and 8:45 AM).

3.5 Cumulative Development Projects

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Although the CEQA Guidelines do not strictly apply to the local transportation assessment required by the City of Walnut, this traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options for purposes of developing the forecast.

3.5.1 *Related Projects*

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area (i.e., within an approximate 1.5-mile radius from the project site). With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impacts of all ongoing development. The related projects research was based on information on file with the City of Walnut Community Development Department and the City of Industry Planning

Department. The list of related projects in the project site area is presented in ***Table 3-4***. The location of the related projects is illustrated in ***Figure 3-7***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the ITE *Trip Generation Manual*, or they were obtained from other transportation studies as sourced. The related 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 3-4*. Additionally, the related projects' respective traffic generation for the Sunday mid-day peak hour, as well as on a daily basis for a typical Sunday is also summarized in *Table 3-4*. The related projects traffic volumes were distributed and assigned to the street system based on the projects' locations in relation to the study intersections, their proximity to major traffic corridors, proposed land uses, nearby population and employment centers, etc. The anticipated distribution of the related projects traffic volumes to the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are displayed in ***Figures 3-8***, ***3-9***, and ***3-10***, respectively.

3.5.2 *Ambient Traffic Growth Factor*

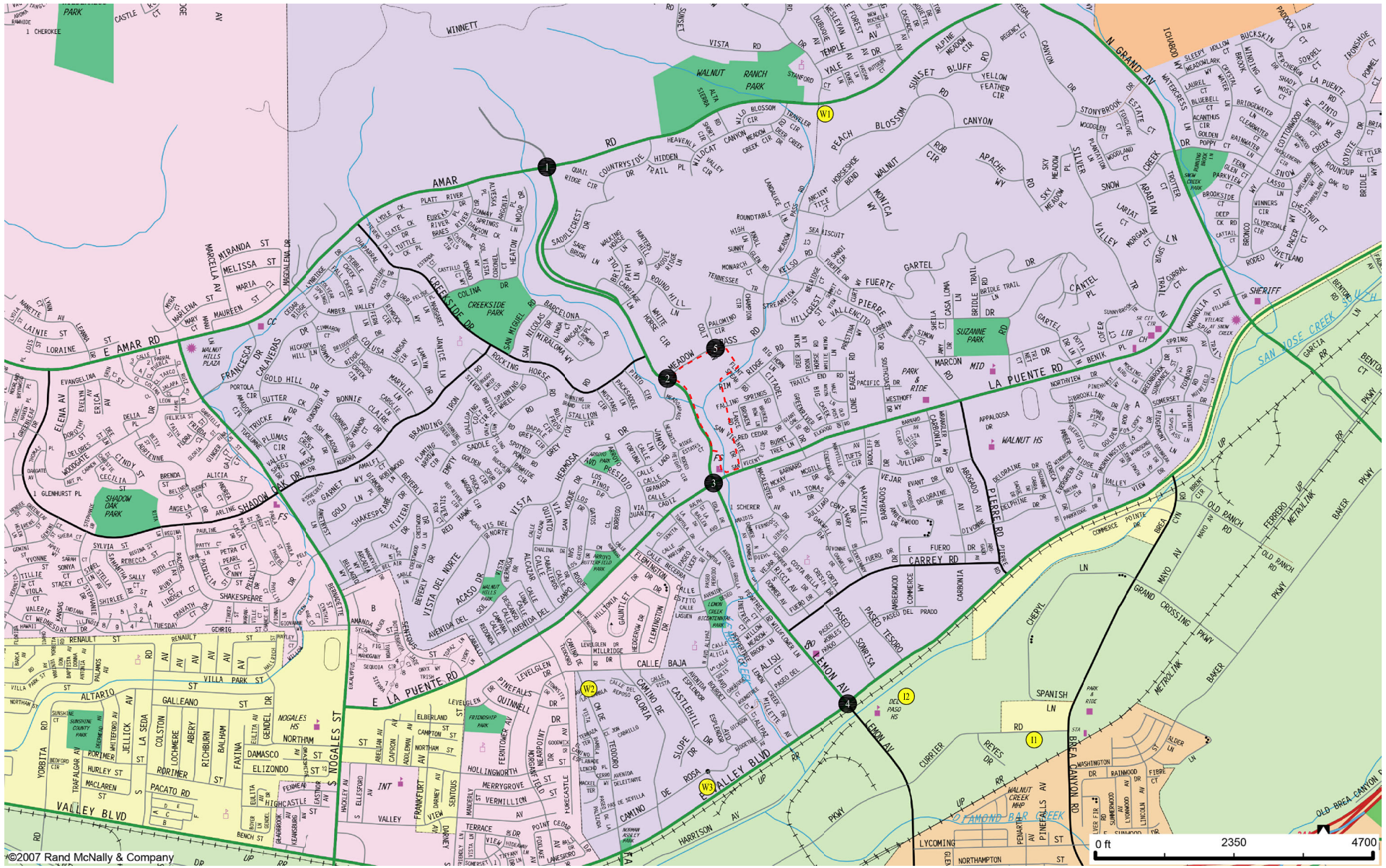
Horizon year background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown related projects in the study area as well as account for typical growth in traffic volumes due to the development of projects outside the study area. Based on a review of the background traffic growth estimates for the project area (Regional Statistical Area No. 26, including Azusa, Glendora, Diamond Bar, Hacienda Heights, and Walnut) published in the *2010 Congestion Management Program for Los Angeles County* (CMP), existing traffic volumes would be expected to increase at an annual rate of 0.40 percent per year between the years 2020 and 2030. The future growth in traffic volumes has been estimated at one percent (1%) per year for a conservative analysis. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity.

Therefore, application of the ambient growth factor in addition to the forecast traffic generated by the related projects allows for a very 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.

Table 3-4
RELATED PROJECTS LIST AND TRIP GENERATION [1]

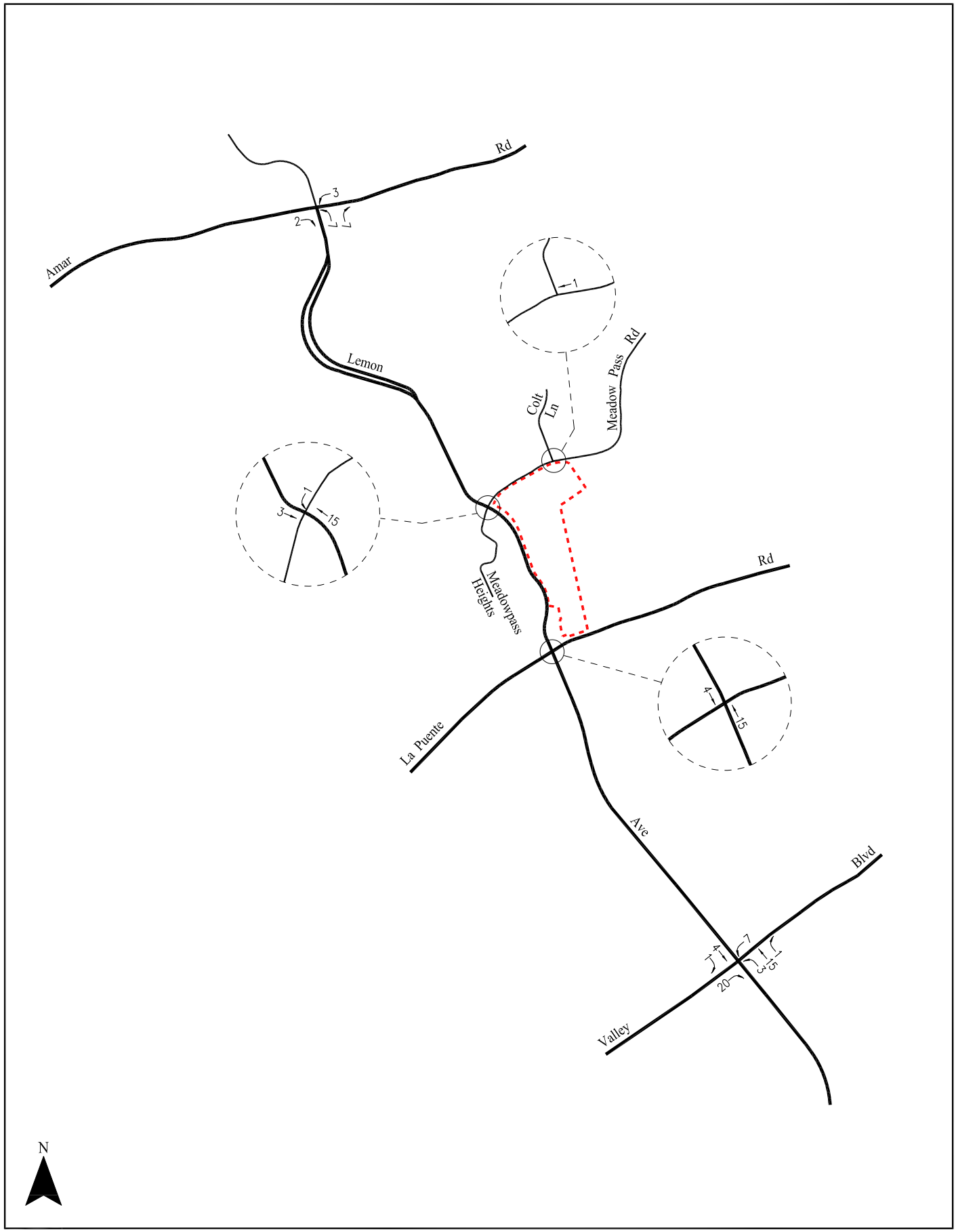
MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA		PROJECT DATA SOURCE	WEEKDAY							SUNDAY			
						DAILY TRIP ENDS [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]			DAILY TRIP ENDS [2]	MID-DAY PEAK HOUR VOLUMES [2]		
			LAND-USE	SIZE		VOLUMES	IN	OUT	TOTAL	IN	OUT	TOTAL	VOLUMES	IN	OUT	TOTAL
City of Walnut																
W1	Completed/ Built	1521 Meadow Pass Road	Residential	13 DU	[3]	123	2	7	9	8	4	12	110	6	5	11
W2	Approved/ Under Const.	360 Camino De Teodoro	Residential	4 DU	[3]	38	1	2	3	3	1	4	34	2	1	3
W3	Completed/ Built	19901 Valley Boulevard	Condominium	3 DU	[4]	20	0	1	1	1	1	2	12	1	0	1
			Commercial	1,350 GLSF	[5], [7]	74	2	1	3	5	4	9	74	2	1	3
City of Industry																
I1	Proposed	20922 Currier Road	Light Industrial	139,593 GSF	[6]	680	91	12	103	13	78	91	698	46	50	96
I2	Proposed	20701 Currier Raod	Light Industrial	107,555 GSF	[6]	524	70	10	80	10	60	70	538	36	38	74
TOTAL						1,459	166	33	199	40	148	188	1,466	93	95	188

[1] Sources: City of Walnut Community Development Department and the City of Industry Development Services Planning Department.
Trip generation for the related projects are based on application of the trip rates as provided in the ITE "Trip Generation Manual", 11th Edition, 2021 (as referenced in the Project Data Source column), except as noted.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[4] ITE Land Use Code 220 (Multi-family Housing [Low-Rise]) trip generation average rates.
[5] ITE Land Use Code 822 (Strip Retail Plaza [<40k]) trip generation average rates.
[6] ITE Land Use Code 110 (General Light Industrial) trip generation average rates.
[7] No average trip rates available for Sunday daily or mid-day peak hour; weekday trip generation average rates utilized.



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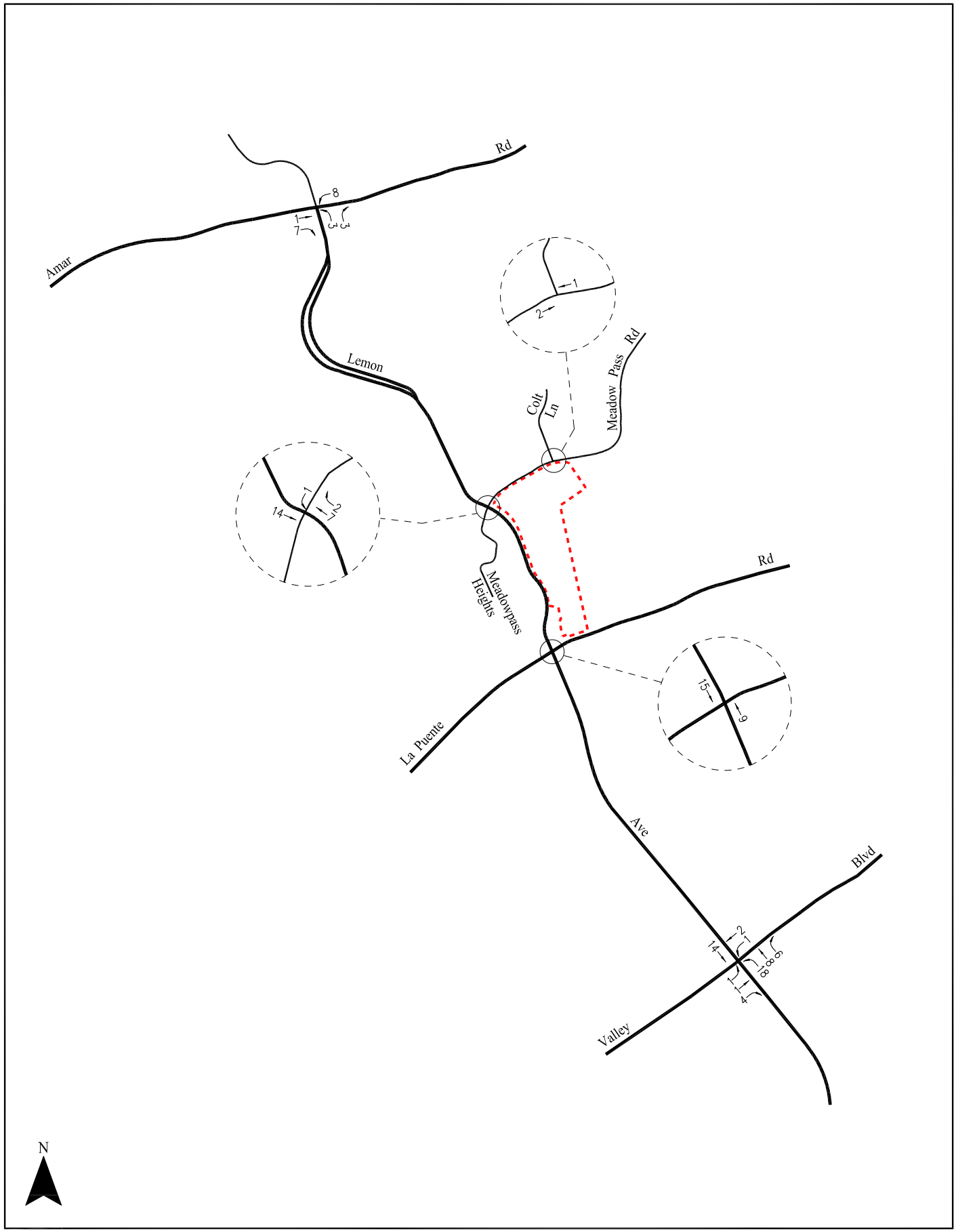
Figure 3-7
Location of Related Projects



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Project Site

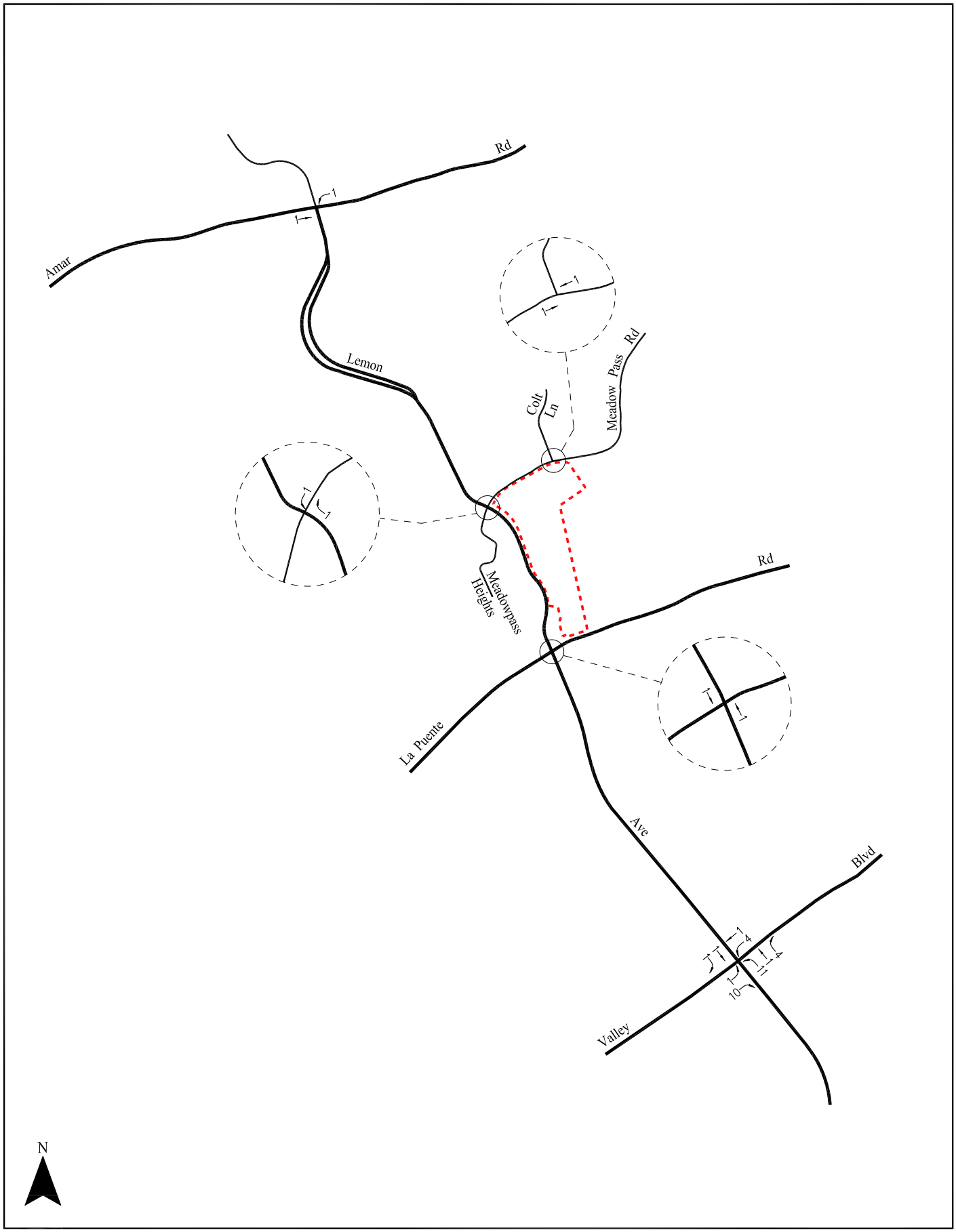
Figure 3-8
Related Projects Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

Figure 3-9
Related Projects Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

Figure 3-10
Related Projects Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

4.0 CEQA TRANSPORTATION ASSESSMENT

The State of California Governor's Office of Planning and Research (OPR) issued proposed updates to the CEQA Guidelines in November 2017 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 revisions to the CEQA Guidelines in December of 2018, and as of July 1, 2020 the provisions of the new section are in effect statewide.

The City of Walnut is a member agency of the San Gabriel Valley Council of Governments (SGVCOG). The SGVCOG undertook the SGVCOG SB 743 Implementation Study to assist with answering implementation questions about the methodology, thresholds, and mitigation approaches for VMT impact analysis for its member agencies. As part of the SGVCOG SB 743 Implementation Study, a VMT Evaluation Tool was developed, which is a web-based tool designed to assist in screening and estimating project-generated VMT for certain land use projects in the San Gabriel Valley and calculating VMT reductions associated with certain VMT-reducing measures. The SGVCOG VMT Evaluation Tool can be used to analyze projects that consist of either one land use or up to a mix of four (4) primary occurring land uses, including residential, office, industrial and commercial land uses. The VMT Evaluation Tool utilizes the Southern California Association of Governments Regional Travel Demand Model (SCAG RTDM).

As a member agency of the SGVCOG, the City of Walnut utilized the information produced through the Implementation Study to adopt a methodology and significance thresholds for use in CEQA compliance. The City of Walnut has adopted VMT as the metric for determining environmental impacts and released its *Transportation Study Guidelines on Vehicle Miles Traveled and Level of Service Assessment*, dated October 2020. The guidelines outline the specific steps for complying with the new CEQA VMT analysis. The guidelines have established screening criteria pertaining to project trip generation forecasts, project land use types (i.e., local serving retail, affordable housing, etc.), proximity to transit, and locality within a low VMT-generating area.

4.1 Vehicle Miles Traveled (VMT) Project Screening

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. The City of Walnut has adopted three (3) screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. 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. The following sections provide a detailed explanation of each screening criteria as it relates to the proposed project.

4.1.1 *Transit Priority Area Screening*

CEQA Guidelines Section 15064.3(b)(1) states in part: "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be

presumed to cause a less than significant transportation impact." In keeping with the statutory presumption of less than significant impacts due to nearby high-quality transit, the City of Walnut has adopted a transit priority area[5] (TPA) screening criterion. Projects which are located within a TPA are presumed to have a less than significant impact, absent substantial evidence to the contrary. This presumption may not be appropriate if:

- The project has a floor area ratio (FAR) of less than 0.75.
- The project includes more parking for use by residents, customers, or employees of the project than required by the City.
- The project is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Southern California Association of Governments [SCAG]).
- The project replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The SGVCOG Vehicle Miles Traveled Evaluation Tool ("VMT Evaluation Tool"), which was developed by Fehr & Peers as part of the SB 743 VMT Implementation Study effort, was utilized to conduct TPA screening in the City of Walnut.

As described in *Section 3.2*, while public transit service is provided in the vicinity of the proposed project, the Foothill Transit bus lines which provide services in the vicinity of the project site do not meet the criteria for a high-quality transit corridor[6]. Based on a review of the existing transit service in the vicinity, the proposed project is not expected to screen out of VMT analysis due to being located within a TPA. The VMT Evaluation Tool likewise concludes that the project fails the TPA screening criterion. Screening worksheets generated by the tool for the proposed project are included in ***Appendix B***.

4.1.2 *Low VMT Area Screening*

It is assumed that projects which will be located within areas which currently exhibit low VMT, and that incorporate similar features pertaining to density, land use mix, and transit availability, will tend to exhibit similarly low VMT. In areas where the existing VMT generation already falls below the applicable thresholds, and where projects are likely to generate similar levels of VMT, projects may be screened out of preparing detailed VMT analysis. OPR notes that such screening is appropriate for residential and office projects.

[5] Public Resources Code Section 21099(a)(7): ""Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan."

[6] Public Resources Code Section 21155(b): "For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours."

The City of Walnut has adopted a low VMT area screening criterion which may apply to residential, office, or other employment-related and mixed-use land use types. The SCAG Travel Demand Forecasting Model was used to establish VMT performance for individual Traffic Analysis Zones (TAZ). The VMT values for each TAZ are then compared to the applicable City thresholds (i.e., VMT per capita, per employee, or per service population) to determine if the TAZ can be considered a low VMT area. Locations within the City of Walnut which qualify for the low VMT area screening are to be identified through the VMT Evaluation Tool.

As reported in the screening worksheets provided in *Appendix B*, the project is situated within TAZ 22385100, which exhibits VMT above the applicable thresholds and could not be considered a low VMT area. The proposed project site therefore does not meet the low VMT area screening criterion.

4.1.3 *Project Type Screening*

Some project types have been identified in the City's guidelines as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Daycare centers
- Local-serving retail less than 50,000 square feet, including gas stations, banks, restaurants, shopping center.
- Community institutions (public libraries, fire stations, local government)
- Affordable, supportive, or transitional housing
- Assisted living facilities, senior housing (as defined by HUD)
- Local serving uses as approved by the City Traffic Engineer
- Projects generating less than 110 daily vehicle trips

As mentioned in the City's Resolution and OPR's *Technical Advisory*, local serving uses typically redistributes and reroutes local trips rather than create new trips. By adding local serving opportunities into the urban fabric and thereby improving destination proximity, local-serving projects tend to shorten trips and reduce VMT. It is also noted that lead agencies may presume such local-serving projects create a less than significant transportation impact. Similarly, the proposed project is planned to provide connections to existing recreational multi-use trails within the project site which will serve the local population and is considered similar to a local park use, thereby shortening travel distances and reducing VMT. Thus, the recreational component of the proposed project can be presumed to result in a less than significant VMT impact based on State guidance because it would reduce VMT by shortening trip lengths, similar to local-serving retail developments and local-serving projects.

While the recreational project component satisfies the criteria to be considered a local serving use and is screened out from further VMT analysis, the project's residential component does not screen out from the project type screening. The City's VMT screening assessment worksheet is included in *Appendix B*.

4.1.4 *Summary of Screening Conclusions*

The City of Walnut has adopted three screening criteria which may be applied to screen proposed projects out of detailed VMT analysis. The project does not meet the criteria to be screened out of VMT analysis based on its location within a TPA or based on its location within a low VMT-generating area. The project also does not fully screen out of VMT analysis based on the project land use type as a local serving use. Therefore, a VMT analysis is required in order to determine if the proposed project will result in any significant transportation impacts under CEQA.

4.2 Impact Criteria and Methodology

As outlined in the City's guidelines, a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

- The baseline project-generated VMT per service population exceeds the City of Walnut baseline VMT per service population, or

- The cumulative project-generated VMT per service population exceeds the City of Walnut baseline VMT per service population.

The City's baseline VMT for the SGVCOG subarea as described in the Guidelines utilizes the 2016 SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Baseline VMT per service population thresholds used in the SGVCOG VMT Evaluation Tool are interpolated to be consistent with the year that the transportation study begins as outlined in the Scoping Document, which in this case is Year 2023. According to the SGVCOG VMT Evaluation Tool, the proposed project is located in TAZ 22385100. The residential baseline VMT for the year 2025 is 37.02 total VMT per service population. Therefore, a significant transportation impact would result if the project exceeds 37.02 total VMT per service population.

4.3 Project VMT Analysis

The proposed project's total VMT per service population was forecast using the SGVCOG VMT Evaluation Tool. Copies of the VMT Evaluation Tool summary worksheets are contained in *Appendix B*. The City confirmed the appropriateness of the use of the SGVCOG VMT Evaluation Tool for analysis of the proposed project when it approved the Scoping Memorandum. As stated on the summary worksheets, the project is forecast to generate 35.27 total VMT per service population, which is below the City's significance threshold of 37.02 total VMT per service population. Therefore, the proposed project is not expected to result in a significant VMT impact.

4.4 Summary of Cumulative VMT Analysis

A project's cumulative impacts are determined on the basis of whether the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of current projects, and the effects of probable future projects. The City's Guidelines state that short-term effects are evaluated in the detailed project-level VMT analysis, while long-term or cumulative effects are determined through consistency with SCAG's current 2020-2045 RTP/SCS, which is called Connect SoCal. Connect SoCal 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 goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. Developments in a location where the RTP/SCS does not specify any development may indicate a significant impact on transportation. However, if a project does not demonstrate a significant impact in the project impact analysis, a less than significant impact in the cumulative impact analysis can also be determined. Projects that fall under an efficiency-based impact threshold (e.g., residential VMT per capita, employment VMT per employee, or total VMT per service population) are already shown to align with the long-term VMT and greenhouse gas reduction goals. Land use projects that demonstrate a project-level impact and which are not found to be consistent with the SCAG RTP/SCS could have a significant transportation impact[7].

The *Technical Advisory* provides the following additional discussion of cumulative impacts: "[m]etrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency-based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice-versa."

Based on the above project-related VMT analysis and the conclusions reported in *Section 4.3* (i.e., which conclude that the proposed project falls under the City's impact thresholds and thus are already shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS), no cumulative VMT impacts are anticipated.

4.5 R1 and RPD No Bridge Project Alternatives VMT Analysis

The R1 No Bridge Project Alternative VMT analysis is the same as that of the proposed project since no increases to the number of dwelling units are proposed for this alternative as compared to the proposed project. As such, similar to the proposed project, the R1 No Bridge Project Alternative is not expected to result in a significant VMT impact.

[7] Los Angeles County Public Works "Transportation Impact Analysis Guidelines", prepared by Public Works, July 23, 2020, pp. 13-14.

Due to the increased number of dwelling units included in the RPD No Bridge Project Alternative, the RPD No Bridge Project Alternative total VMT per service population was also forecast using the SGVCOG VMT Evaluation Tool. Copies of the VMT Evaluation Tool summary worksheets are contained in *Appendix B*. As stated on the summary worksheets, the RPD No Bridge Project Alternative is forecast to generate 35.27 total VMT per service population, which is below the City's significance threshold of 37.02 total VMT per service population. Therefore, the RPD No Bridge Project Alternative is not expected to result in a significant VMT impact.

4.6 Active Transportation and Public Transit Analysis

Pursuant to the City of Walnut Transportation Study 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.

4.6.1 *Adopted Policies, Plans, or Programs*

The City's Circulation Element of the General Plan[8] sets forth actions and policies pertaining to active transportation, transit and public transportation, ensuring easy and convenient access to the regional facilities, bicycle routes and pedestrian facilities, among other things. Relevant adopted goals and policies from the Circulation Element include the following:

Goal C-1 – Streets that are designed and managed to enable safe access for all users, including pedestrians, equestrians, bicyclists, motorists, and transit riders of all ages and abilities.

- Policy C-1.1: Complete Streets. Pursue and implement Complete Streets strategies to accommodate all users of different ages and abilities.
- Policy C-1.3: Modal Links. Use Complete Streets strategies to link residents to schools, parks, recreational facilities, important trailheads, the Walnut Civic Center, and mixed-use and commercial developments.

- Goal C-3 – Integrated and accessible trail system
  - Policy C-3.1: Increase Access and Maintain Trail System. Maintain and explore the possible expansion of the trail system as an integrated part of the transportation system that will eventually connect neighborhoods, major facilities, and new developments.
  - Policy C-3.2: Identify Trail Gaps. Identify gaps in the trail system, including connections to local and regional systems. Work to develop new trails or improve existing ones to connect to other trails, neighborhoods, parks, schools, lifelong learning facilities, and major activities areas.

[8] *City of Walnut General Plan*, adopted May 9, 2018, Resolution No. 18-19.

- Policy C-3.6: Equestrian Considerations. Continue to design trails and associated facilities for multipurpose functions, including equestrian use.

- Goal C-4 – Connected pedestrian and bicycle network
  - Policy C-4.4: Intersection Access. Strive to provide pedestrian and biking access at all intersection corners.
  - Policy C-4.5: New Developments. Encourage to the greatest extent possible that new developments increase connectivity through direct and safe pedestrian and bicycling connections to the established network.
- Goal C-5: Efficient, frequent, and convenient transit system
  - Policy C-5.2: Transit Amenities. Require that development projects include amenities to support public transit use, such as bus stop shelters, space for transit vehicles, and pedestrian amenities (trash receptacles, signage, seating, and lighting).

As summarized above, the Circulation Element sets forth a number of goals to promote a balanced multi-modal transportation network that serves pedestrians, bicyclists, transit riders and motorists of all ages and abilities. The Circulation Element also provides specific recommendations for promoting walking and bicycling activities within the City, such as installing public sidewalks and accessibility for pedestrians, and implementing pedestrian and bicyclist safety measures in neighborhood streets.

4.6.2 *Qualitative Impact Conclusions*

The proposed project is not expected to result in a significant impact on active transportation or public transit in the vicinity of the project site. As described in *Section 3.1* herein, the project site is planned to accommodate pedestrian and bicycle access via exclusive sidewalks and multi-use trails planned along the internal roadways which connect the site to Meadow Pass Road and La Puente Road. The sidewalks and trails 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 proposed project is therefore found to be in alignment with the City's Circulation Element goals and policies to promote pedestrian and bicycle safety and provide appropriate and supportive active multi-modal transportation infrastructure.

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. 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 NON-CEQA ANALYSIS

The City of Walnut has established vehicle Level of Service (LOS) standards which local infrastructure will strive to maintain. The LOS standards apply to discretionary approvals of new land use projects. The following sections present the operational (i.e., Level of Service) analysis prepared for the proposed project pursuant to this requirement.

5.1 Analysis Methodology

In order to estimate the proposed project's effect on intersection operations, 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 using existing and expected future traffic volumes without and with forecast project traffic (including the alternative project site access scheme).

Intersection analyses were prepared utilizing the Intersection Capacity Utilization (ICU) methodology for the signalized study intersections which determines volume-to-capacity (*v/c*) ratios on a critical lane basis. The ICU calculations incorporate lane capacities of 1,600 vehicles per hour per lane (vphpl) for through and turn lanes and 2,880 vehicles per hour for dual turn lanes. A clearance interval of 0.10 is also included in the ICU calculations. 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 C***.

The *Synchro 11* software package which implements the Highway Capacity Manual (HCM) methodology outlined in Chapter 19 for unsignalized/two-way stop-controlled (TWSC) intersections was utilized for the analysis of the unsignalized study intersection. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed.

A description of the HCM method and corresponding Level of Service is also provided in *Appendix C*.

5.2 Criteria for Non-CEQA Analysis

The relative effect of the added project traffic volumes to be generated by the proposed project during the weekday AM, weekday PM, and Sunday mid-day 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 delay and service level characteristics at each study intersection. The effect of project-generated traffic at each study intersection was compared to the City of Walnut's intersection LOS standards. According to the City's Guidelines, the minimum acceptable LOS for intersections in the City is LOS D as established in the City's *General Plan Circulation Element*.

Signalized intersections are considered deficient and will require improvements if one of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of the intersection operating from LOS D or better to LOS E or F.
- The project-related increase in volume-to-capacity ratio (*v/c*) is equal to or greater than 0.01 at an intersection that is operating at LOS E or F, 0.02 or greater for an intersection operating at LOS D, or 0.04 or greater for an intersection operating at LOS C.

Unsignalized intersections will require improvements if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of overall intersection operations from acceptable operations (LOS D or better) to unacceptable operations (LOS E or F), and
- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s).

5.3 Analysis Scenarios

In coordination with City staff, LOS calculations have been prepared for the following scenarios:

[a] Existing conditions.

[b] Existing with project conditions.

[c] Existing with R1 No Bridge project alternative or RPD No Bridge project alternative conditions.

[d] Condition [a] plus one percent per year annual ambient traffic growth through year 2029 and with completion and occupancy of the related projects (i.e., future cumulative pre-project conditions).

[e] Condition [d] with completion and occupancy of the proposed project.

[f] Condition [d] with completion and occupancy of the R1 No Bridge project alternative or RPD No Bridge project alternative.

The weekday AM, weekday PM, and Sunday mid-day peak hour LOS analysis prepared for the study intersections using the ICU/HCM methodologies is summarized in ***Table 5-1***. The ICU and HCM data worksheets for the analyzed intersections are provided in *Appendix C*.

5.4 Existing Conditions

5.4.1 *Existing Conditions*

As indicated in column [1] of *Table 5-1*, all of the study intersections are presently operating at LOS B or better during the weekday AM, weekday PM, and Sunday mid-day peak hours under existing conditions and meet the City's minimum acceptable LOS. The existing traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours were previously displayed in *Figures 3-4, 3-5*, and *3-6* respectively.

5.4.2 *Existing With Project Conditions*

As shown in column [2] of *Table 5-1,* all of the intersections are expected to continue operating at LOS B or better during the weekday AM, weekday PM, and Sunday mid-day peak hours under the existing with project conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the addition of project-generated traffic. The proposed project is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. ***Figures 5-1***, ***5-2***, and ***5-3*** illustrate the existing with project traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours, respectively.

5.4.3 *Existing With R1 No Bridge Project Alternative Conditions*

As shown in column [2] of ***Table 5-2,*** all of the intersections are expected to continue operating at LOS B or better during the weekday AM, weekday PM, and Sunday mid-day peak hours under the existing with R1 No Bridge project alternative conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the addition of the R1 No Bridge project alternative generated traffic. The R1 No Bridge project alternative is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. ***Figures 5-4***, ***5-5***, and ***5-6*** illustrate the existing with R1 No Bridge project alternative traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours, respectively.

Table 5-1
SUMMARY OF INTERSECTION OPERATIONAL ANALYSIS [a]
VOLUME TO CAPACITY RATIOS, DELAYS AND LEVELS OF SERVICE
WEEKDAY AM, WEEKDAY PM, AND SUNDAY MID-DAY PEAK HOURS

				[1]		[2]		[3]		[4]		
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2025 EXISTING V/C or Delay	LOS [b]	YEAR 2025 EXISTING W/ PROJECT V/C or Delay	LOS [b]	YEAR 2029 FUTURE WITHOUT PROJECT V/C or Delay	LOS [b]	YEAR 2029 FUTURE WITH PROJECT V/C or Delay	LOS [b]	CHANGE in V/C or Delay [(4)-(3)]
1	Lemon Avenue/ Amar Road	Signalized	AM PM SUN	0.634 0.589 0.369	B A A	0.635 0.592 0.371	B A A	0.660 0.617 0.381	B B A	0.662 0.619 0.383	B B A	0.002 0.002 0.002
2	Lemon Avenue/ Meadow Pass Road	Signalized	AM PM SUN	0.410 0.445 0.370	A A A	0.417 0.453 0.378	A A A	0.427 0.463 0.382	A A A	0.434 0.471 0.389	A A A	0.007 0.008 0.007
3	Lemon Avenue/ La Puente Road	Signalized	AM PM SUN	0.651 0.640 0.402	B B A	0.653 0.643 0.406	B B A	0.678 0.665 0.415	B B A	0.680 0.668 0.419	B B A	0.002 0.003 0.004
4	Lemon Avenue/ Valley Boulevard	Signalized	AM PM SUN	0.609 0.647 0.411	B B A	0.611 0.648 0.413	B B A	0.633 0.686 0.431	B B A	0.635 0.687 0.433	B B A	0.002 0.001 0.002
5	Colt Lane-Project Driveway/ Meadow Pass Road	Unsignalized	AM PM SUN	10.9 9.9 9.4	B A A	12.4 12.0 10.5	B B B	11.0 10.0 9.5	B B A	12.6 12.3 10.6	B B B	1.6 2.3 1.1

[a] Intersection analysis based on the Intersection Capacity Utilization (ICU) and the Highway Capacity Manual (HCM) analysis methodologies.

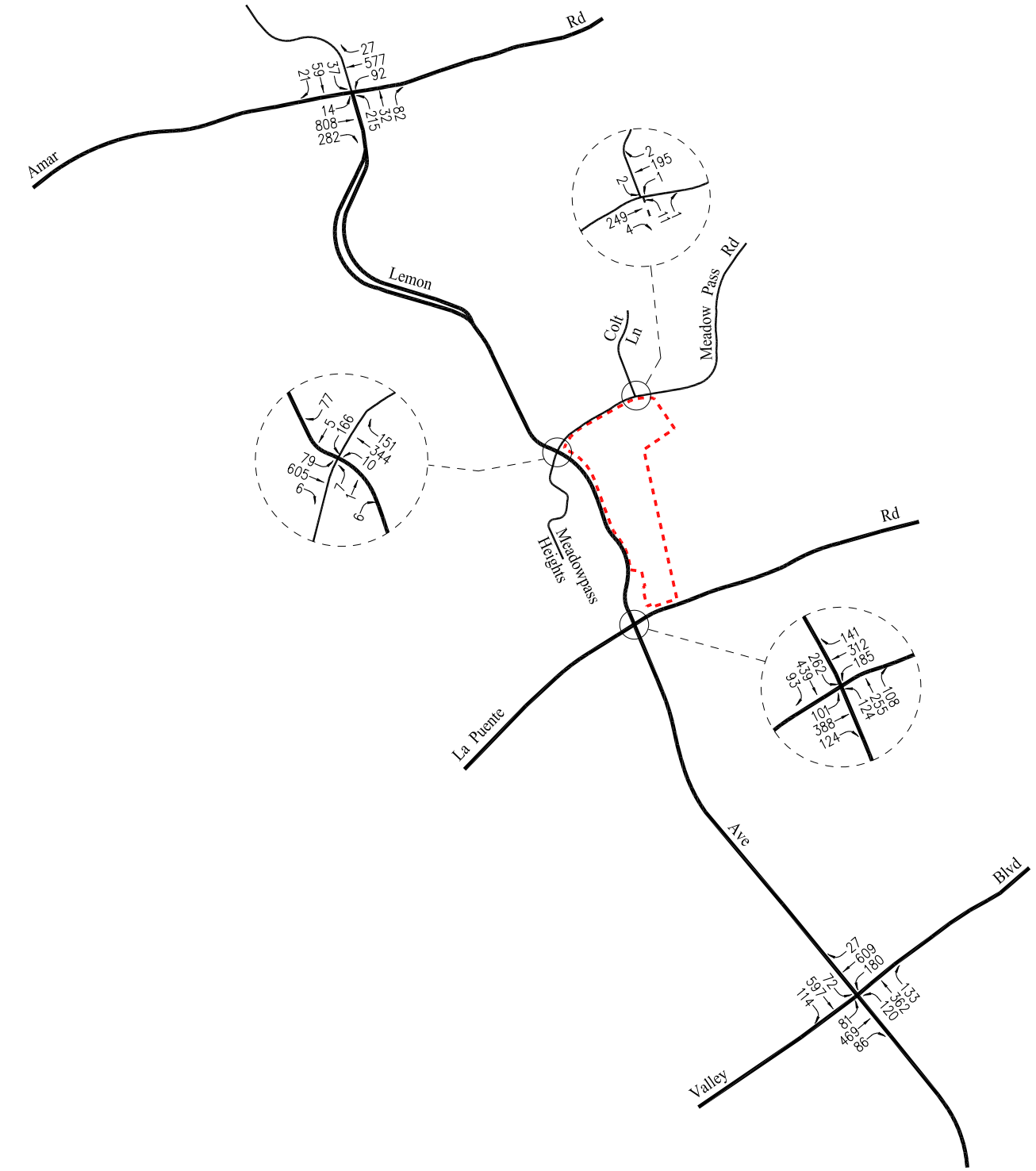
[b] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay for unsignalized intersections.

[c] As stated in the City of Walnut's Transportation Study Guidelines, the City's analysis criteria for intersections are shown below:
The acceptable LOS for intersections in the City is D or better as established in the City's General Plan.

Signalized intersections will require improvements if one of the following conditions is met:
• The addition of project traffic to an intersection results in the degradation of intersection operations from LOS D or better to Los E or F.

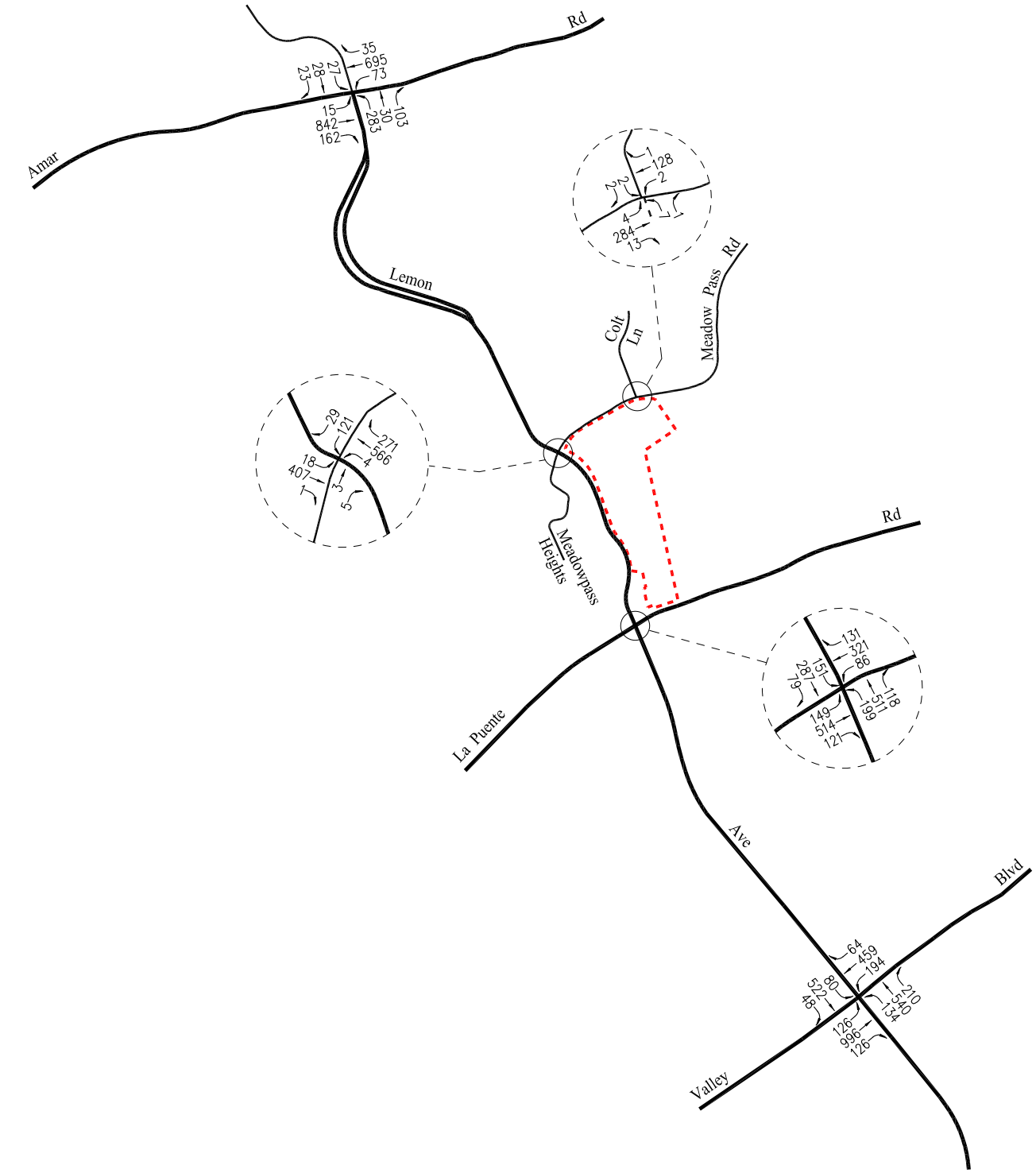
Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

Unsignalized intersections will require improvements if both of the following conditions are met:
• The addition of project traffic to an intersection results in the degradation of overall intersection operations from LOS D or better to Los E or F, and
• The intersection meets peak hour signal warrants for With Project conditions based on the latest CA MUTCD.



Project Site

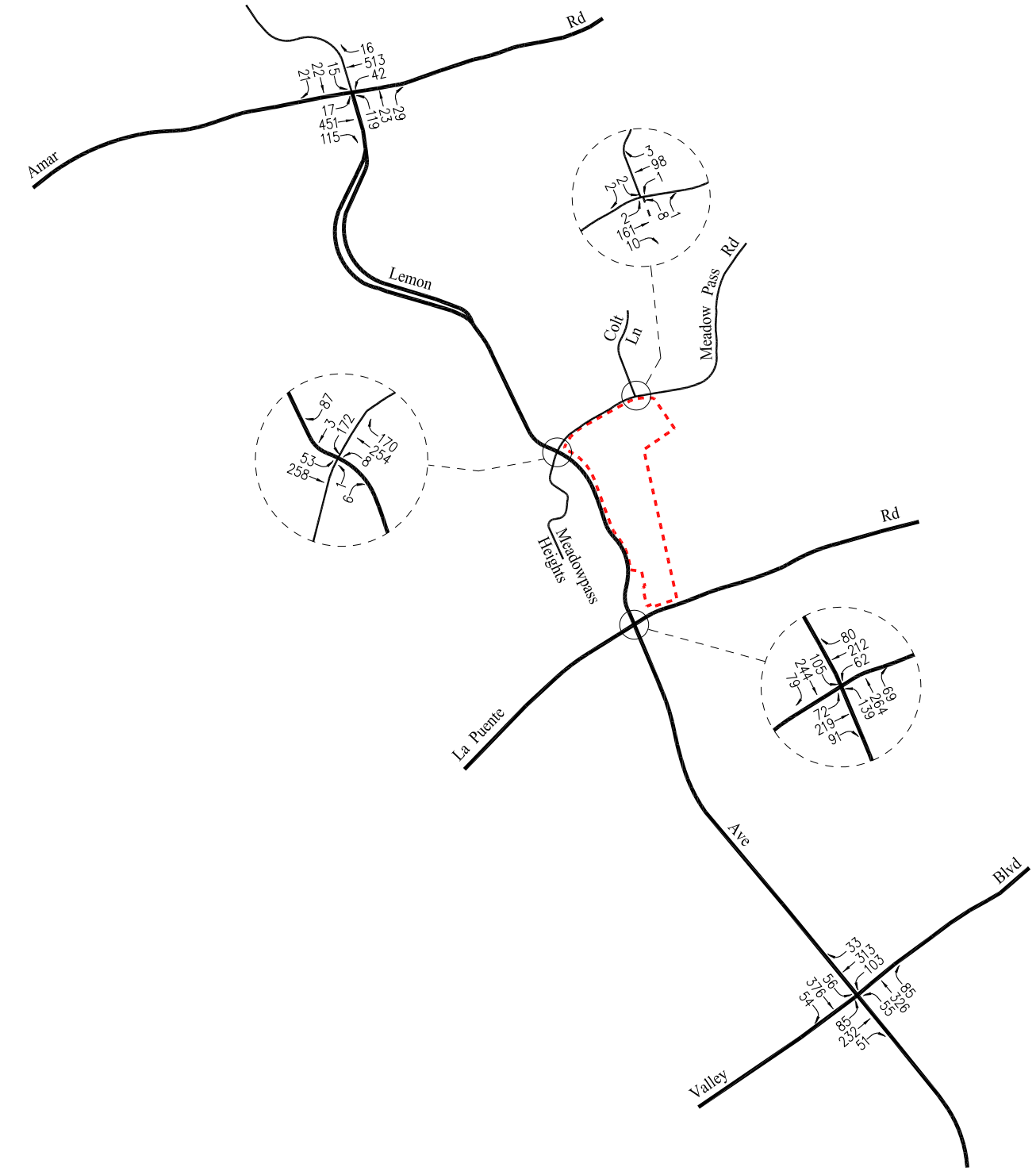
Figure 5-1
Existing With Project Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

Figure 5-2
Existing With Project Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

Figure 5-3
Existing With Project Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

Table 5-2
SUMMARY OF R1 NO BRIDGE PROJECT ALTERNATIVE INTERSECTION OPERATIONAL ANALYSIS [a]
VOLUME TO CAPACITY RATIOS, DELAYS AND LEVELS OF SERVICE
WEEKDAY AM, WEEKDAY PM, AND SUNDAY MID-DAY PEAK HOURS

				[1]		[2]		[3]		[4]		
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2025 EXISTING V/C or Delay	LOS [b]	YEAR 2025 EXISTING W/ R1 NO BRIDGE PROJ. ALT. V/C or Delay	LOS [b]	YEAR 2029 FUTURE WITHOUT PROJECT V/C or Delay	LOS [b]	YEAR 2029 FUTURE W/ R1 NO BRIDGE PROJ. ALT. V/C or Delay	LOS [b]	CHANGE in V/C or Delay [(4)-(3)]
1	Lemon Avenue/ Amar Road	Signalized	AM	0.634	B	0.635	B	0.660	B	0.662	B	0.002
			PM	0.589	A	0.592	A	0.617	B	0.619	B	0.002
			SUN	0.369	A	0.371	A	0.381	A	0.383	A	0.002
2	Lemon Avenue/ Meadow Pass Road	Signalized	AM	0.410	A	0.412	A	0.427	A	0.429	A	0.002
			PM	0.445	A	0.449	A	0.463	A	0.467	A	0.004
			SUN	0.370	A	0.373	A	0.382	A	0.384	A	0.002
3	Lemon Avenue/ La Puente Road	Signalized	AM	0.651	B	0.655	B	0.678	B	0.682	B	0.004
			PM	0.640	B	0.646	B	0.665	B	0.670	B	0.005
			SUN	0.402	A	0.407	A	0.415	A	0.420	A	0.005
4	Lemon Avenue/ Valley Boulevard	Signalized	AM	0.609	B	0.611	B	0.633	B	0.635	B	0.002
			PM	0.647	B	0.648	B	0.686	B	0.687	B	0.001
			SUN	0.411	A	0.413	A	0.431	A	0.433	A	0.002
5	Colt Lane/ Meadow Pass Road	Unsignalized	AM	10.9	B	12.4	B	11.0	B	12.6	B	1.6
			PM	9.9	A	11.6	B	10.0	A	11.9	B	1.9
			SUN	9.4	A	10.3	B	9.5	A	10.4	B	0.9

[a] Intersection analysis based on the Highway Capacity Manual (HCM) and Intersection Capacity Utilization (ICU) analysis methodologies.

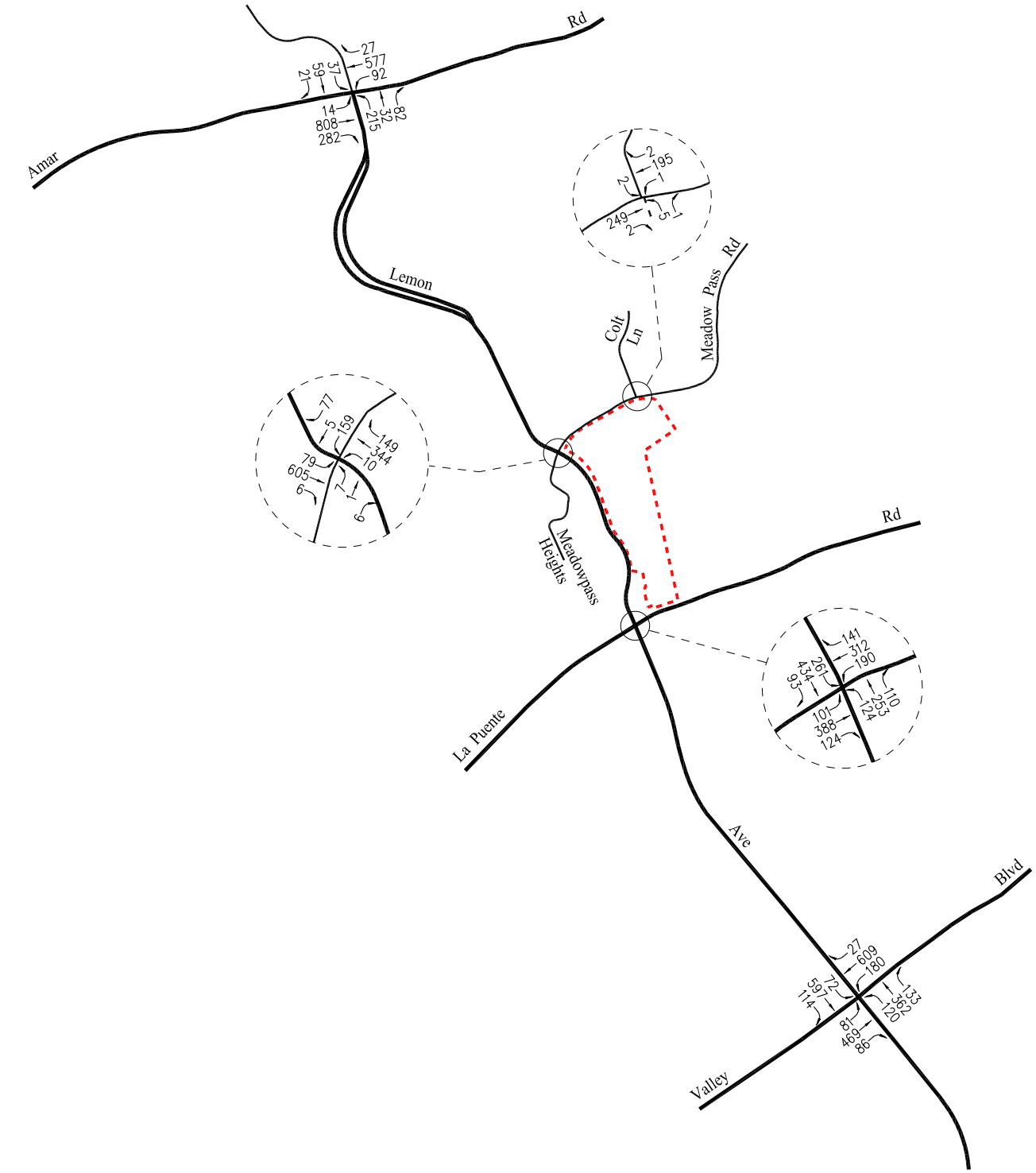
[b] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay for unsignalized intersections.

[c] As stated in the City of Walnut's Transportation Study Guidelines, the City's analysis criteria for intersections are shown below:
The acceptable LOS for intersections in the City is D or better as established in the City's General Plan.

Signalized intersections will require improvements if one of the following conditions is met:
• The addition of project traffic to an intersection results in the degradation of intersection operations from LOS D or better to Los E or F.

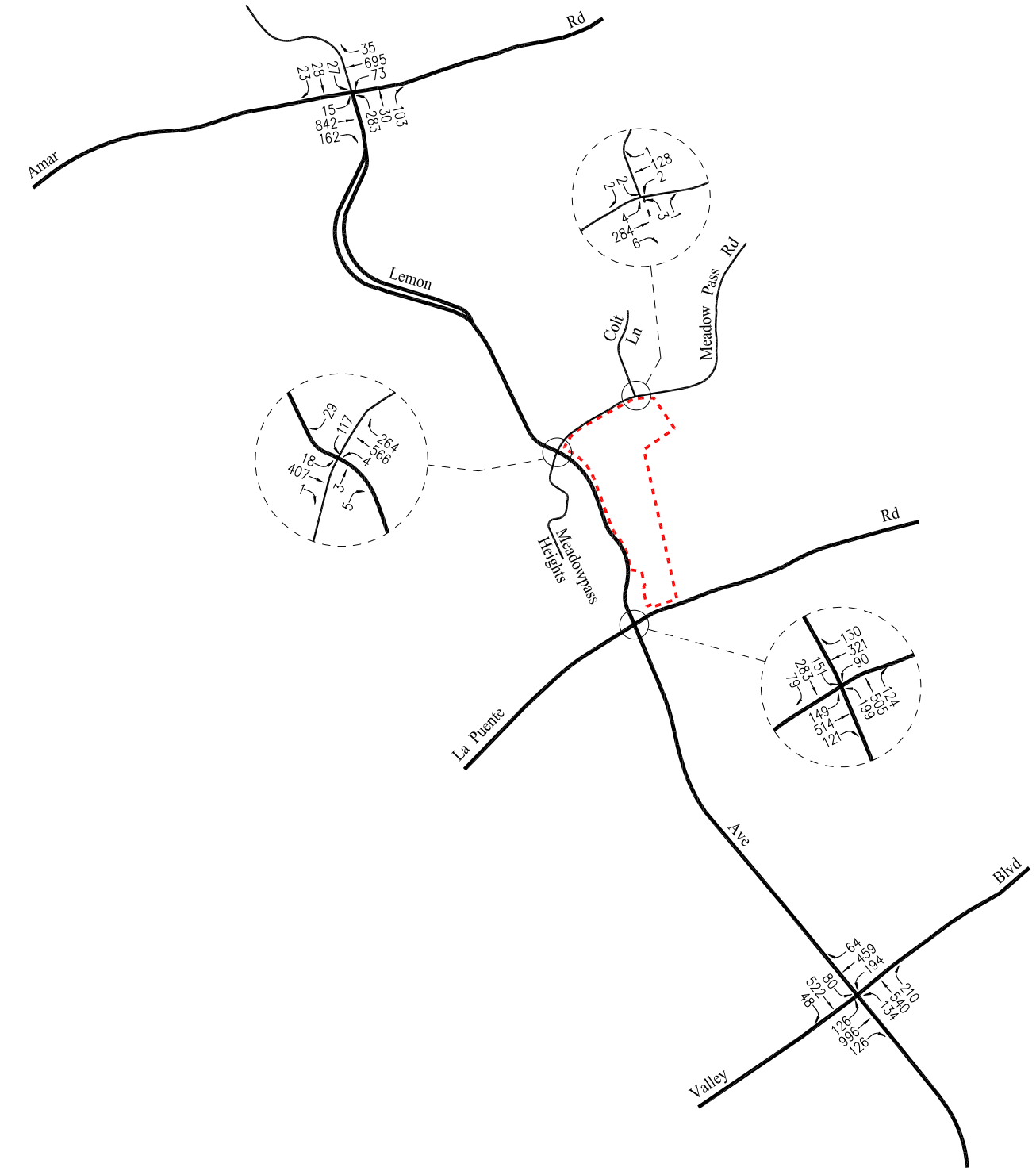
Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

Unsignalized intersections will require improvements if both of the following conditions are met:
• The addition of project traffic to an intersection results in the degradation of overall intersection operations from LOS D or better to Los E or F, and
• The intersection meets peak hour signal warrants for With Project conditions based on the latest CA MUTCD.



Project Site

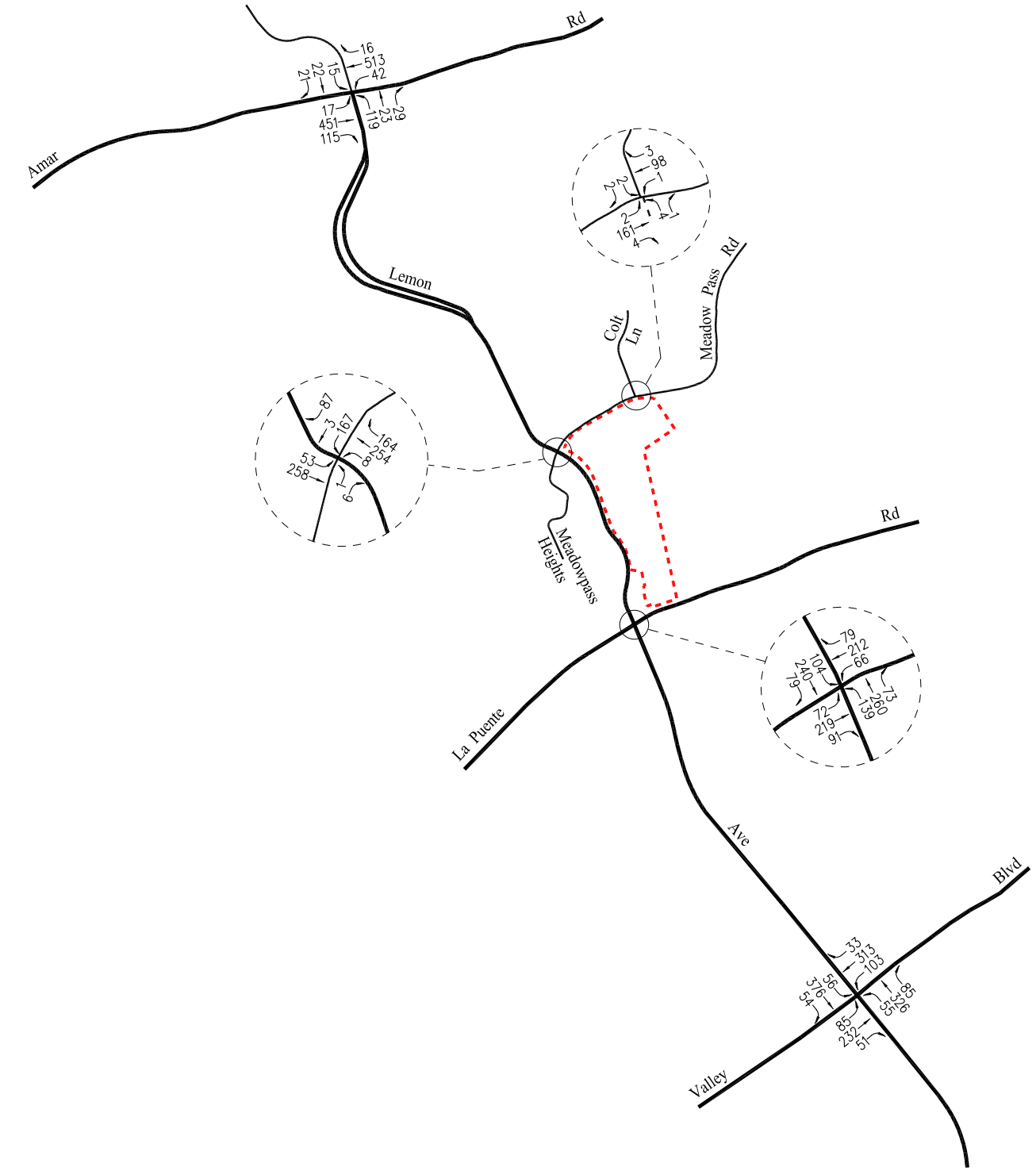
Figure 5-4
Existing With R1 No Bridge Project Alternative Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 5-5
Existing With R1 No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project

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Project Site

Figure 5-6
Existing With R1 No Bridge Project Alternative Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

5.4.4 *Existing With RPD No Bridge Project Alternative Conditions*

As shown in column [2] of ***Table 5-3****,* all of the intersections are expected to continue operating at LOS B or better during the weekday AM, weekday PM, and Sunday mid-day peak hours under the existing with RPD No Bridge project alternative conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the addition of the RPD No Bridge project alternative traffic. The RPD No Bridge project alternative is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. ***Figures 5-7***, ***5-8***, and ***5-9*** illustrate the existing with RPD No Bridge project alternative traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours, respectively.

5.5 Future Year 2029 Cumulative Conditions

5.5.1 *Future Year 2029 Cumulative Without Project Conditions*

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the completion and occupancy of the related 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, delays, and corresponding LOS at the study intersections are incrementally increased with the addition of ambient traffic and traffic generated by the related projects listed in *Table 3-4*. As presented in column [3] of *Table 5-1*, all of the study intersections are expected to operate at LOS B or better during the weekday AM, weekday PM, and Sunday mid-day peak hours with the addition of growth in ambient traffic and related projects traffic under the future without project conditions. The future without project (existing, ambient growth and related projects) traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are presented in ***Figures 5-10***, ***5-11***, and ***5-12*** respectively.

5.5.2 *Future Year 2029 Cumulative With Project Conditions*

As shown in column [4] of *Table 5-1,* all of the study intersections are expected to continue operating at LOS B or better under the future with project conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the addition of project-generated traffic. The proposed project is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are presented in ***Figures 5-13, 5-14,*** and ***5-15***, respectively.

5.5.3 *Future Year 2029 Cumulative With R1 No Bridge Project Alternative Conditions*

As shown in column [4] of *Table 5-2,* all of the study intersections are expected to continue operating at LOS B or better under the future with R1 No Bridge Project Alternative conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the

Table 5-3
SUMMARY OF RPD NO BRIDGE PROJECT ALTERNATIVE INTERSECTION OPERATIONAL ANALYSIS [a]
VOLUME TO CAPACITY RATIOS, DELAYS AND LEVELS OF SERVICE
WEEKDAY AM, WEEKDAY PM, AND SUNDAY MID-DAY PEAK HOURS

				[1]		[2]		[3]		[4]		
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2025 EXISTING V/C or Delay	LOS [b]	YEAR 2025 EXISTING W/ RPD NO BRIDGE PROJ. ALT. V/C or Delay	LOS [b]	YEAR 2029 FUTURE WITHOUT PROJECT V/C or Delay	LOS [b]	YEAR 2029 FUTURE W/ RPD NO BRIDGE PROJ. ALT. V/C or Delay	LOS [b]	CHANGE in V/C or Delay [(4)-(3)]
1	Lemon Avenue/ Amar Road	Signalized	AM PM SUN	0.634 0.589 0.369	B A A	0.636 0.592 0.371	B A A	0.660 0.617 0.381	B B A	0.662 0.620 0.384	B B A	0.002 0.003 0.003
2	Lemon Avenue/ Meadow Pass Road	Signalized	AM PM SUN	0.410 0.445 0.370	A A A	0.413 0.451 0.374	A A A	0.427 0.463 0.382	A A A	0.431 0.468 0.386	A A A	0.004 0.005 0.004
3	Lemon Avenue/ La Puente Road	Signalized	AM PM SUN	0.651 0.640 0.402	B B A	0.656 0.646 0.408	B B A	0.678 0.665 0.415	B B A	0.683 0.671 0.420	B B A	0.005 0.006 0.005
4	Lemon Avenue/ Valley Boulevard	Signalized	AM PM SUN	0.609 0.647 0.411	B B A	0.611 0.648 0.414	B B A	0.633 0.686 0.431	B B A	0.635 0.687 0.435	B B A	0.002 0.001 0.004
5	Colt Lane/ Meadow Pass Road	Unsignalized	AM PM SUN	10.9 9.9 9.4	B A A	12.4 11.9 10.4	B B B	11.0 10.0 9.5	B B A	12.6 12.1 10.5	B B B	1.6 2.1 1.0

[a] Intersection analysis based on the Highway Capacity Manual (HCM) and Intersection Capacity Utilization (ICU) analysis methodologies.

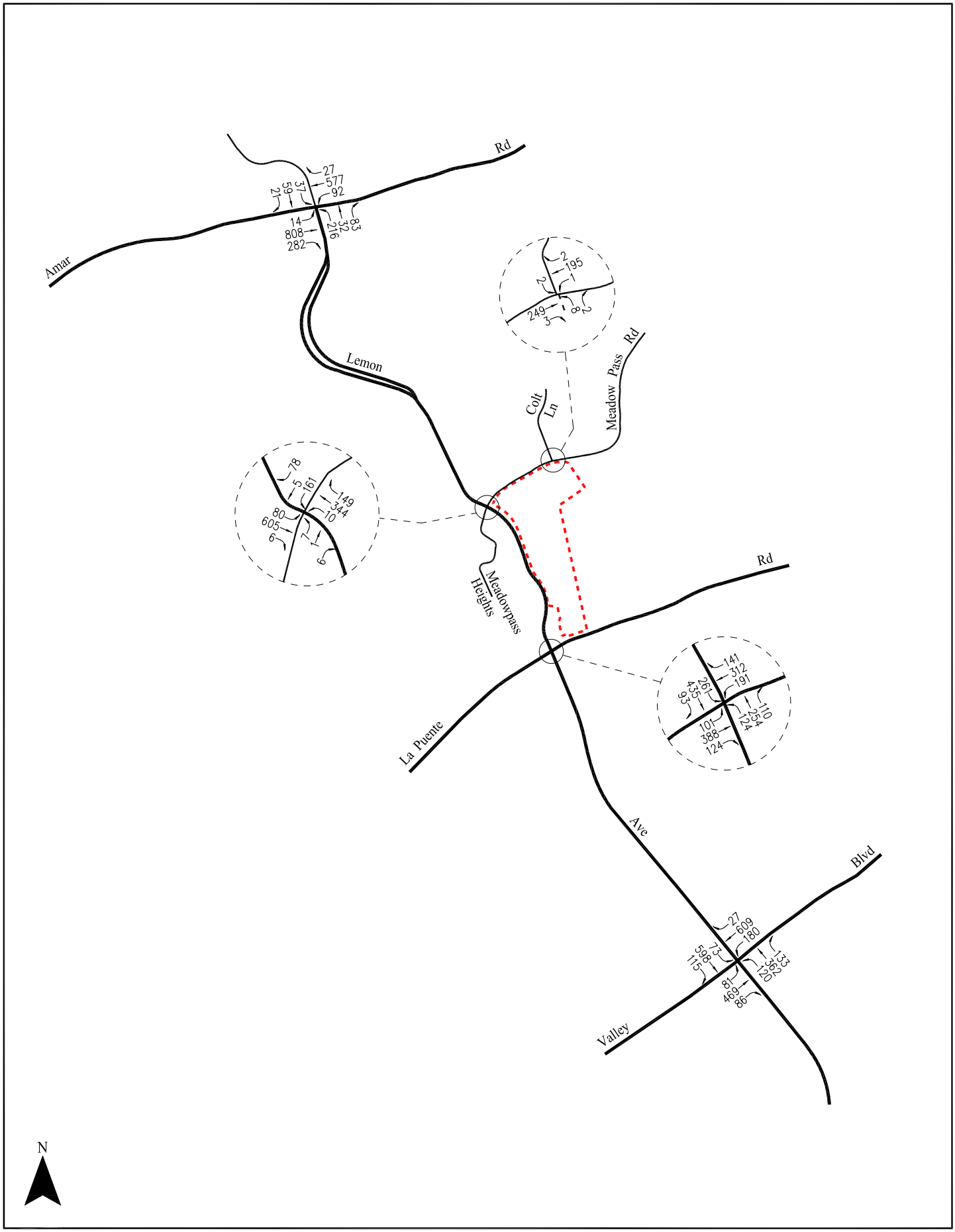
[b] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay for unsignalized intersections.

[c] As stated in the City of Walnut's Transportation Study Guidelines, the City's analysis criteria for intersections are shown below:
The acceptable LOS for intersections in the City is D or better as established in the City's General Plan.

Signalized intersections will require improvements if one of the following conditions is met:
• The addition of project traffic to an intersection results in the degradation of intersection operations from LOS D or better to Los E or F.

Level of Service	Pre-Project ICU	Project-Related Increase in V/C
C	>= 0.71 - 0.80	equal to or greater than 0.040
D	>= 0.81 - 0.90	equal to or greater than 0.020
E/F	>= 0.91	equal to or greater than 0.010

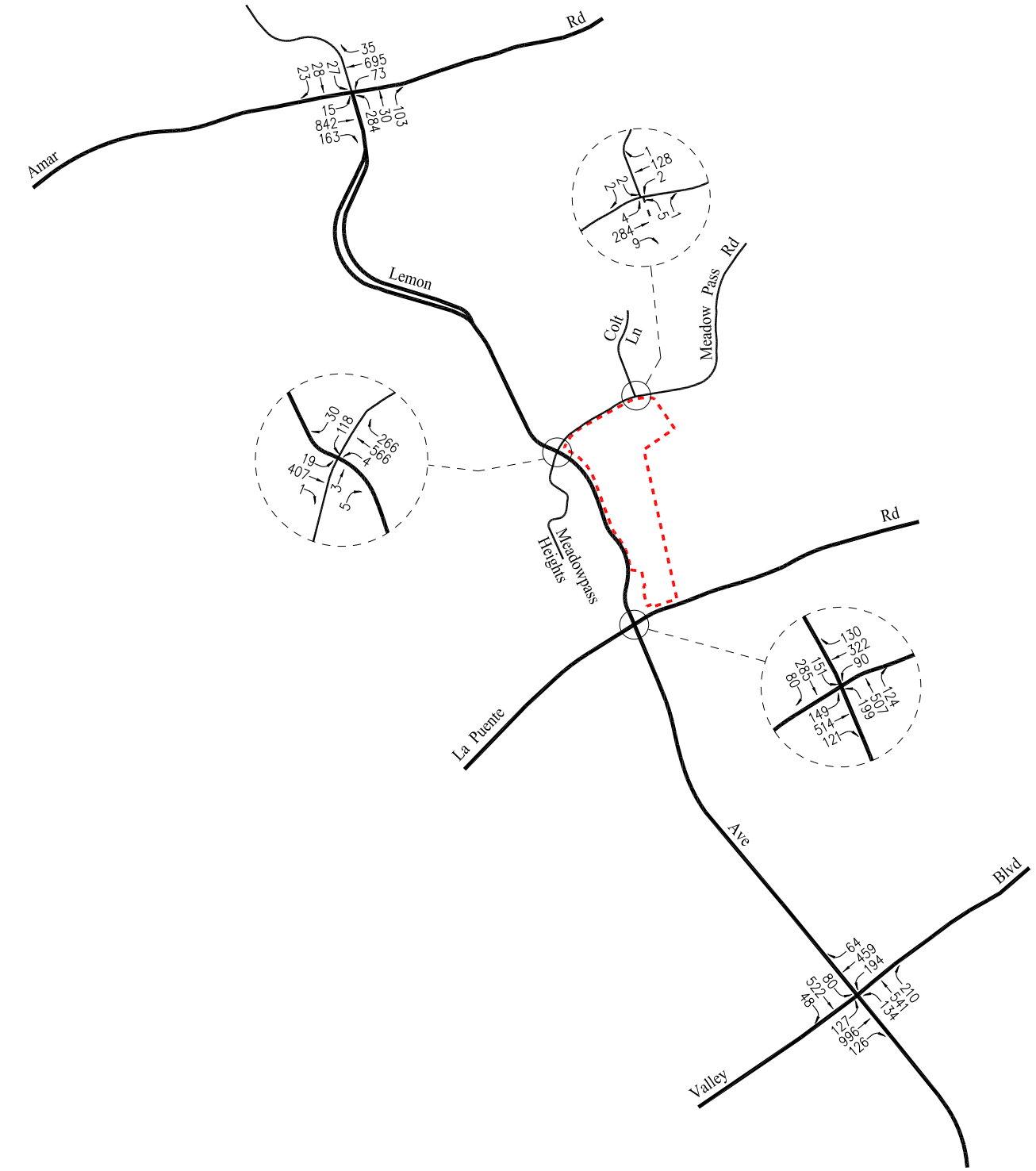
Unsignalized intersections will require improvements if both of the following conditions are met:
• The addition of project traffic to an intersection results in the degradation of overall intersection operations from LOS D or better to Los E or F, and
• The intersection meets peak hour signal warrants for With Project conditions based on the latest CA MUTCD.



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Project Site

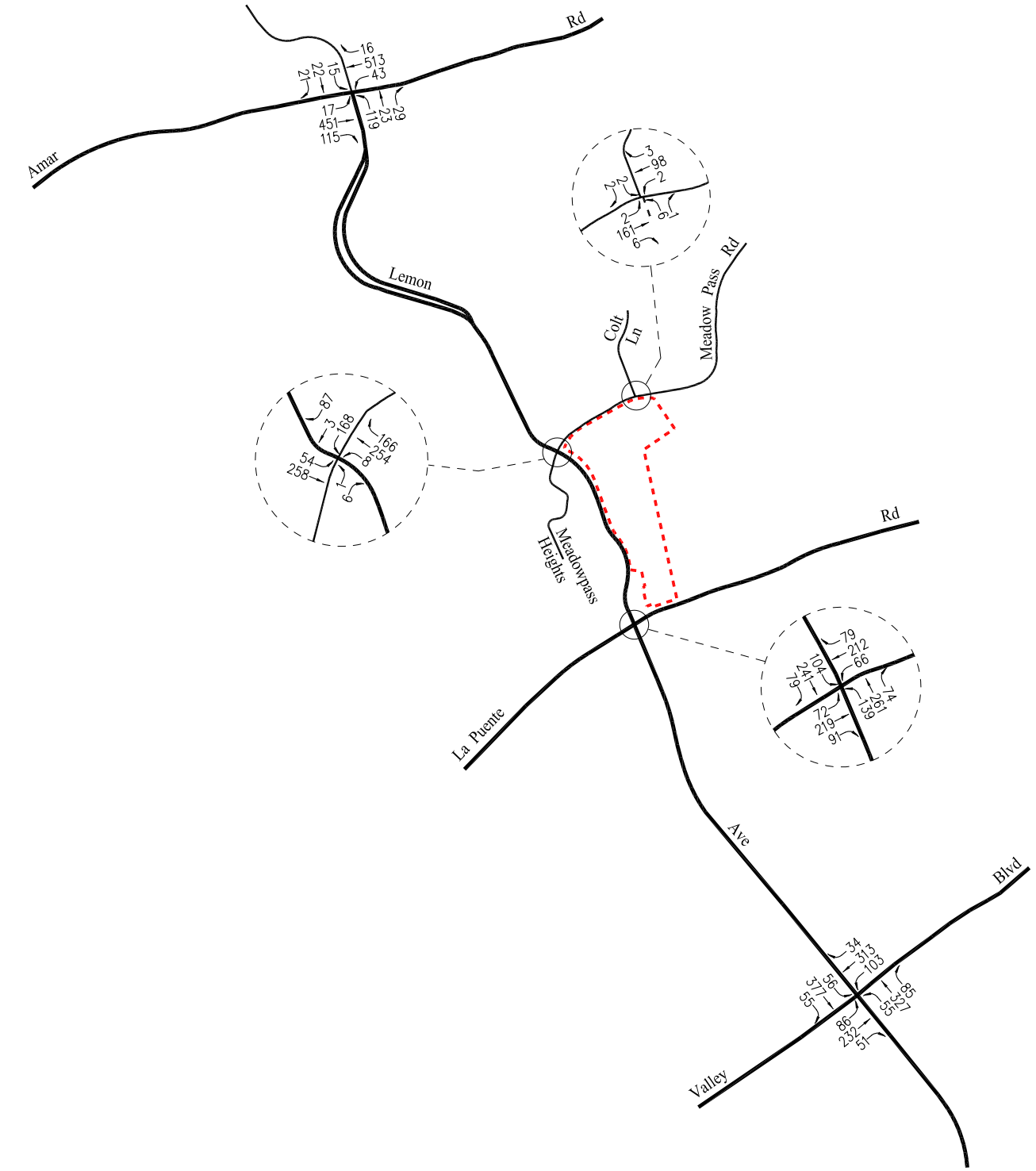
Figure 5-7
Existing With RPD No Bridge Project Alternative Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



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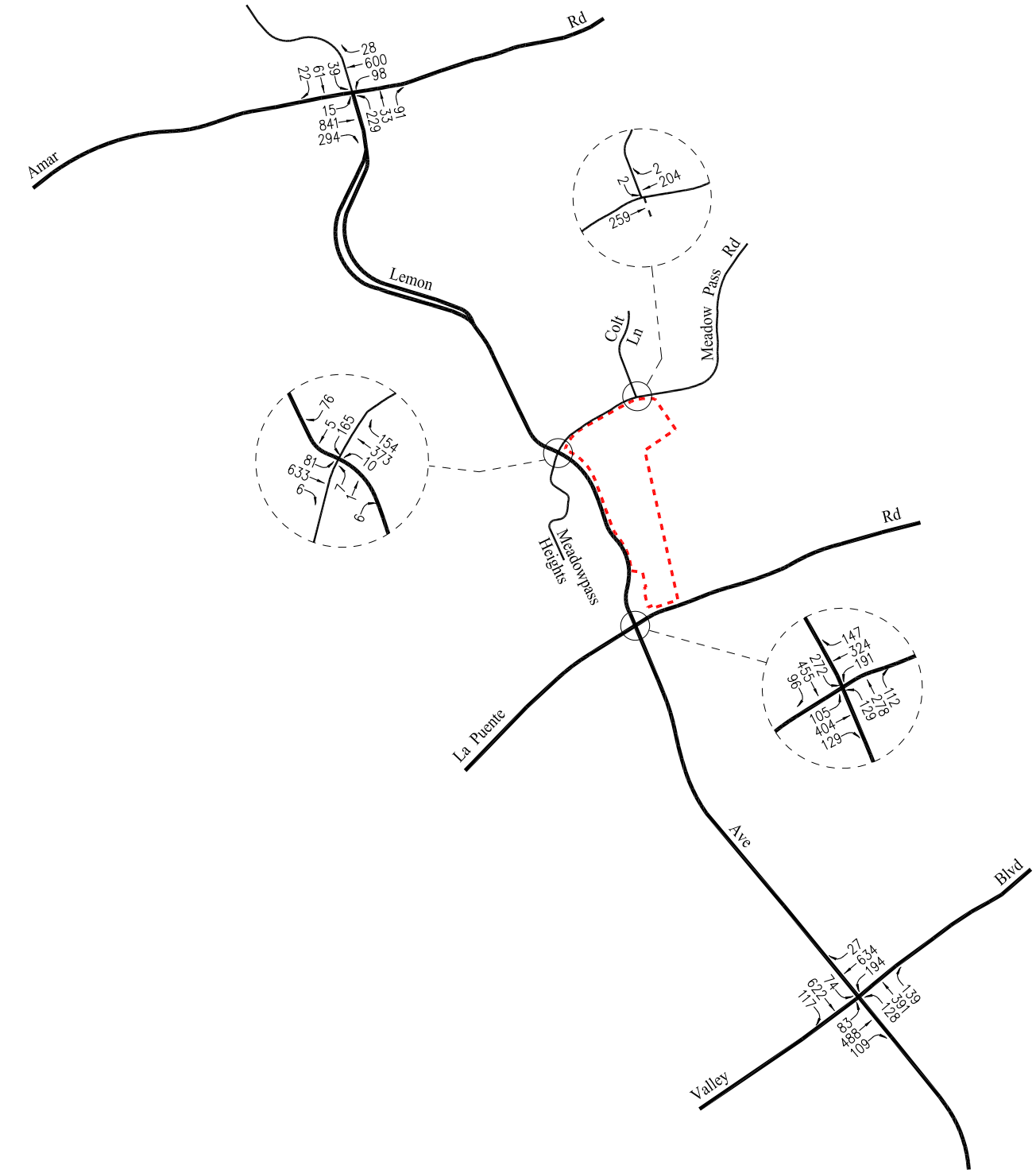
Project Site

Figure 5-8
Existing With RPD No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



Project Site

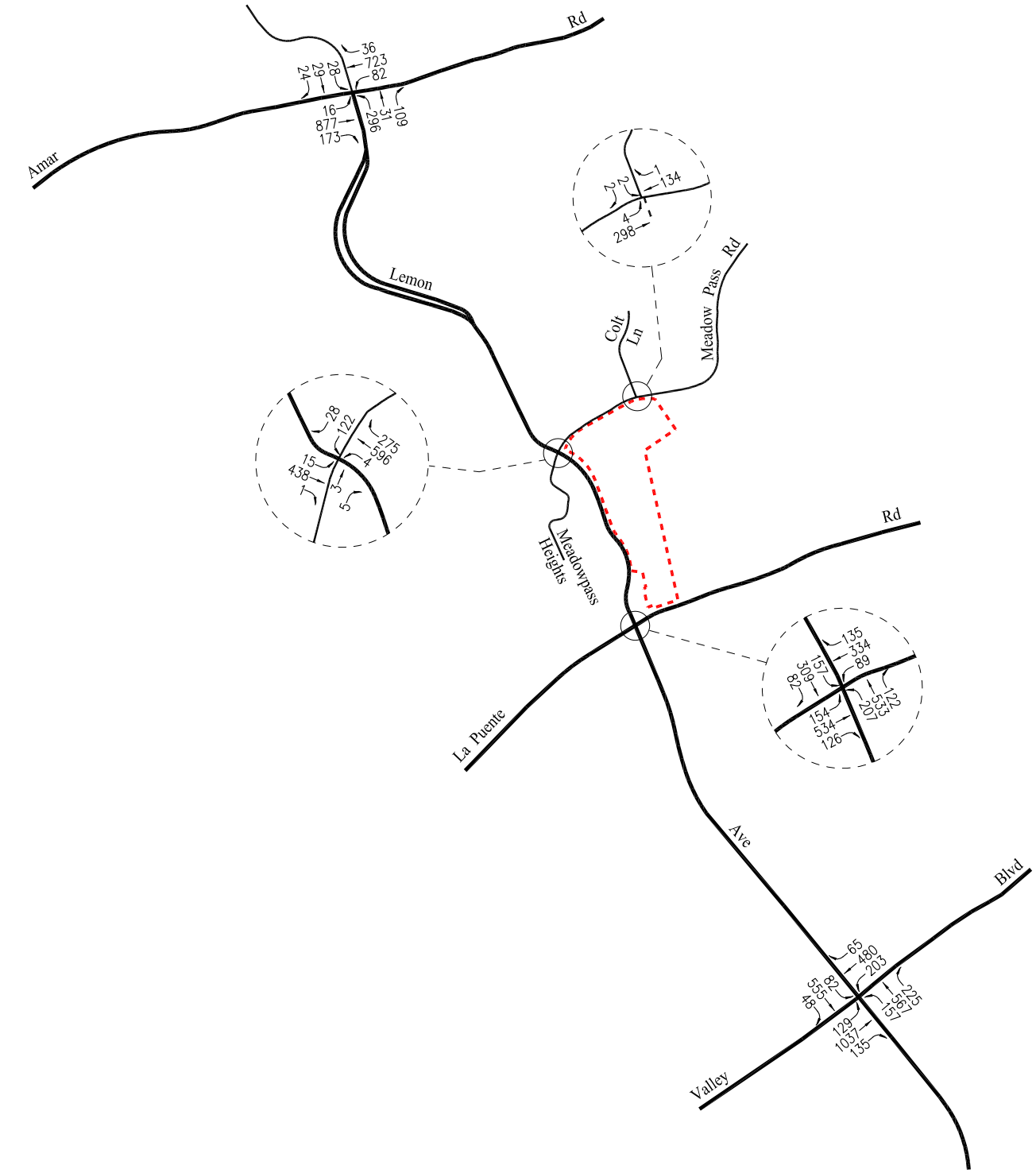
Figure 5-9
Existing With RPD No Bridge Project Alternative Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 5-10
Future Without Project Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project

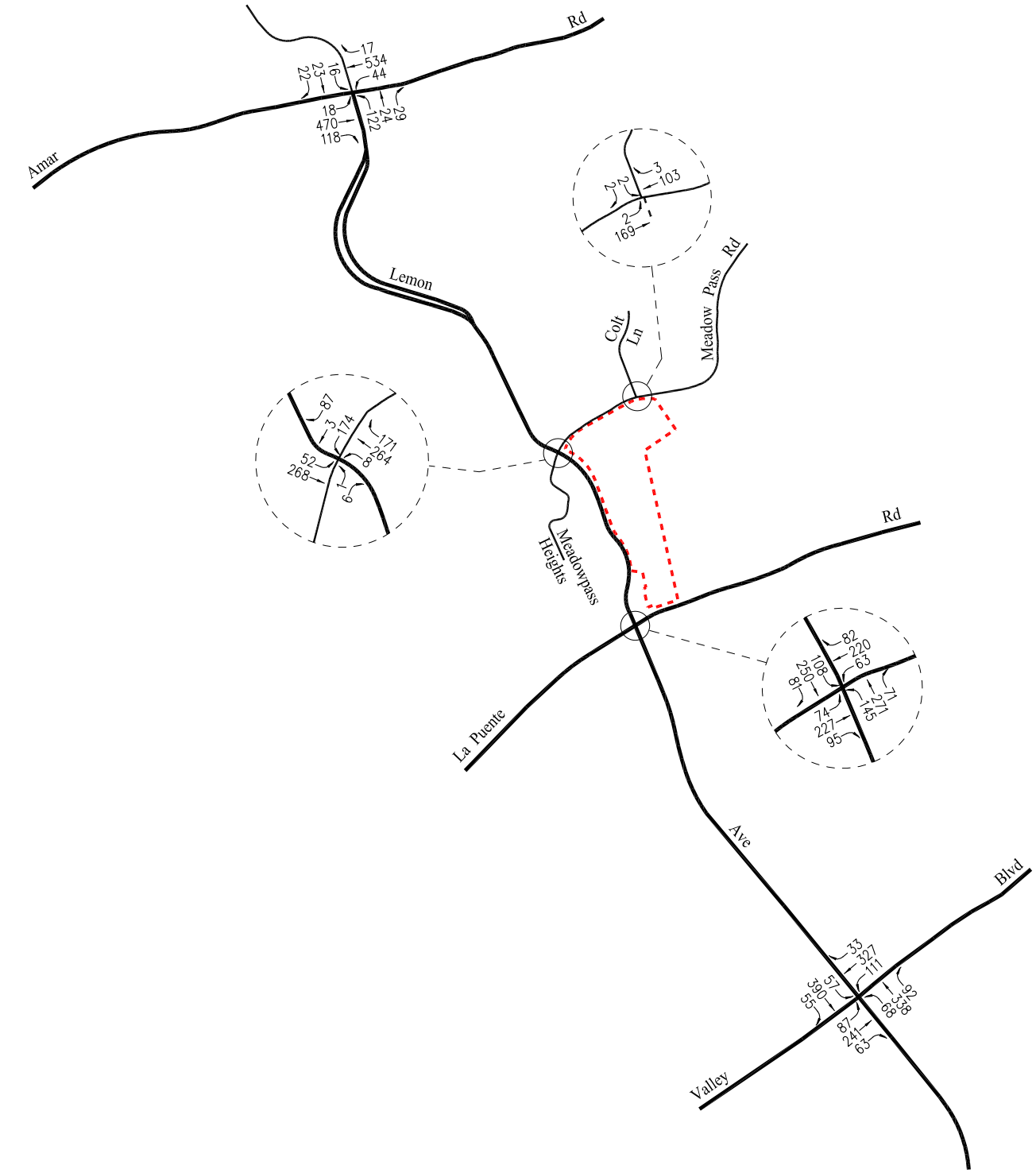
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Project Site

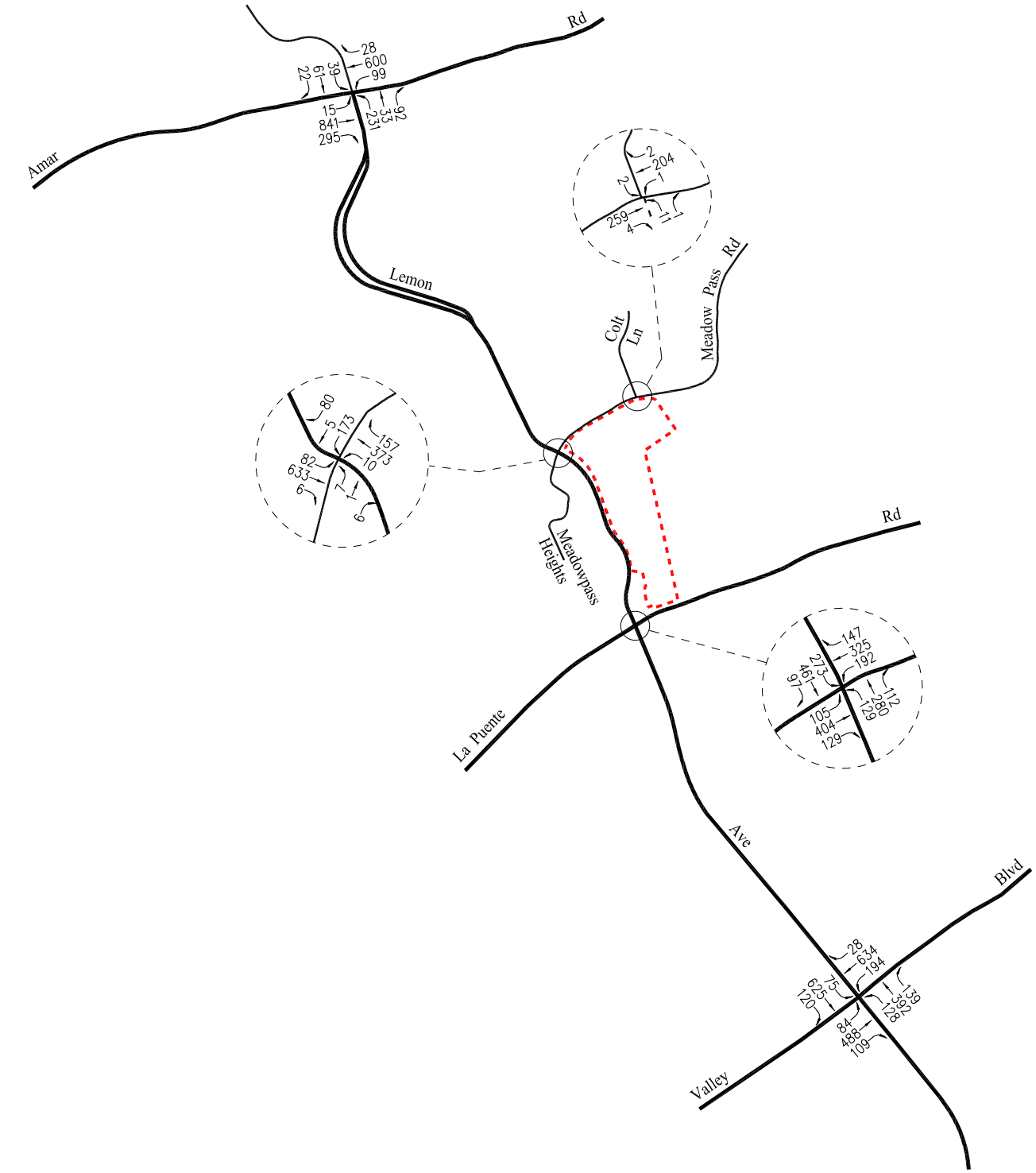
Figure 5-11
Future Without Project Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

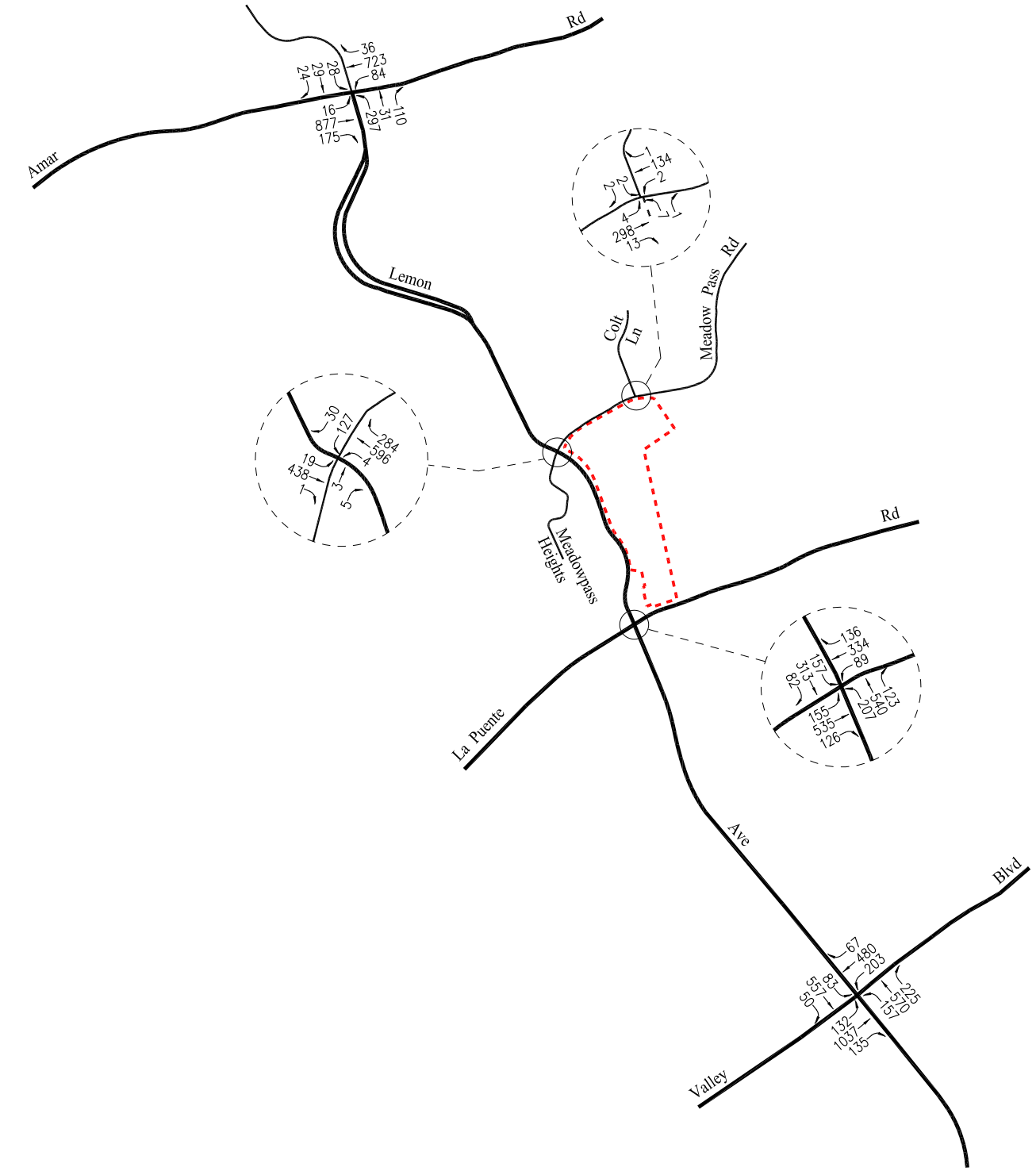
Figure 5-12
Future Without Project Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project



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Project Site

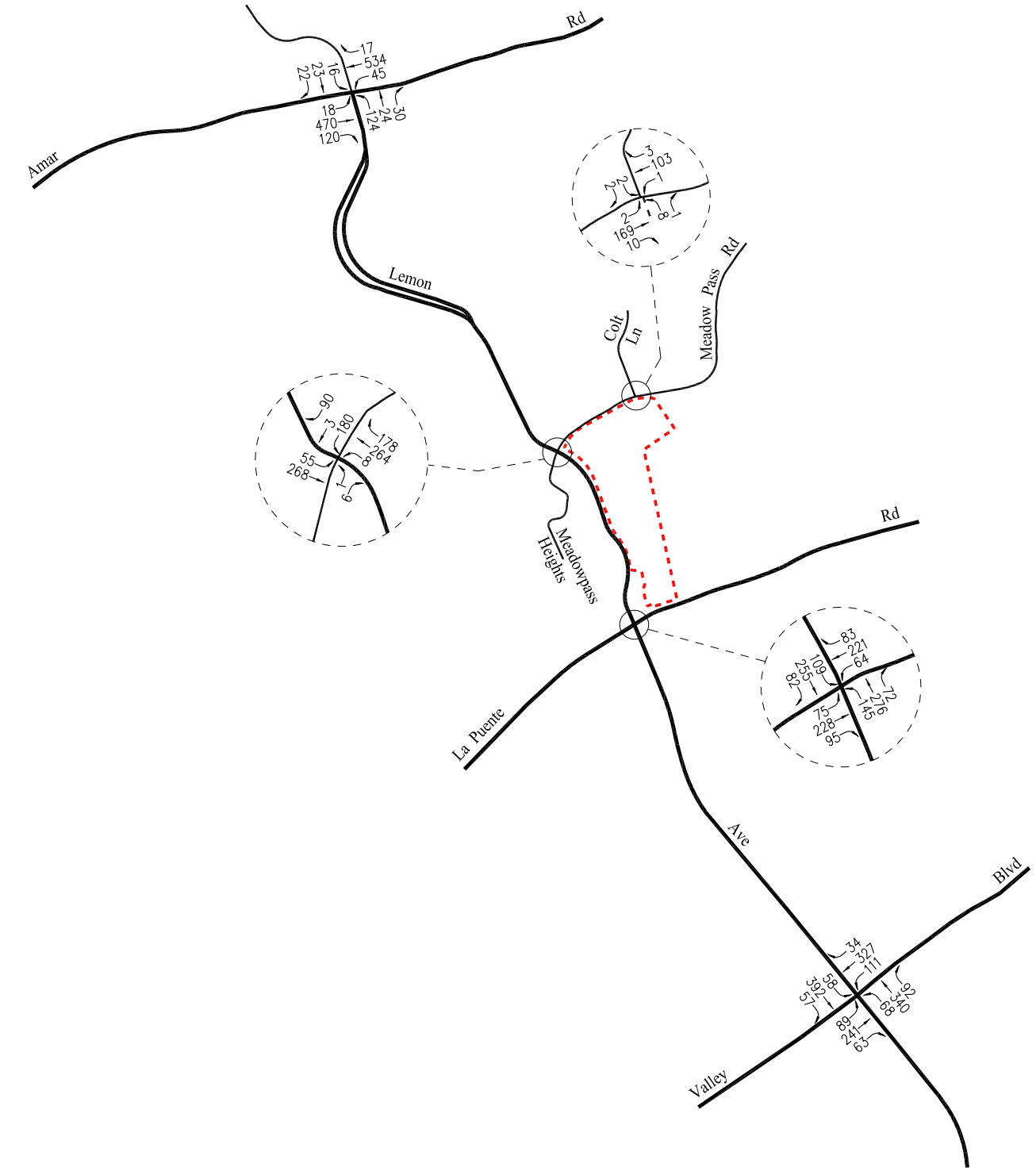
Figure 5-13
Future With Project Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project



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Project Site

Figure 5-14
Future With Project Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



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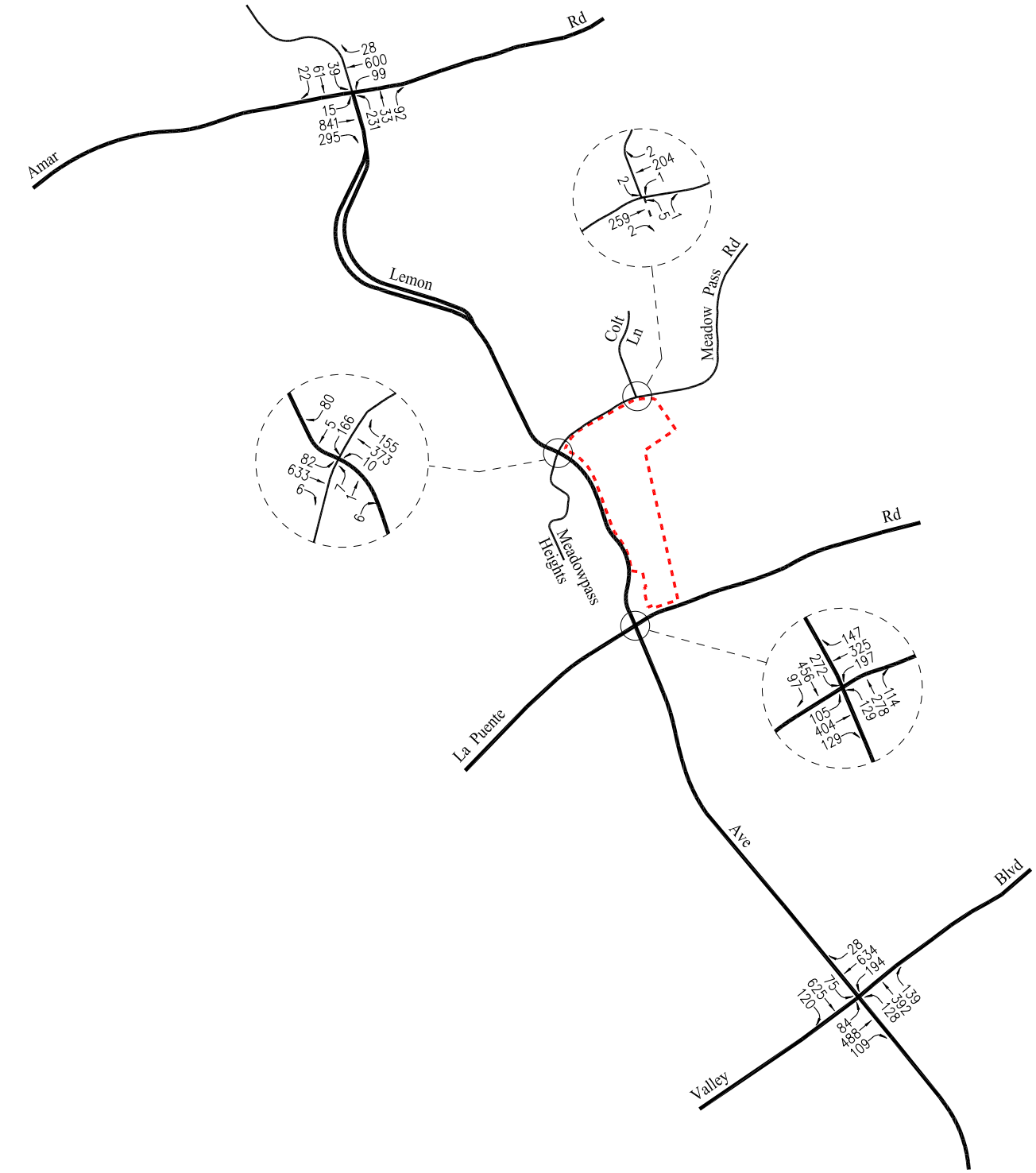
Project Site

Figure 5-15
Future With Project Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

addition of the R1 No Bridge project alternative generated traffic. The R1 No Bridge project alternative is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future with R1 No Bridge project alternative (existing, ambient growth, related projects and project alternative) traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are presented in ***Figures 5-16, 5-17,*** and ***5-18***, respectively.

5.5.4 *Future Year 2029 Cumulative With RPD No Bridge Project Alternative Conditions*

As shown in column [4] of *Table 5-3,* all of the study intersections are expected to continue operating at LOS B or better under the future with RPD No Bridge project alternative conditions. The *v/c* ratios, delays, and corresponding LOS at the study intersections incrementally increase with the addition of the RPD No Bridge project alternative generated traffic. The RPD No Bridge project alternative is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. The future with RPD No Bridge project alternative (existing, ambient growth, related projects and project alternative) traffic volumes at the study intersections during the weekday AM, weekday PM, and Sunday mid-day peak hours are presented in ***Figures 5-19, 5-20,*** and ***5-21***, respectively.

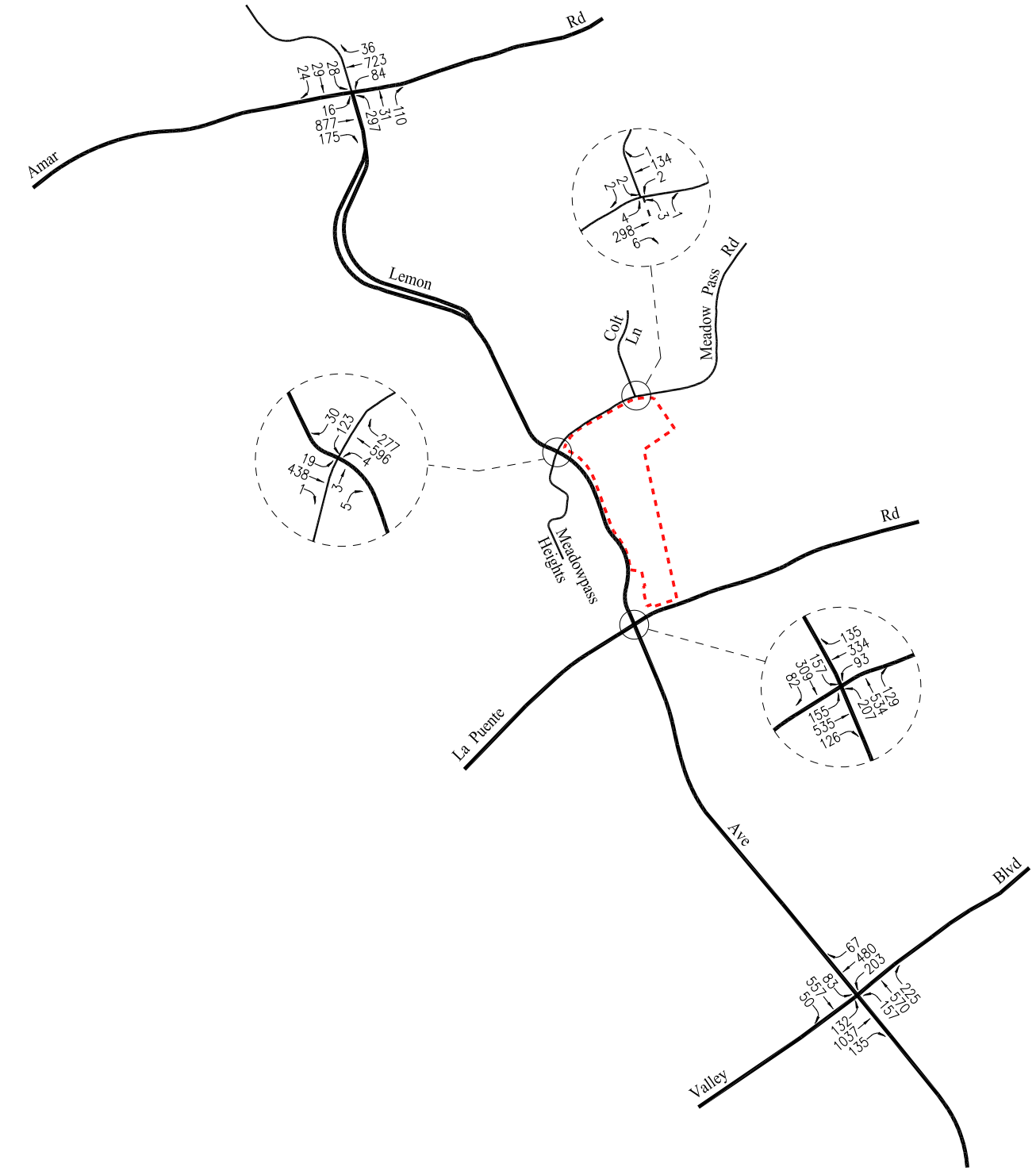


c:\job_file\14498-2\dwg\R5-16.dwg 04/16/2025 15:26:45 lee

Project Site

Figure 5-16
Future With R1 No Bridge Project Alternative Traffic Volumes
Weekday AM Peak Hour
The Brookside (TTM 72798) Project

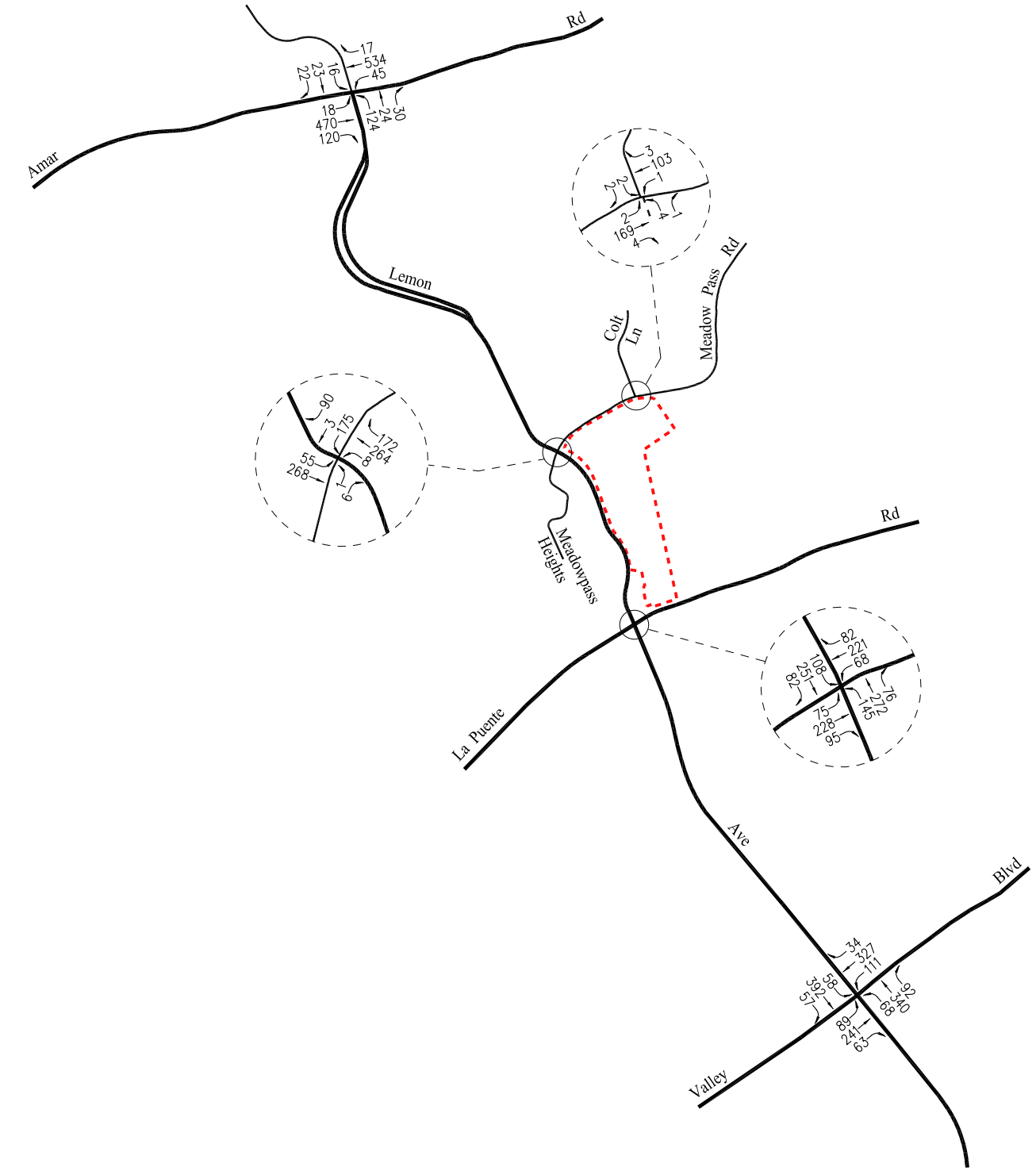
LLG



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Project Site

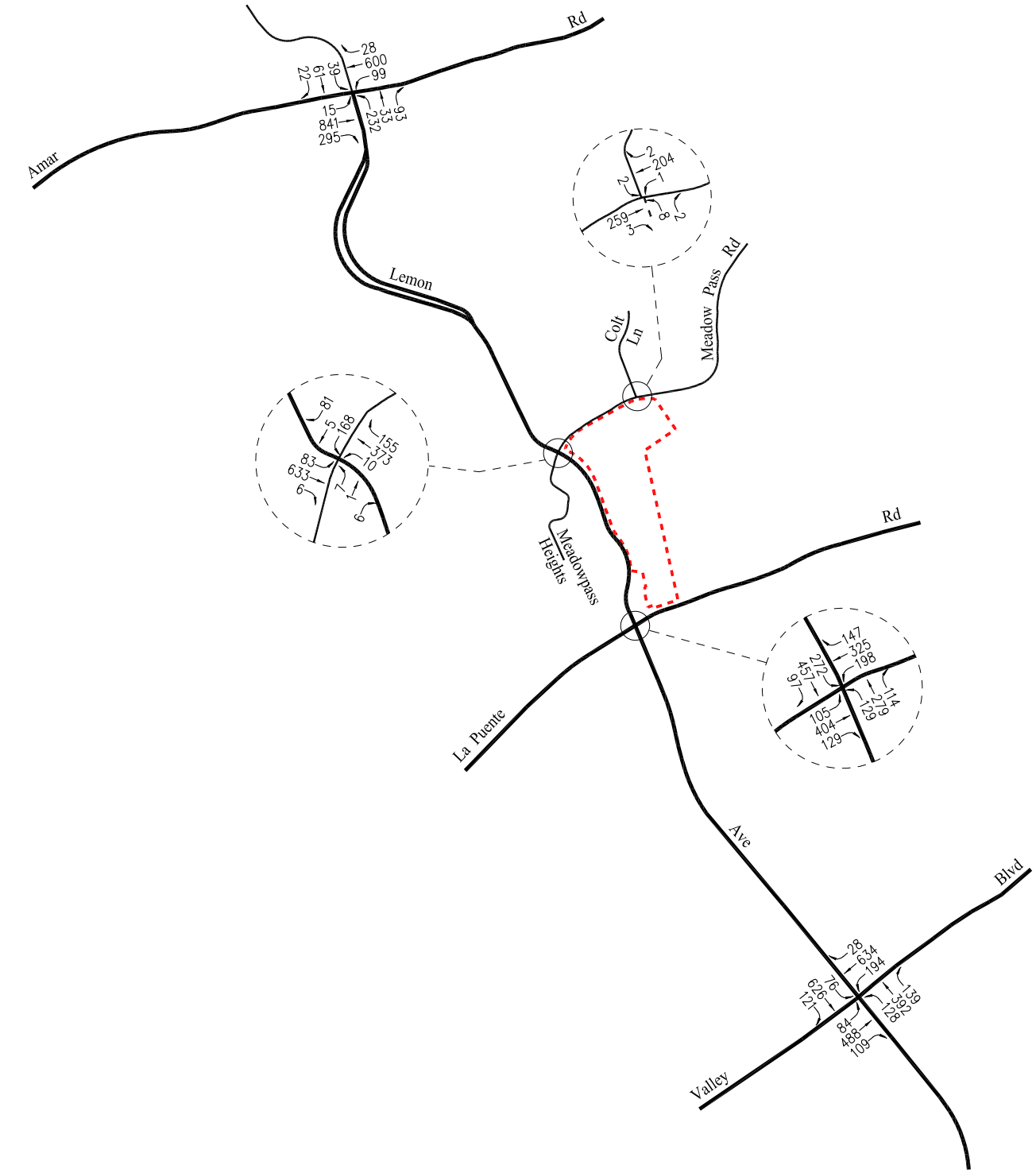
Figure 5-17
Future With R1 No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 5-18
Future With R1 No Bridge Project Alternative Traffic Volumes
Sunday Mid-day Peak Hour
The Brookside (TTM 72798) Project

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c:\job_file\4498-2\dwg\f5-19.dwg 04/16/2025 15:38:38 lee

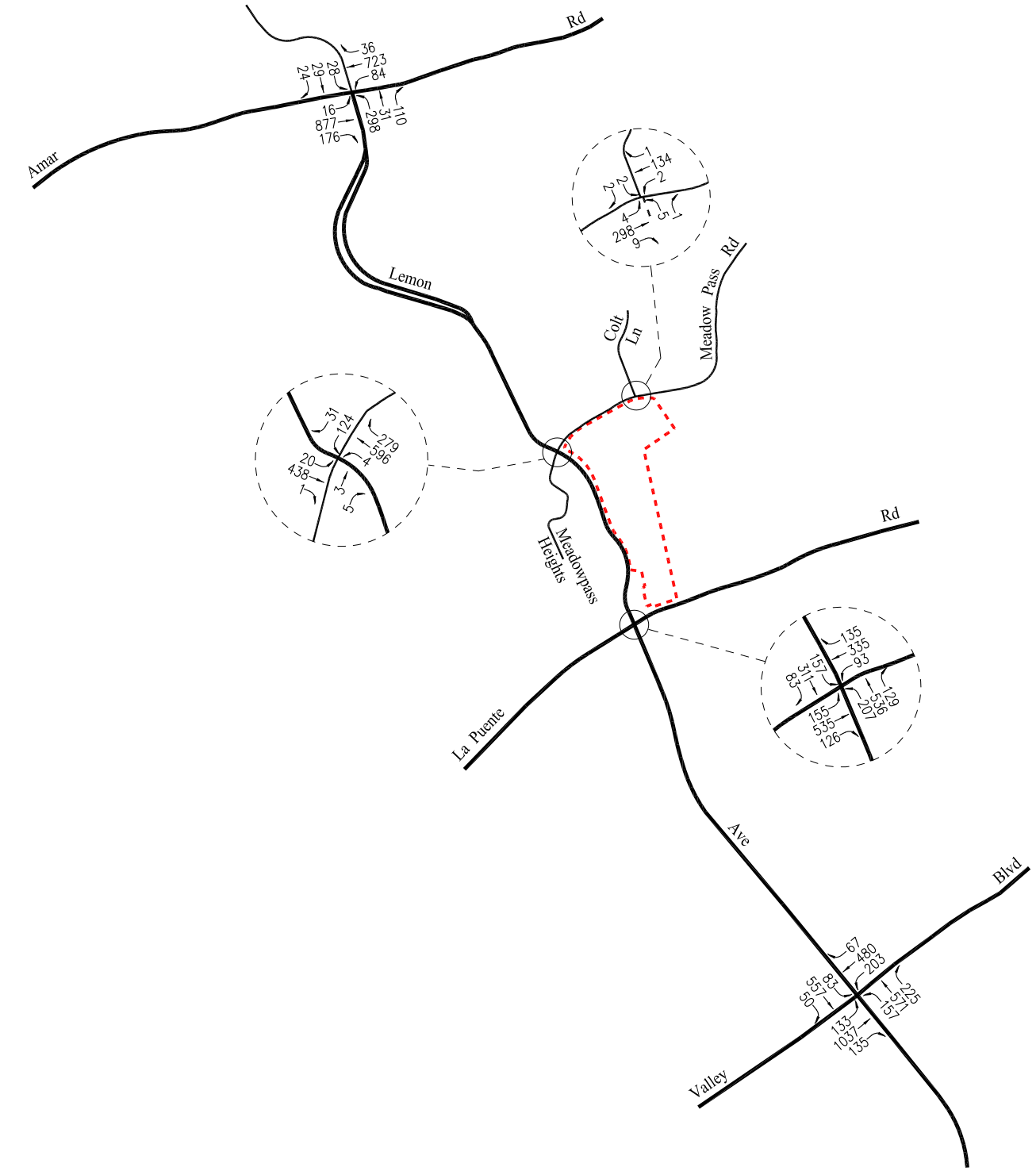
Project Site

Figure 5-19

Future With RPD No Bridge Project Alternative Traffic Volumes

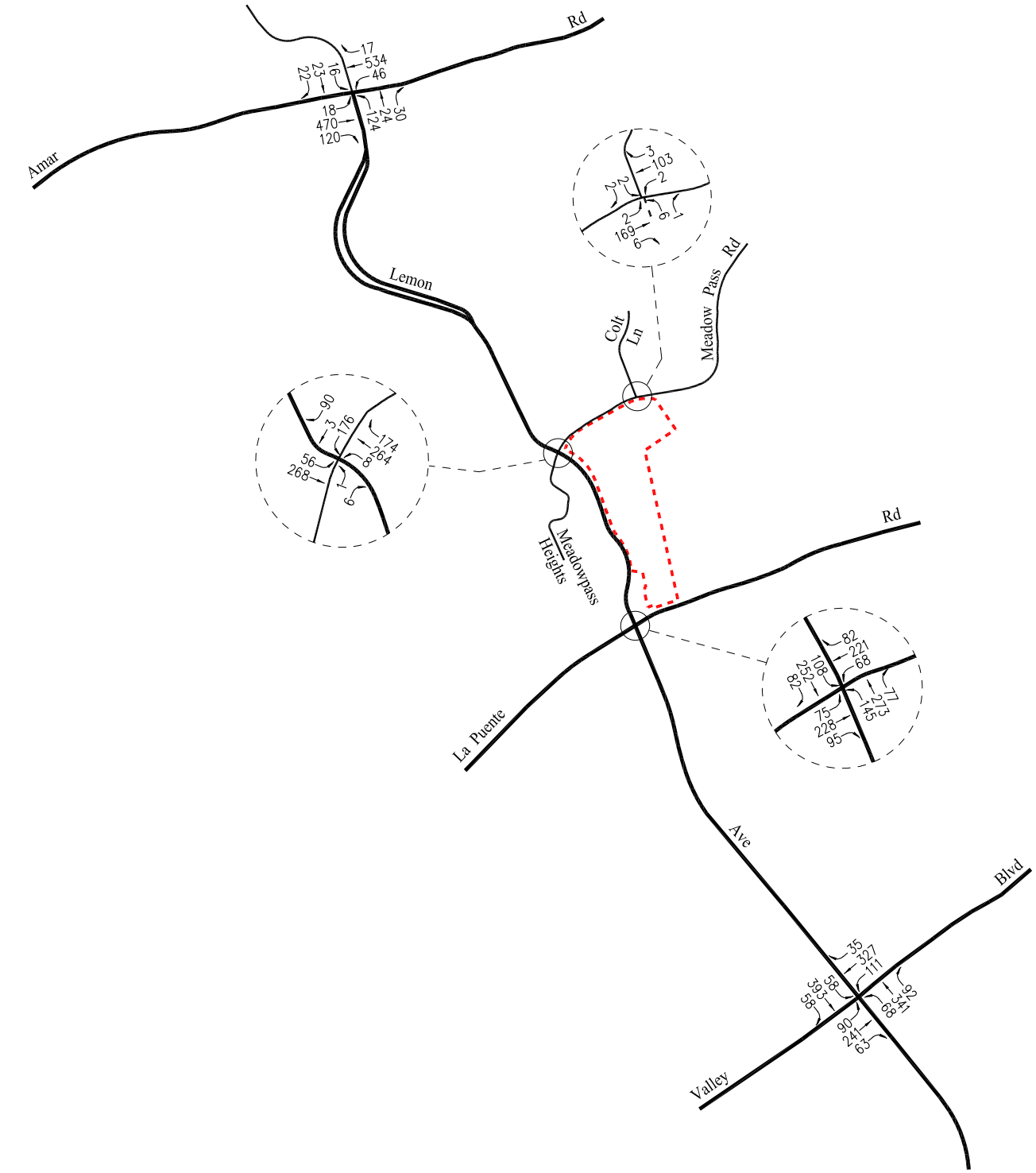
Weekday AM Peak Hour

The Brookside (TTM 72798) Project



Project Site

Figure 5-20
Future With RPD No Bridge Project Alternative Traffic Volumes
Weekday PM Peak Hour
The Brookside (TTM 72798) Project



Project Site

Figure 5-21

Future With RPD No Bridge Project Alternative Traffic Volumes

Sunday Mid-day Peak Hour

The Brookside (TTM 72798) Project

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6.0 SUMMARY AND CONCLUSIONS

- ***Project Description*** – The project site is located at 800 Meadow Pass Road, east of Lemon Avenue and between Meadow Pass Road to the north and La Puente Road to the south in the City of Walnut, California. The existing site totals 25.84 acres and currently is comprised of the non-operational Brookside Equestrian Center which include equestrian related facilities. The proposed TTM 72798 residential subdivision project consists of the development of up to 27 detached, single-family dwelling units. The project also proposes to construct an off-site trail from Meadow Pass Road to an existing City Trail located south of the project site and a second off-site trail from Lemon Avenue, through City-owned parcel to a new proposed on-site trail that would extend above Lemon Creek. The project build-out and occupancy year is anticipated by the year 2029.

- ***Project Site Access*** – Direct vehicular access to the project site is planned to be accommodated via a single point of access off of Meadow Pass Road to access 24 dwelling units. Access to the remaining three (3) dwelling units proposed near the southerly project boundary will be provided via La Puente Road.

- ***R1 and RPD No Bridge Project Alternatives*** – Two project alternatives were evaluated to determine potential changes to traffic circulation based on the number of dwelling units that have direct access connection via Meadow Pass Road or La Puente Road. The two project alternatives consist of: 1) the R1 No Bridge Alternative which maintains the same number of units, development area, and open space area as the proposed project but would eliminate the proposed internal vehicle/pedestrian bridge over Lemon Creek, resulting in greater avoidance of Lemon Creek; and 2) the RPD No Bridge Alternative which consist of 34 units or seven (7) units more than the proposed project but with the same development area and open space area as the proposed project but would eliminate the proposed internal vehicle/pedestrian bridge over Lemon Creek.

- ***Project Trip Generation*** – The proposed project is forecast to generate 254 new weekday daily trips (127 inbound trips and 127 outbound trips), with 19 new vehicle trips (5 inbound, 14 outbound) during the AM peak hour and 25 new vehicle trips (16 inbound, 9 outbound) during the PM peak hour on a typical weekday. Additionally, the proposed project is expected to generate 228 weekend (Sunday) daily trips, with 22 vehicle trips (12 inbound trips and 10 outbound trips) during the Sunday mid-day peak hour.

- ***CEQA Vehicle Miles Traveled Assessment*** – Consistent with the requirements of CEQA Guidelines Section 15064.3, the City of Walnut has adopted significance criteria for transportation impacts based on vehicle miles traveled for land use development projects. The City has also adopted three criteria for screening projects out of detailed VMT analysis. The proposed project does not meet the criteria to be screened out of a VMT analysis. Based on the VMT analysis, the project is forecast to generate 35.27 total VMT per service population, which is below the City's significance threshold of 37.02 total VMT per service population. Therefore,

the proposed project is not expected to result in a significant VMT impact. Furthermore, the R1 No Bridge and the RPD No Bridge Project Alternatives are also not expected to result in a significant VMT impact.

- ***CEQA Active Transportation and Public Transit Assessment*** – 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 proposed project is found to be in alignment with the City's Circulation Element of the General Plan 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 result in a less than significant impact on active transportation and public transit in the vicinity of the project site.

- ***Non-CEQA Analysis*** – Five study intersections were reviewed for consistency with the City of Walnut's adopted Level of Service (LOS) standards. The study intersections were evaluated using the City-approved ICU and HCM methodologies to determine the LOS under existing, existing with project, and future without and with project conditions. Additionally, the study intersections were also evaluated to determine the LOS for existing and future with R1 No Bridge and RPD No Bridge Project Alternative conditions. Based on application of the City's LOS standards, the proposed project is not expected to cause any of the study intersections to operate at a deficient LOS, therefore no project-specific intersection improvements or project-specific transportation demand management measures are proposed or required. Furthermore, the R1 No Bridge and the RPD No Bridge Project Alternatives are also not expected to cause any of the study intersections to operate at a deficient LOS.

APPENDIX A

TRAFFIC, PEDESTRIAN, AND BICYCLE COUNT DATA

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_AmarRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Vehicles

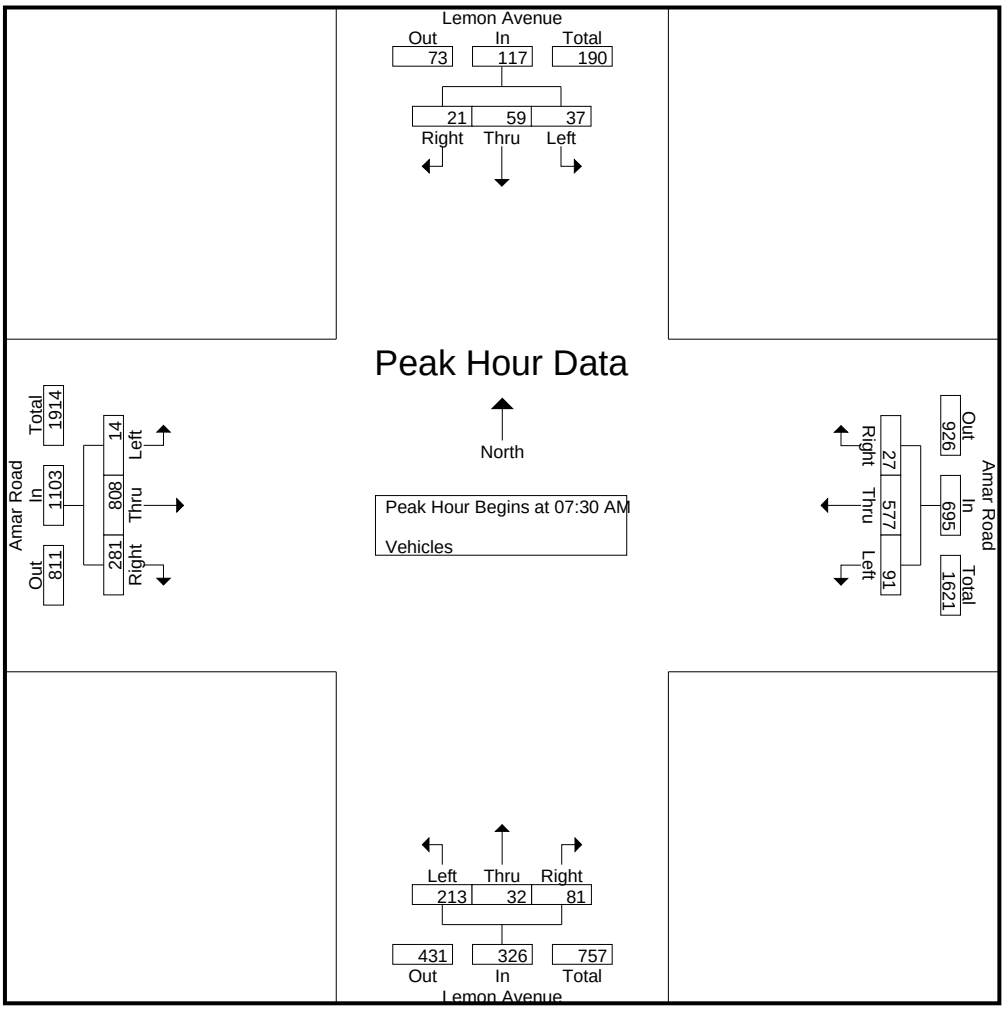
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Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
07:00 AM	1	2	3	4	122	1	14	5	6	3	95	26	282
07:15 AM	12	13	4	11	123	3	23	2	5	2	149	38	385
07:30 AM	6	11	9	9	131	3	30	6	14	3	189	58	469
07:45 AM	11	16	5	19	138	4	54	11	32	2	288	82	662
Total	30	42	21	43	514	11	121	24	57	10	721	204	1798
08:00 AM	17	18	3	32	167	13	53	6	21	3	181	87	601
08:15 AM	3	14	4	31	141	7	76	9	14	6	150	54	509
08:30 AM	9	8	13	7	130	6	33	10	8	5	165	39	433
08:45 AM	9	6	5	11	103	7	32	3	11	6	152	40	385
Total	38	46	25	81	541	33	194	28	54	20	648	220	1928
04:00 PM	4	11	6	11	161	6	47	8	24	5	192	16	491
04:15 PM	8	8	6	13	194	7	52	7	31	3	252	43	624
04:30 PM	5	10	2	25	182	3	37	4	21	7	213	38	547
04:45 PM	5	6	2	12	159	3	59	6	27	7	208	38	532
Total	22	35	16	61	696	19	195	25	103	22	865	135	2194
05:00 PM	8	3	6	20	172	3	64	5	29	4	238	42	594
05:15 PM	9	6	7	23	219	18	85	6	24	2	200	31	630
05:30 PM	5	13	8	16	145	11	74	13	22	2	196	49	554
05:45 PM	4	7	3	20	169	16	54	7	22	5	174	46	527
Total	26	29	24	79	705	48	277	31	97	13	808	168	2305
Grand Total	116	152	86	264	2456	111	787	108	311	65	3042	727	8225
Apprch %	32.8	42.9	24.3	9.3	86.8	3.9	65.3	9	25.8	1.7	79.3	19	
Total %	1.4	1.8	1	3.2	29.9	1.3	9.6	1.3	3.8	0.8	37	8.8	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
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																	
07:30 AM	6	11	**9**	26	9	131	3	143	30	6	14	50	3	189	58	250	469
07:45 AM	11	16	5	32	19	138	4	161	54	**11**	**32**	97	2	**288**	82	**372**	**662**
08:00 AM	**17**	**18**	3	**38**	**32**	**167**	**13**	**212**	53	6	21	80	3	181	**87**	271	601
08:15 AM	3	14	4	21	31	141	7	179	**76**	9	14	**99**	**6**	150	54	210	509
Total Volume	37	59	21	117	91	577	27	695	213	32	81	326	14	808	281	1103	2241
% App. Total	31.6	50.4	17.9		13.1	83	3.9		65.3	9.8	24.8		1.3	73.3	25.5		
PHF	.544	.819	.583	.770	.711	.864	.519	.820	.701	.727	.633	.823	.583	.701	.807	.741	.846

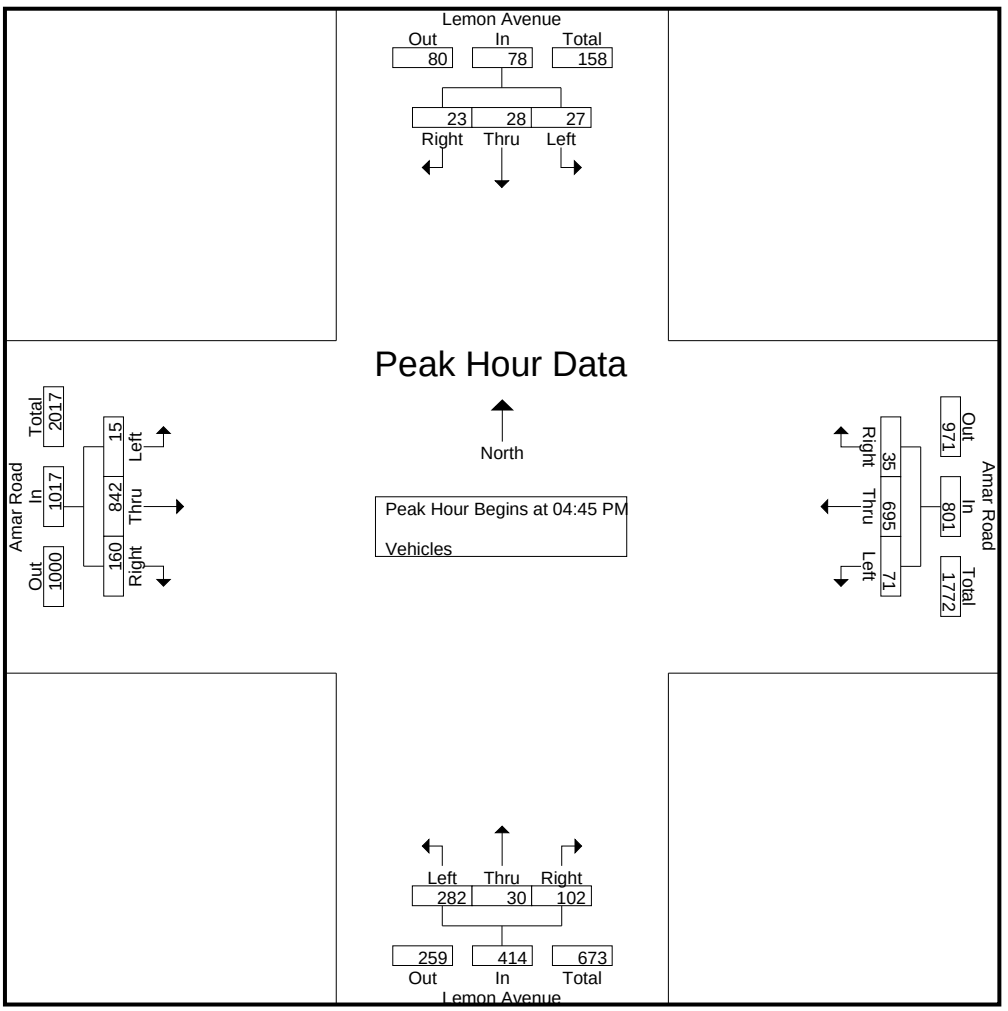


CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

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Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. 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	5	6	2	13	12	159	3	174	59	6	27	92	**7**	208	38	253	532
05:00 PM	8	3	6	17	20	172	3	195	64	5	**29**	98	4	**238**	42	**284**	594
05:15 PM	**9**	6	7	22	**23**	**219**	**18**	**260**	**85**	6	24	**115**	2	200	31	233	**630**
05:30 PM	5	**13**	**8**	**26**	16	145	11	172	74	**13**	22	109	2	196	**49**	247	554
Total Volume	27	28	23	78	71	695	35	801	282	30	102	414	15	842	160	1017	2310
% App. Total	34.6	35.9	29.5		8.9	86.8	4.4		68.1	7.2	24.6		1.5	82.8	15.7		
PHF	.750	.538	.719	.750	.772	.793	.486	.770	.829	.577	.879	.900	.536	.884	.816	.895	.917



CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

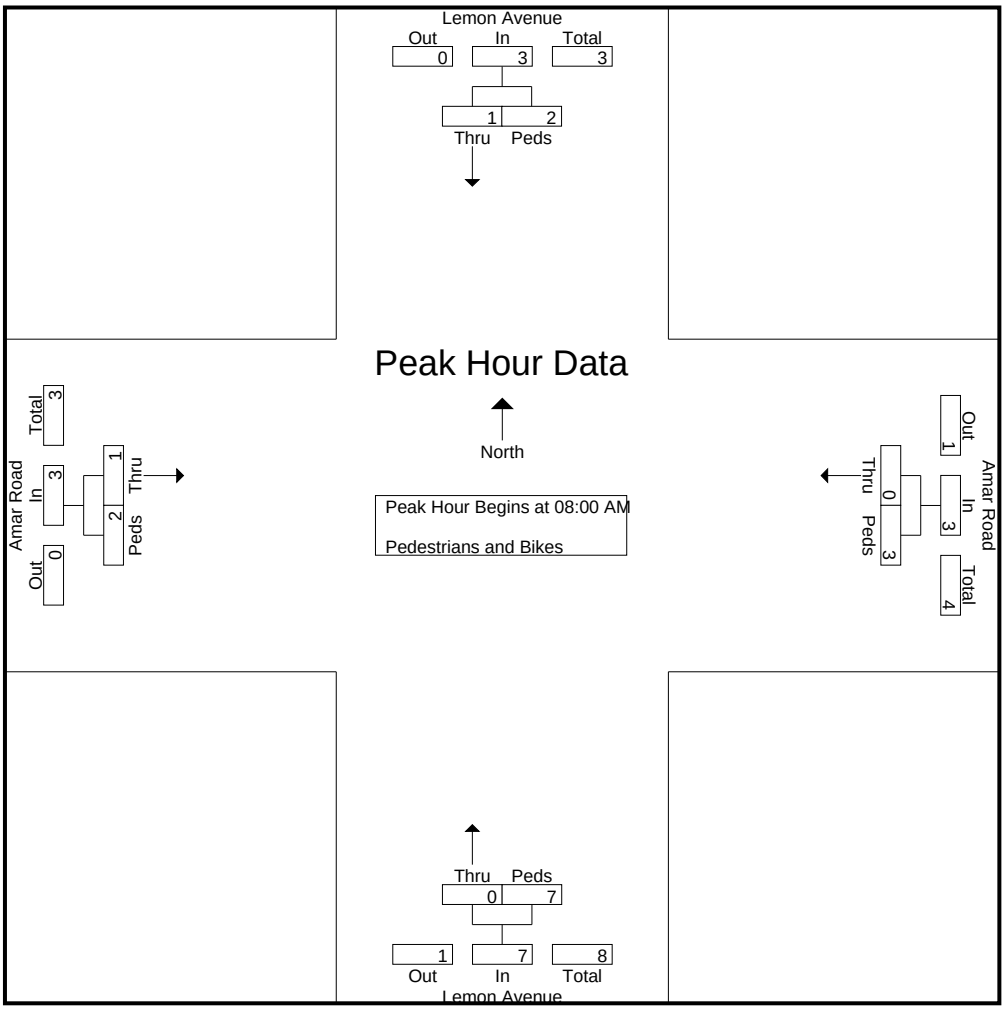
	Lemon Avenue North Leg		Amar Road East Leg		Lemon Avenue South Leg		Amar Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
07:00 AM	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	2	0	0	2
07:30 AM	0	0	0	0	0	4	0	0	4
07:45 AM	0	1	0	0	0	1	0	0	2
Total	0	1	0	0	0	8	0	1	10
08:00 AM	1	1	0	0	0	1	1	0	4
08:15 AM	0	1	0	0	0	1	0	1	3
08:30 AM	0	0	0	2	0	2	0	0	4
08:45 AM	0	0	0	1	0	3	0	1	5
Total	1	2	0	3	0	7	1	2	16
04:00 PM	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	1
Total	1	1	0	0	0	1	0	0	3
05:00 PM	0	0	0	0	0	5	0	0	5
05:15 PM	0	0	0	0	0	1	0	0	1
05:30 PM	0	0	0	0	0	1	0	0	1
05:45 PM	0	1	0	0	0	3	0	1	5
Total	0	1	0	0	0	10	0	1	12
Grand Total	2	5	0	3	0	26	1	4	41
Apprch %	28.6	71.4	0	100	0	100	20	80	
Total %	4.9	12.2	0	7.3	0	63.4	2.4	9.8	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

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Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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	**1**	**1**	**2**	0	0	0	0	1	1	**1**	0	**1**	4
08:15 AM	0	1	1	0	0	0	0	1	1	0	**1**	1	3
08:30 AM	0	0	0	0	**2**	**2**	0	2	2	0	0	0	4
08:45 AM	0	0	0	0	1	1	0	**3**	**3**	0	1	1	**5**
Total Volume	1	2	3	0	3	3	0	7	7	1	2	3	16
% App. Total	33.3	66.7		0	100		0	100		33.3	66.7		
PHF	.250	.500	.375	.000	.375	.375	.000	.583	.583	.250	.500	.750	.800

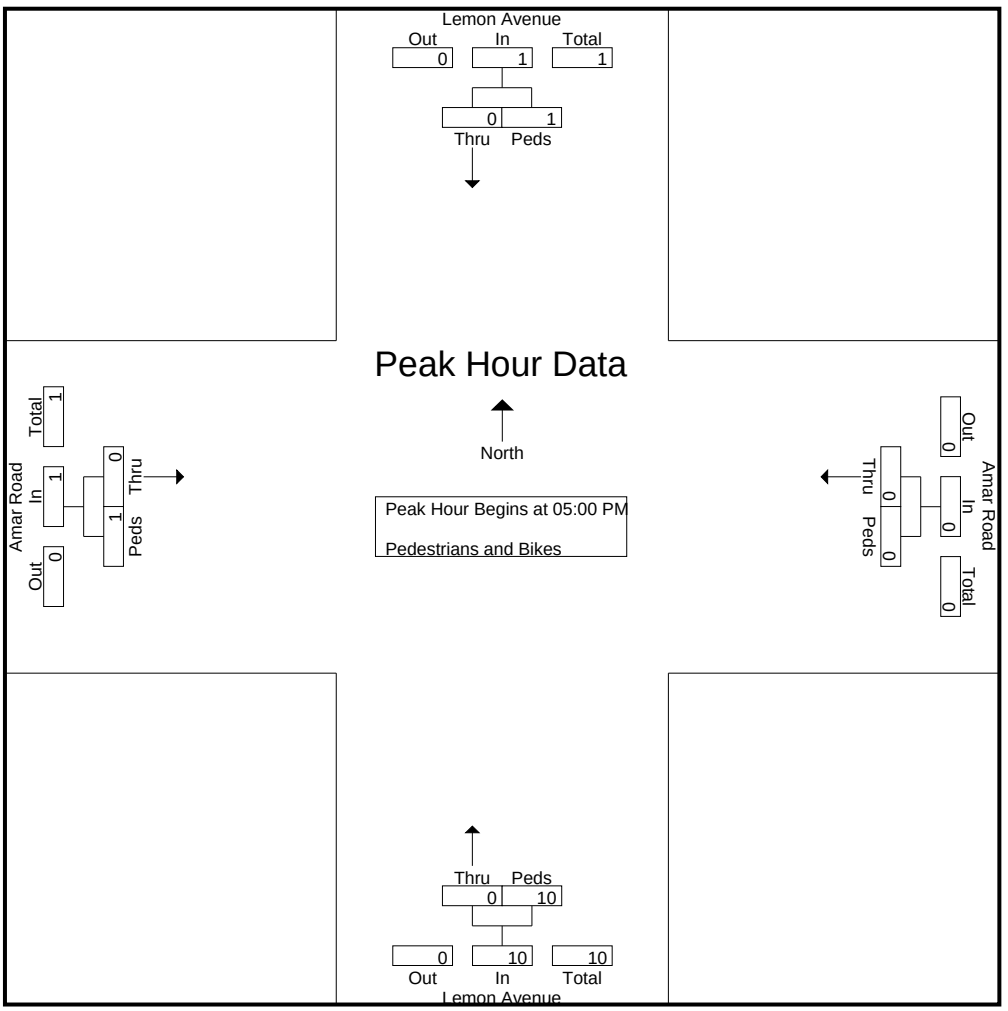


CITY TRAFFIC COUNTERS

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Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

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Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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	**5**	**5**	0	0	0	**5**
05:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	**1**	**1**	0	0	0	0	3	3	0	**1**	**1**	5
Total Volume	0	1	1	0	0	0	0	10	10	0	1	1	12
% App. Total	0	100		0	0		0	100		0	100		
PHF	.000	.250	.250	.000	.000	.000	.000	.500	.500	.000	.250	.250	.600



CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Vehicles

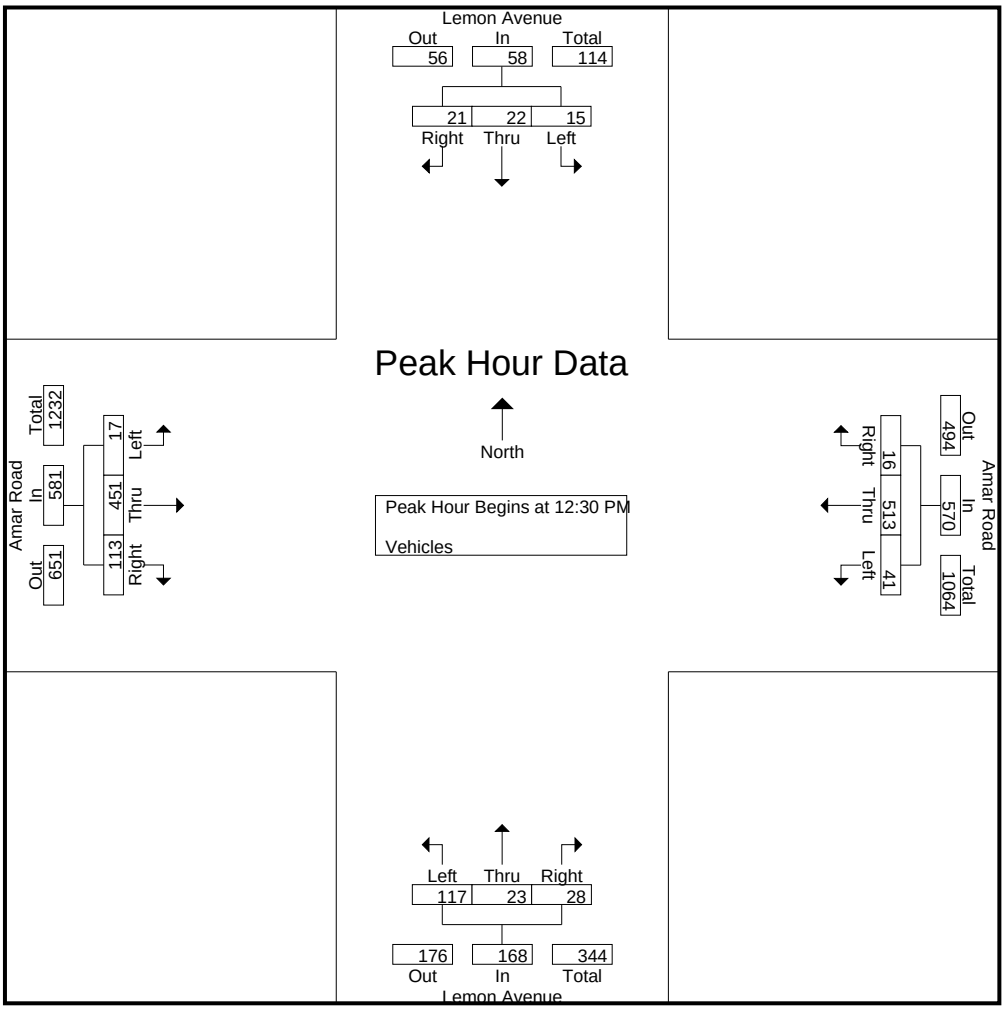
	Lemon Avenue Southbound			Amar Road Westbound			Lemon Avenue Northbound			Amar Road Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
12:00 PM	3	5	5	11	126	7	34	2	4	6	111	29	343
12:15 PM	5	10	5	16	98	4	17	5	9	6	104	38	317
12:30 PM	5	4	5	18	131	3	17	8	8	5	117	27	348
12:45 PM	3	7	2	8	154	4	30	10	7	3	90	24	342
Total	16	26	17	53	509	18	98	25	28	20	422	118	1350
01:00 PM	1	6	7	6	108	4	31	4	4	6	121	31	329
01:15 PM	6	5	7	9	120	5	39	1	9	3	123	31	358
01:30 PM	4	3	4	15	110	10	21	7	8	3	116	25	326
01:45 PM	5	4	6	12	108	6	17	8	3	3	128	19	319
Total	16	18	24	42	446	25	108	20	24	15	488	106	1332
Grand Total	32	44	41	95	955	43	206	45	52	35	910	224	2682
Apprch %	27.4	37.6	35	8.7	87.4	3.9	68	14.9	17.2	3	77.8	19.2	
Total %	1.2	1.6	1.5	3.5	35.6	1.6	7.7	1.7	1.9	1.3	33.9	8.4	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue Southbound				Amar Road Westbound				Lemon Avenue Northbound				Amar Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	5	4	5	14	**18**	131	3	152	17	8	8	33	5	117	27	149	348
12:45 PM	3	**7**	2	12	8	**154**	4	**166**	30	**10**	7	47	3	90	24	117	342
01:00 PM	1	6	**7**	14	6	108	4	118	31	4	4	39	**6**	121	**31**	**158**	329
01:15 PM	**6**	5	7	**18**	9	120	**5**	134	**39**	1	**9**	**49**	3	**123**	31	157	**358**
Total Volume	15	22	21	58	41	513	16	570	117	23	28	168	17	451	113	581	1377
% App. Total	25.9	37.9	36.2		7.2	90	2.8		69.6	13.7	16.7		2.9	77.6	19.4		
PHF	.625	.786	.750	.806	.569	.833	.800	.858	.750	.575	.778	.857	.708	.917	.911	.919	.962



CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

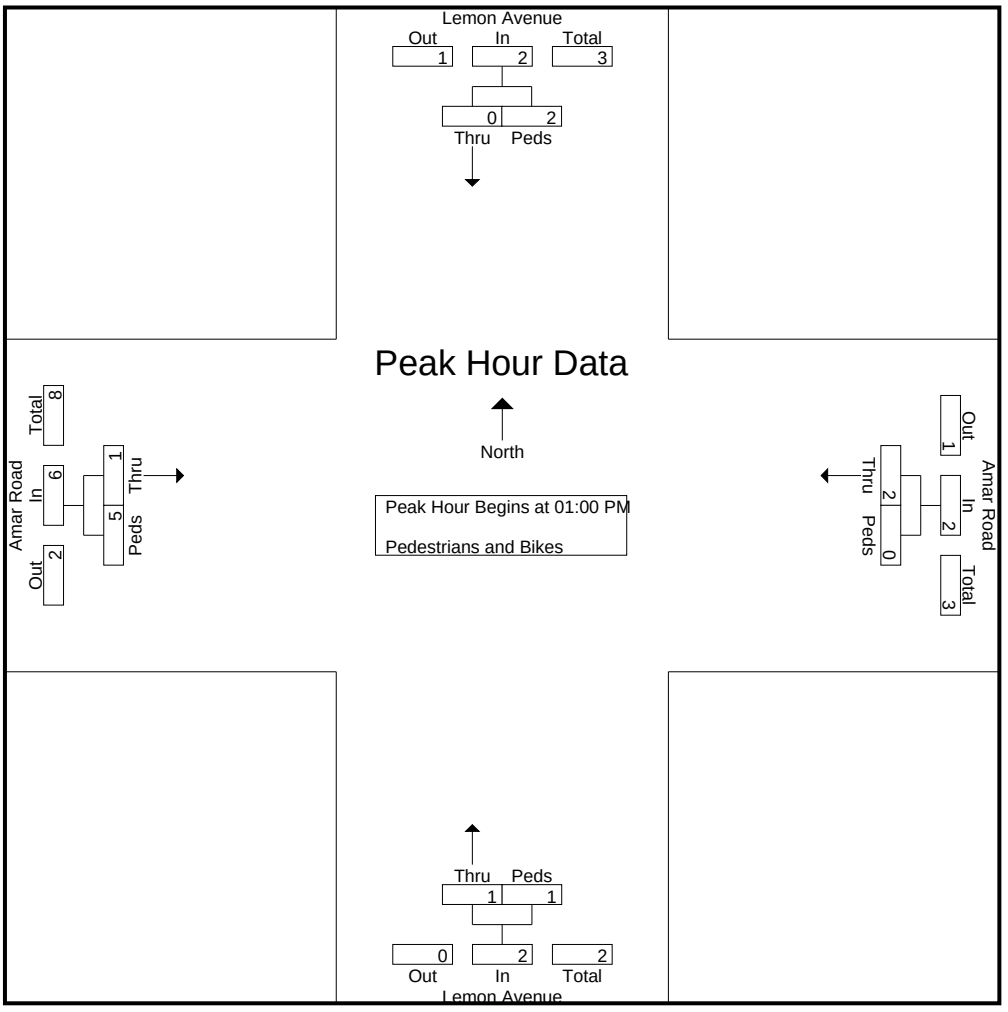
	Lemon Avenue North Leg		Amar Road East Leg		Lemon Avenue South Leg		Amar Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
12:00 PM	0	1	0	0	0	1	0	1	3
12:15 PM	0	1	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	0	1
Total	0	2	0	0	0	2	0	1	5
01:00 PM	0	2	1	0	0	0	0	2	5
01:15 PM	0	0	0	0	1	1	0	1	3
01:30 PM	0	0	1	0	0	0	1	0	2
01:45 PM	0	0	0	0	0	0	0	2	2
Total	0	2	2	0	1	1	1	5	12
Grand Total	0	4	2	0	1	3	1	6	17
Apprch %	0	100	100	0	25	75	14.3	85.7	
Total %	0	23.5	11.8	0	5.9	17.6	5.9	35.3	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_AmarRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025

	Lemon Avenue North Leg			Amar Road East Leg			Lemon Avenue South Leg			Amar Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:00 PM													
01:00 PM	0	**2**	**2**	**1**	0	**1**	0	0	0	0	**2**	**2**	**5**
01:15 PM	0	0	0	0	0	0	**1**	**1**	**2**	0	1	1	3
01:30 PM	0	0	0	1	0	1	0	0	0	**1**	0	1	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	2	2	2	0	2	1	1	2	1	5	6	12
% App. Total	0	100		100	0		50	50		16.7	83.3		
PHF	.000	.250	.250	.500	.000	.500	.250	.250	.250	.250	.625	.750	.600



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Vehicles

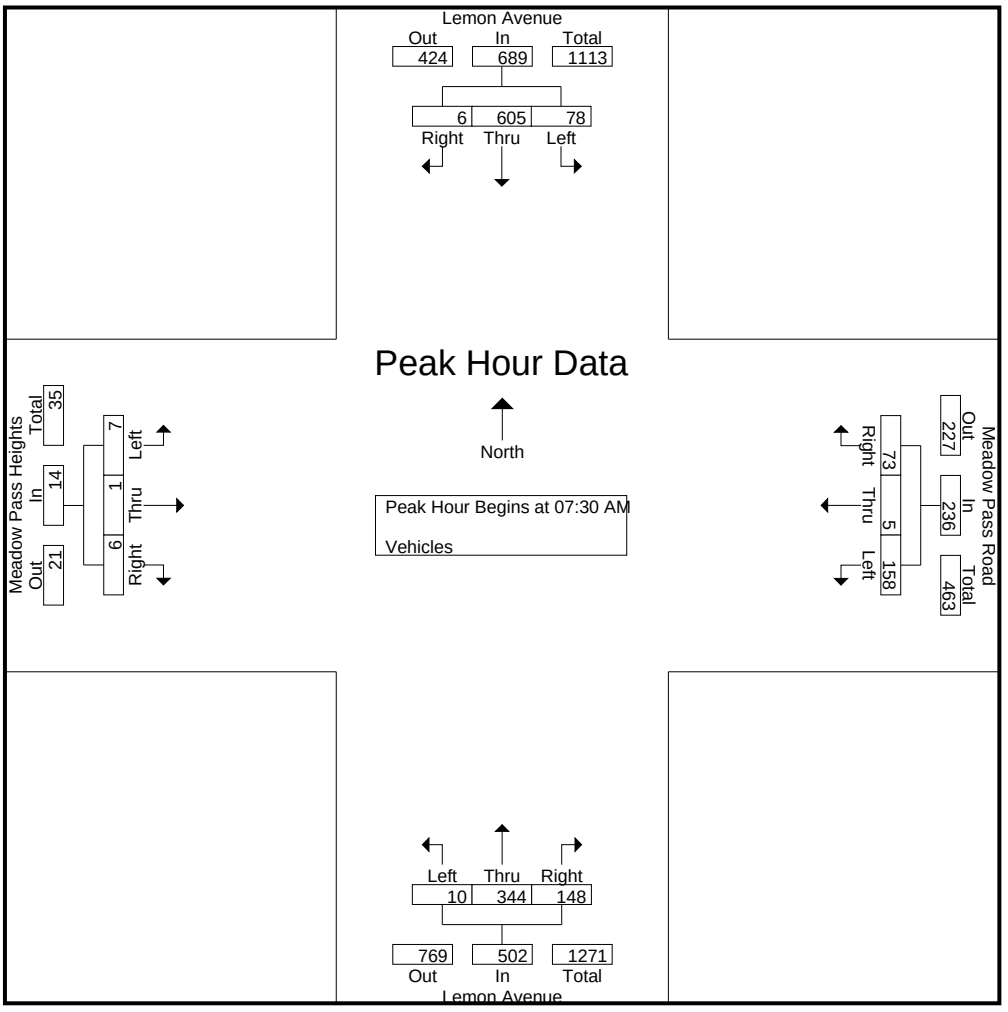
	Lemon Avenue Southbound			Meadow Pass Road Westbound			Lemon Avenue Northbound			Meadow Pass Heights Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
07:00 AM	9	69	0	15	0	2	0	24	20	0	0	2	141
07:15 AM	13	96	0	24	0	2	1	40	16	0	0	0	192
07:30 AM	34	101	2	26	0	25	2	59	30	1	0	1	281
07:45 AM	31	174	0	37	0	19	2	82	56	2	0	0	403
Total	87	440	2	102	0	48	5	205	122	3	0	3	1017
08:00 AM	8	177	3	53	3	17	3	102	33	0	1	3	403
08:15 AM	5	153	1	42	2	12	3	101	29	4	0	2	354
08:30 AM	2	90	1	28	0	11	5	69	24	0	0	6	236
08:45 AM	4	91	1	28	1	4	0	56	24	0	0	2	211
Total	19	511	6	151	6	44	11	328	110	4	1	13	1204
04:00 PM	8	64	0	24	0	9	1	98	46	0	0	1	251
04:15 PM	8	90	0	24	0	5	0	116	55	0	0	0	298
04:30 PM	4	94	0	29	0	5	0	97	65	0	0	2	296
04:45 PM	2	95	0	29	0	8	0	130	71	0	0	0	335
Total	22	343	0	106	0	27	1	441	237	0	0	3	1180
05:00 PM	3	100	1	27	0	6	2	144	65	0	1	2	351
05:15 PM	6	100	0	27	0	8	1	139	69	0	1	2	353
05:30 PM	3	112	0	33	0	5	1	153	57	0	1	1	366
05:45 PM	3	107	0	30	2	7	1	108	46	0	1	1	306
Total	15	419	1	117	2	26	5	544	237	0	4	6	1376
Grand Total	143	1713	9	476	8	145	22	1518	706	7	5	25	4777
Apprch %	7.7	91.8	0.5	75.7	1.3	23.1	1	67.6	31.4	18.9	13.5	67.6	
Total %	3	35.9	0.2	10	0.2	3	0.5	31.8	14.8	0.1	0.1	0.5	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue Southbound				Meadow Pass Road Westbound				Lemon Avenue Northbound				Meadow Pass Heights Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
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																	
07:30 AM	**34**	101	2	137	26	0	**25**	51	2	59	30	91	1	0	1	2	281
07:45 AM	31	174	0	**205**	37	0	19	56	2	82	**56**	**140**	2	0	0	2	**403**
08:00 AM	8	**177**	**3**	188	**53**	**3**	17	**73**	**3**	**102**	33	138	0	**1**	**3**	4	403
08:15 AM	5	153	1	159	42	2	12	56	3	101	29	133	**4**	0	2	**6**	354
Total Volume	78	605	6	689	158	5	73	236	10	344	148	502	7	1	6	14	1441
% App. Total	11.3	87.8	0.9		66.9	2.1	30.9		2	68.5	29.5		50	7.1	42.9		
PHF	.574	.855	.500	.840	.745	.417	.730	.808	.833	.843	.661	.896	.438	.250	.500	.583	.894

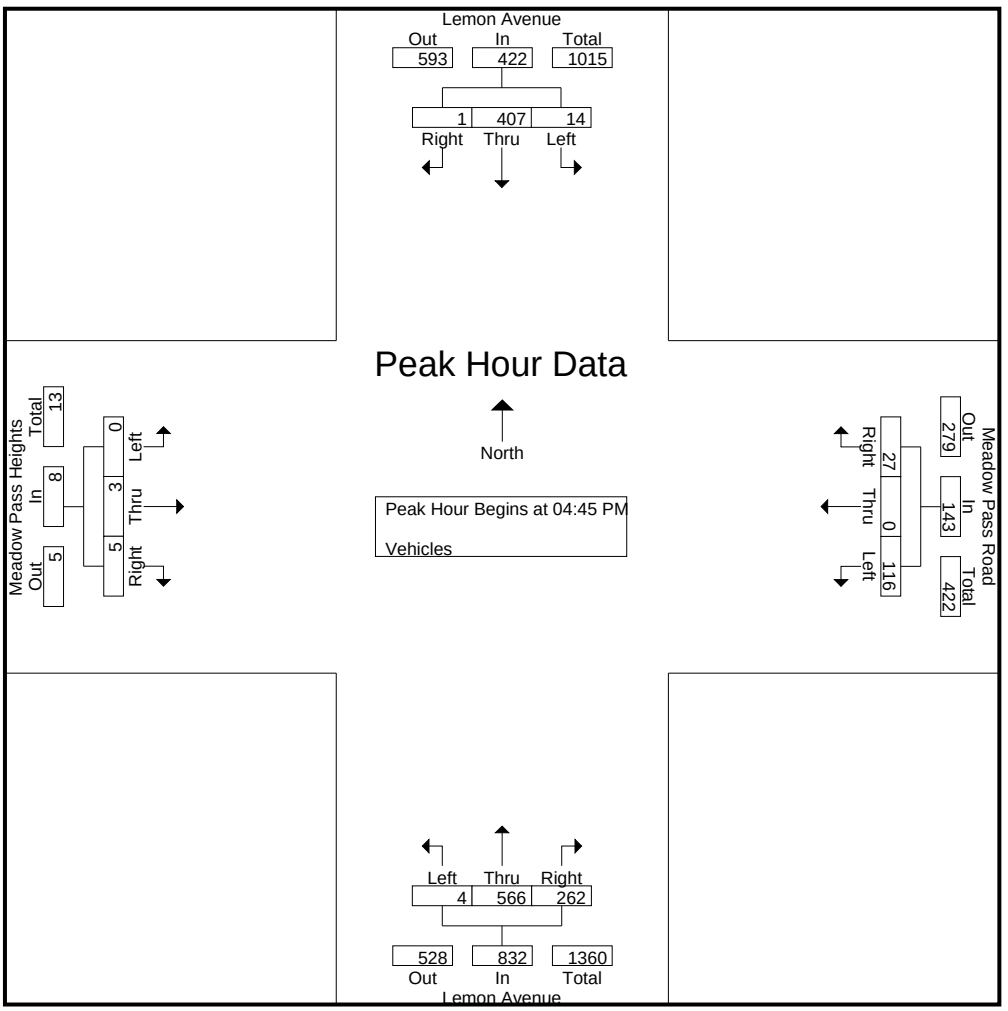


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue Southbound				Meadow Pass Road Westbound				Lemon Avenue Northbound				Meadow Pass Heights Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. 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	2	95	0	97	29	0	**8**	37	0	130	**71**	201	0	0	0	0	335
05:00 PM	3	100	**1**	104	27	0	6	33	**2**	144	65	**211**	0	**1**	**2**	**3**	351
05:15 PM	**6**	100	0	106	27	0	8	35	1	139	69	209	0	1	2	3	353
05:30 PM	3	**112**	0	**115**	**33**	0	5	**38**	1	**153**	57	211	0	1	1	2	**366**
Total Volume	14	407	1	422	116	0	27	143	4	566	262	832	0	3	5	8	1405
% App. Total	3.3	96.4	0.2		81.1	0	18.9		0.5	68	31.5		0	37.5	62.5		
PHF	.583	.908	.250	.917	.879	.000	.844	.941	.500	.925	.923	.986	.000	.750	.625	.667	.960



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

Groups Printed- Pedestrians and Bikes

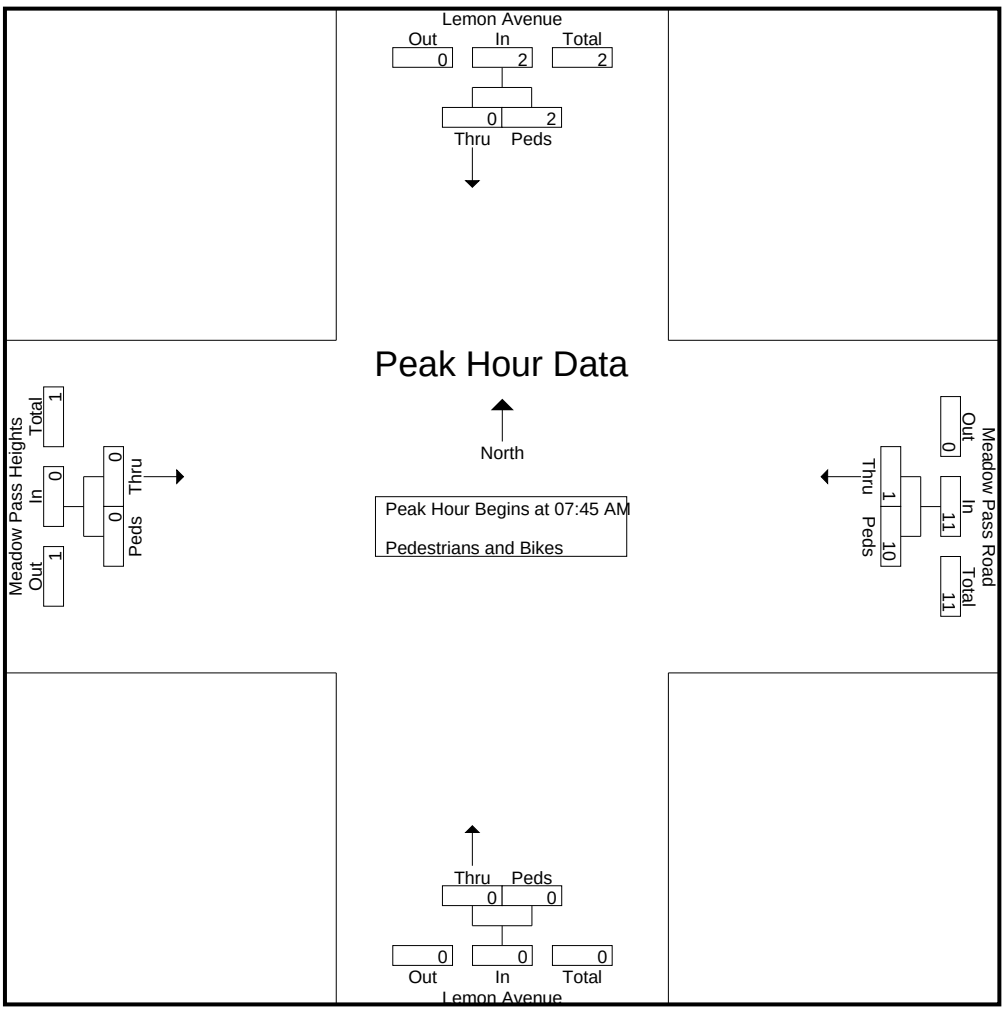
	Lemon Avenue North Leg		Meadow Pass Road East Leg		Lemon Avenue South Leg		Meadow Pass Heights West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
07:00 AM	0	0	0	1	0	0	0	0	1
07:15 AM	0	1	0	3	0	0	0	0	4
07:30 AM	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	3	0	0	0	0	3
Total	0	1	0	8	0	0	0	0	9
08:00 AM	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	1	0	0	0	0	1
08:30 AM	0	2	0	6	0	0	0	0	8
08:45 AM	0	0	0	3	0	0	0	0	3
Total	0	2	1	10	0	0	0	0	13
04:00 PM	0	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	0	0	0	1	2
04:45 PM	0	0	0	1	0	0	0	0	1
Total	0	1	0	2	0	0	0	1	4
05:00 PM	0	0	0	1	0	0	0	0	1
05:15 PM	0	2	0	1	0	0	0	0	3
05:45 PM	0	0	0	1	0	0	0	0	1
Total	0	2	0	3	0	0	0	0	5
Grand Total	0	6	1	23	0	0	0	1	31
Apprch %	0	100	4.2	95.8	0	0	0	100	
Total %	0	19.4	3.2	74.2	0	0	0	3.2	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

	Lemon Avenue North Leg			Meadow Pass Road East Leg			Lemon Avenue South Leg			Meadow Pass Heights West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
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													
07:45 AM	0	0	0	0	3	3	0	0	0	0	0	0	3
08:00 AM	0	0	0	**1**	0	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	**2**	**2**	0	**6**	**6**	0	0	0	0	0	0	**8**
Total Volume	0	2	2	1	10	11	0	0	0	0	0	0	13
% App. Total	0	100		9.1	90.9		0	0		0	0		
PHF	.000	.250	.250	.250	.417	.458	.000	.000	.000	.000	.000	.000	.406

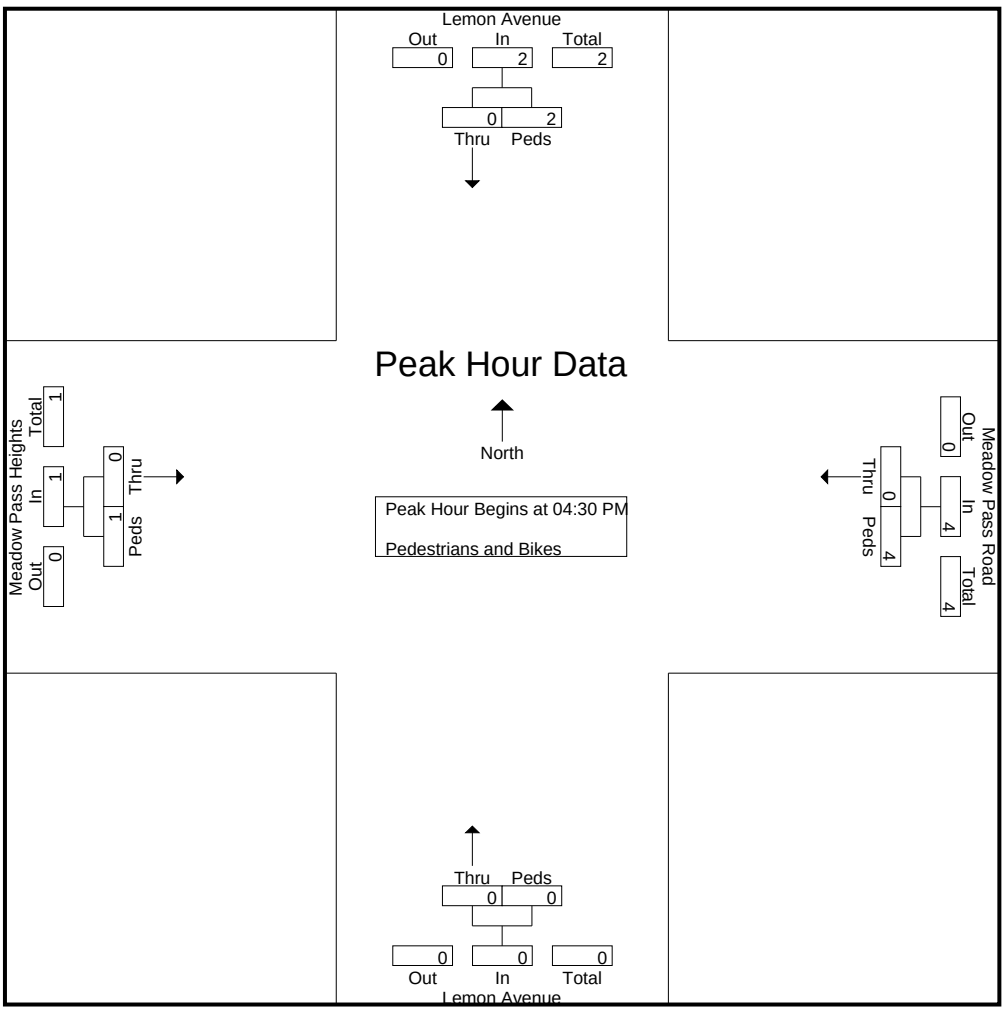


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue North Leg			Meadow Pass Road East Leg			Lemon Avenue South Leg			Meadow Pass Heights West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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	0	0	0	**1**	**1**	0	0	0	0	**1**	**1**	2
04:45 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	**2**	**2**	0	1	1	0	0	0	0	0	0	**3**
Total Volume	0	2	2	0	4	4	0	0	0	0	1	1	7
% App. Total	0	100		0	100		0	0		0	100		
PHF	.000	.250	.250	.000	1.00	1.00	.000	.000	.000	.000	.250	.250	.583



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Vehicles

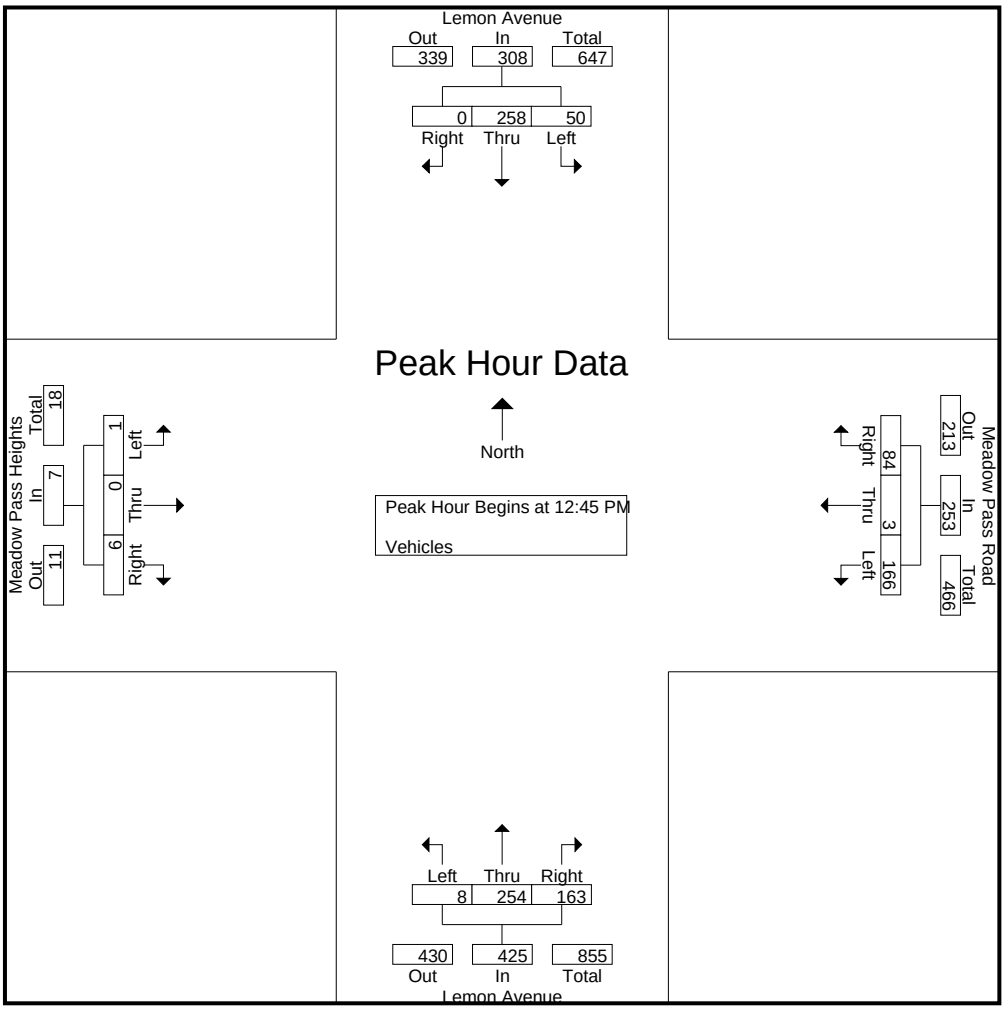
	Lemon Avenue Southbound			Meadow Pass Road Westbound			Lemon Avenue Northbound			Meadow Pass Heights Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
12:00 PM	24	62	0	45	0	8	1	64	28	0	0	1	233
12:15 PM	12	93	0	27	0	6	0	55	26	1	0	0	220
12:30 PM	5	71	0	12	0	3	0	58	38	0	0	1	188
12:45 PM	8	75	0	28	3	6	1	79	33	0	0	1	234
Total	49	301	0	112	3	23	2	256	125	1	0	3	875
01:00 PM	11	66	0	42	0	24	3	62	38	0	0	2	248
01:15 PM	20	54	0	62	0	37	1	61	61	1	0	1	298
01:30 PM	11	63	0	34	0	17	3	52	31	0	0	2	213
01:45 PM	3	65	1	28	0	9	0	43	20	0	0	0	169
Total	45	248	1	166	0	87	7	218	150	1	0	5	928
Grand Total	94	549	1	278	3	110	9	474	275	2	0	8	1803
Apprch %	14.6	85.2	0.2	71.1	0.8	28.1	1.2	62.5	36.3	20	0	80	
Total %	5.2	30.4	0.1	15.4	0.2	6.1	0.5	26.3	15.3	0.1	0	0.4	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue Southbound				Meadow Pass Road Westbound				Lemon Avenue Northbound				Meadow Pass Heights Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	8	**75**	0	**83**	28	**3**	6	37	1	**79**	33	113	0	0	1	1	234
01:00 PM	11	66	0	77	42	0	24	66	**3**	62	38	103	0	0	**2**	**2**	248
01:15 PM	**20**	54	0	74	**62**	0	**37**	**99**	1	61	**61**	**123**	**1**	0	1	2	**298**
01:30 PM	11	63	0	74	34	0	17	51	3	52	31	86	0	0	2	2	213
Total Volume	50	258	0	308	166	3	84	253	8	254	163	425	1	0	6	7	993
% App. Total	16.2	83.8	0		65.6	1.2	33.2		1.9	59.8	38.4		14.3	0	85.7		
PHF	.625	.860	.000	.928	.669	.250	.568	.639	.667	.804	.668	.864	.250	.000	.750	.875	.833



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

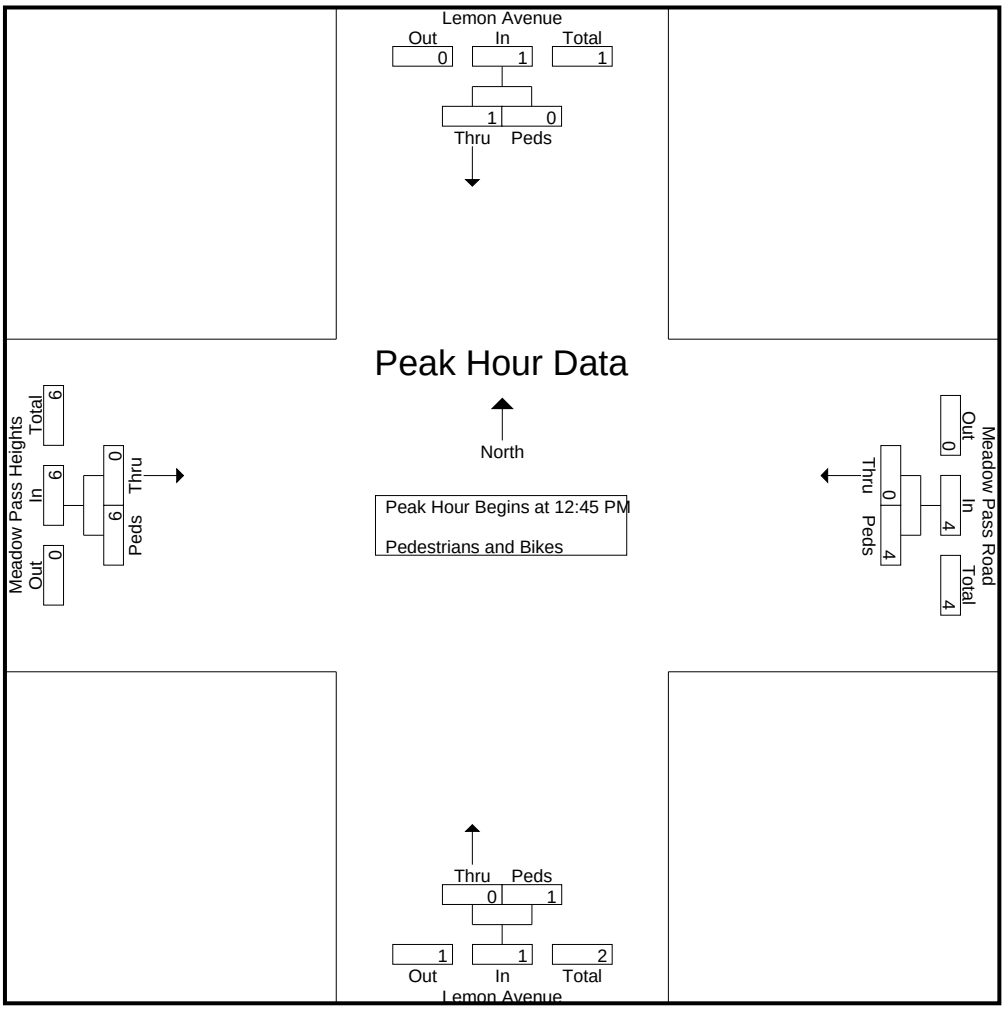
	Lemon Avenue North Leg		Meadow Pass Road East Leg		Lemon Avenue South Leg		Meadow Pass Heights West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
12:00 PM	0	1	0	3	0	0	0	2	6
12:45 PM	1	0	0	0	0	0	0	2	3
Total	1	1	0	3	0	0	0	4	9
01:00 PM	0	0	0	1	0	0	0	2	3
01:15 PM	0	0	0	3	0	0	0	1	4
01:30 PM	0	0	0	0	0	1	0	1	2
01:45 PM	0	0	1	0	0	0	0	0	1
Total	0	0	1	4	0	1	0	4	10
Grand Total	1	1	1	7	0	1	0	8	19
Apprch %	50	50	12.5	87.5	0	100	0	100	
Total %	5.3	5.3	5.3	36.8	0	5.3	0	42.1	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_MeadowPassRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025

	Lemon Avenue North Leg			Meadow Pass Road East Leg			Lemon Avenue South Leg			Meadow Pass Heights West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:45 PM													
12:45 PM	**1**	0	**1**	0	0	0	0	0	0	0	**2**	**2**	3
01:00 PM	0	0	0	0	1	1	0	0	0	0	2	2	3
01:15 PM	0	0	0	0	**3**	**3**	0	0	0	0	1	1	**4**
01:30 PM	0	0	0	0	0	0	0	**1**	**1**	0	1	1	2
Total Volume	1	0	1	0	4	4	0	1	1	0	6	6	12
% App. Total	100	0		0	100		0	100		0	100		
PHF	.250	.000	.250	.000	.333	.333	.000	.250	.250	.000	.750	.750	.750



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

Groups Printed- Vehicles

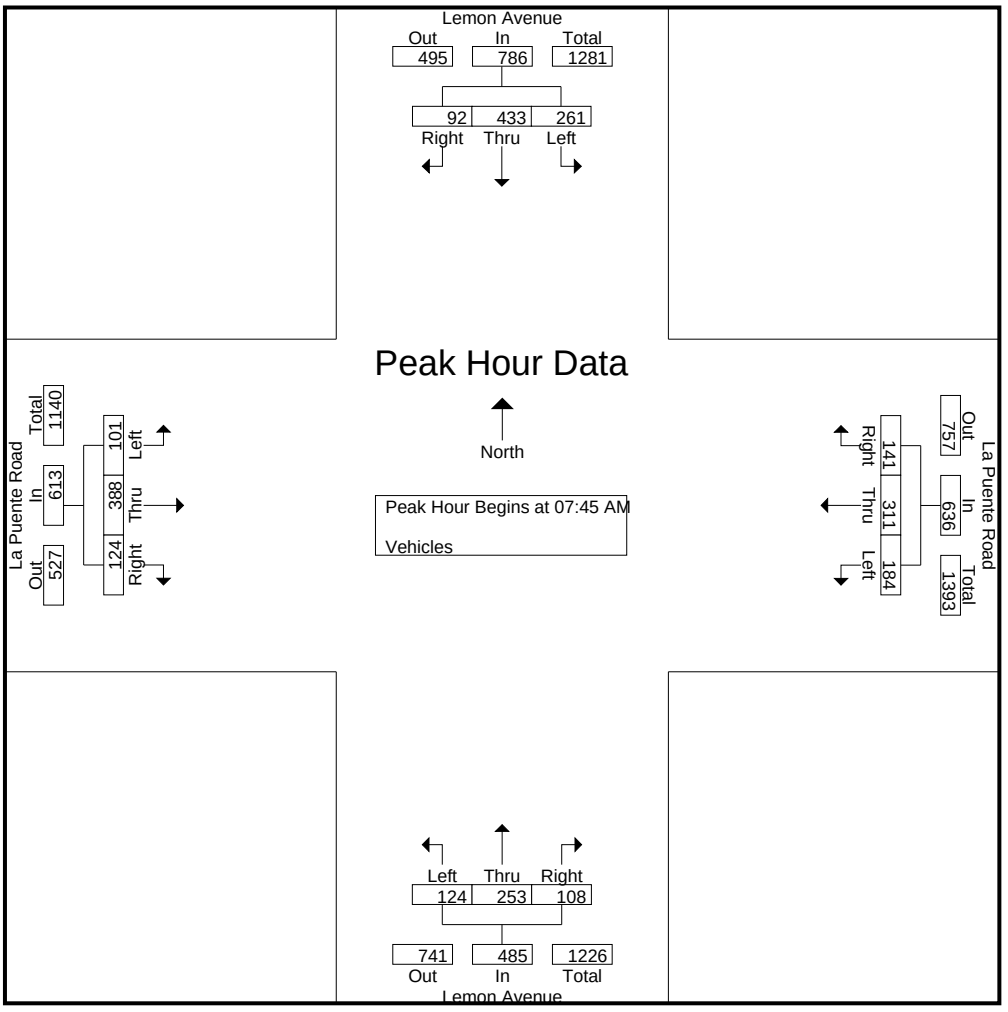
	Lemon Avenue Southbound			La Puente Road Westbound			Lemon Avenue Northbound			La Puente Road Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
07:00 AM	19	52	11	7	21	9	8	25	2	12	26	24	216
07:15 AM	37	65	19	16	28	17	15	26	18	13	52	28	334
07:30 AM	31	82	14	27	50	26	17	43	16	23	85	28	442
07:45 AM	74	114	22	65	79	26	21	52	21	42	112	35	663
Total	161	313	66	115	178	78	61	146	57	90	275	115	1655
08:00 AM	98	111	31	48	77	36	28	73	33	22	113	36	706
08:15 AM	67	114	28	43	78	51	46	70	29	26	108	28	688
08:30 AM	22	94	11	28	77	28	29	58	25	11	55	25	463
08:45 AM	16	86	18	22	56	16	23	37	14	16	53	27	384
Total	203	405	88	141	288	131	126	238	101	75	329	116	2241
04:00 PM	26	54	12	19	57	24	51	95	34	27	106	20	525
04:15 PM	33	65	15	12	58	23	36	107	38	37	107	48	579
04:30 PM	38	65	25	23	51	27	52	107	31	41	123	38	621
04:45 PM	40	68	19	22	78	30	44	122	31	40	129	42	665
Total	137	252	71	76	244	104	183	431	134	145	465	148	2390
05:00 PM	44	67	16	20	72	29	57	128	32	29	132	33	659
05:15 PM	35	74	17	25	80	29	53	132	29	35	119	17	645
05:30 PM	32	74	27	19	91	42	45	122	25	44	133	29	683
05:45 PM	46	71	20	18	73	21	69	102	18	32	100	30	600
Total	157	286	80	82	316	121	224	484	104	140	484	109	2587
Grand Total	658	1256	305	414	1026	434	594	1299	396	450	1553	488	8873
Apprch %	29.7	56.6	13.7	22.1	54.7	23.2	26	56.7	17.3	18.1	62.3	19.6	
Total %	7.4	14.2	3.4	4.7	11.6	4.9	6.7	14.6	4.5	5.1	17.5	5.5	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue Southbound				La Puente Road Westbound				Lemon Avenue Northbound				La Puente Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
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																	
07:45 AM	74	**114**	22	210	**65**	**79**	26	170	21	52	21	94	**42**	112	35	**189**	663
08:00 AM	**98**	111	**31**	**240**	48	77	36	161	28	**73**	**33**	134	22	**113**	**36**	171	**706**
08:15 AM	67	114	28	209	43	78	**51**	**172**	**46**	70	29	**145**	26	108	28	162	688
08:30 AM	22	94	11	127	28	77	28	133	29	58	25	112	11	55	25	91	463
Total Volume	261	433	92	786	184	311	141	636	124	253	108	485	101	388	124	613	2520
% App. Total	33.2	55.1	11.7		28.9	48.9	22.2		25.6	52.2	22.3		16.5	63.3	20.2		
PHF	.666	.950	.742	.819	.708	.984	.691	.924	.674	.866	.818	.836	.601	.858	.861	.811	.892

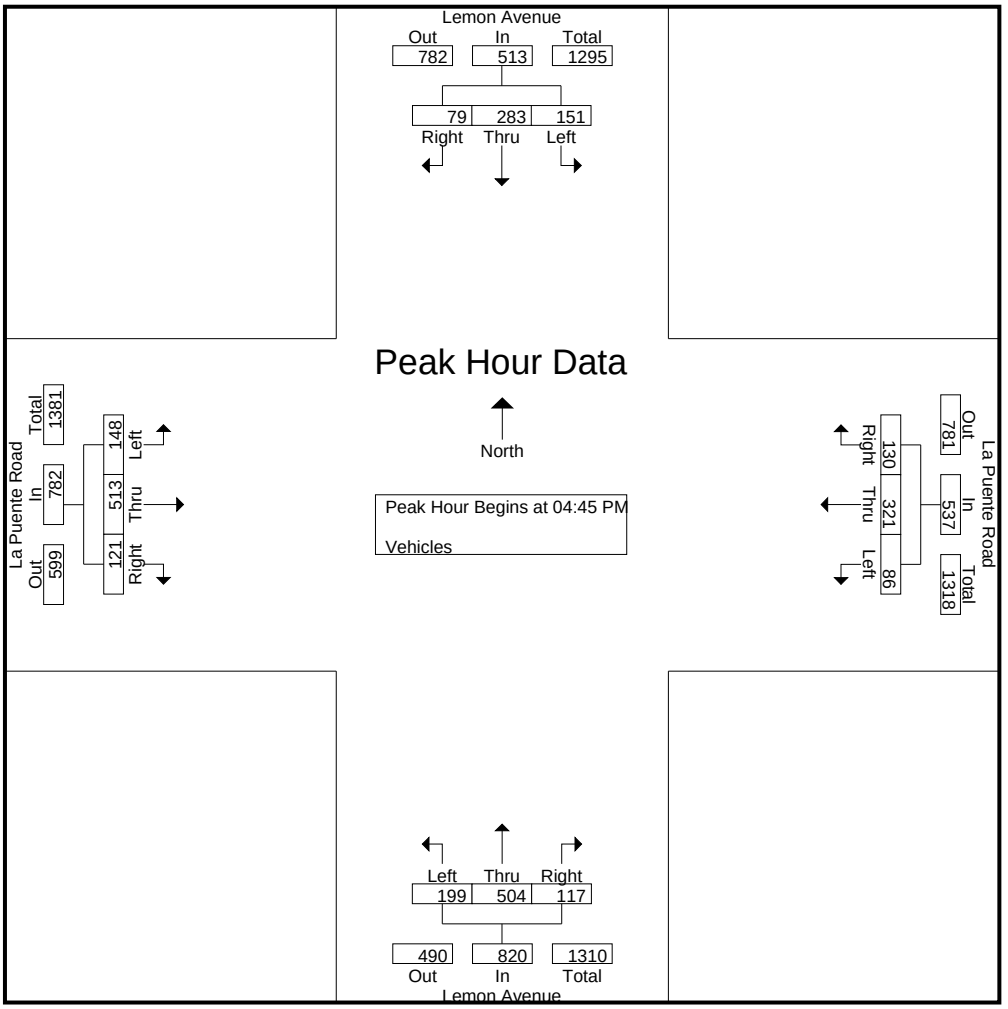


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue Southbound				La Puente Road Westbound				Lemon Avenue Northbound				La Puente Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. 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	40	68	19	127	22	78	30	130	44	122	31	197	40	129	**42**	**211**	665
05:00 PM	**44**	67	16	127	20	72	29	121	**57**	128	**32**	**217**	29	132	33	194	659
05:15 PM	35	**74**	17	126	**25**	80	29	134	53	**132**	29	214	35	119	17	171	645
05:30 PM	32	74	**27**	**133**	19	**91**	**42**	**152**	45	122	25	192	**44**	**133**	29	206	**683**
Total Volume	151	283	79	513	86	321	130	537	199	504	117	820	148	513	121	782	2652
% App. Total	29.4	55.2	15.4		16	59.8	24.2		24.3	61.5	14.3		18.9	65.6	15.5		
PHF	.858	.956	.731	.964	.860	.882	.774	.883	.873	.955	.914	.945	.841	.964	.720	.927	.971



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

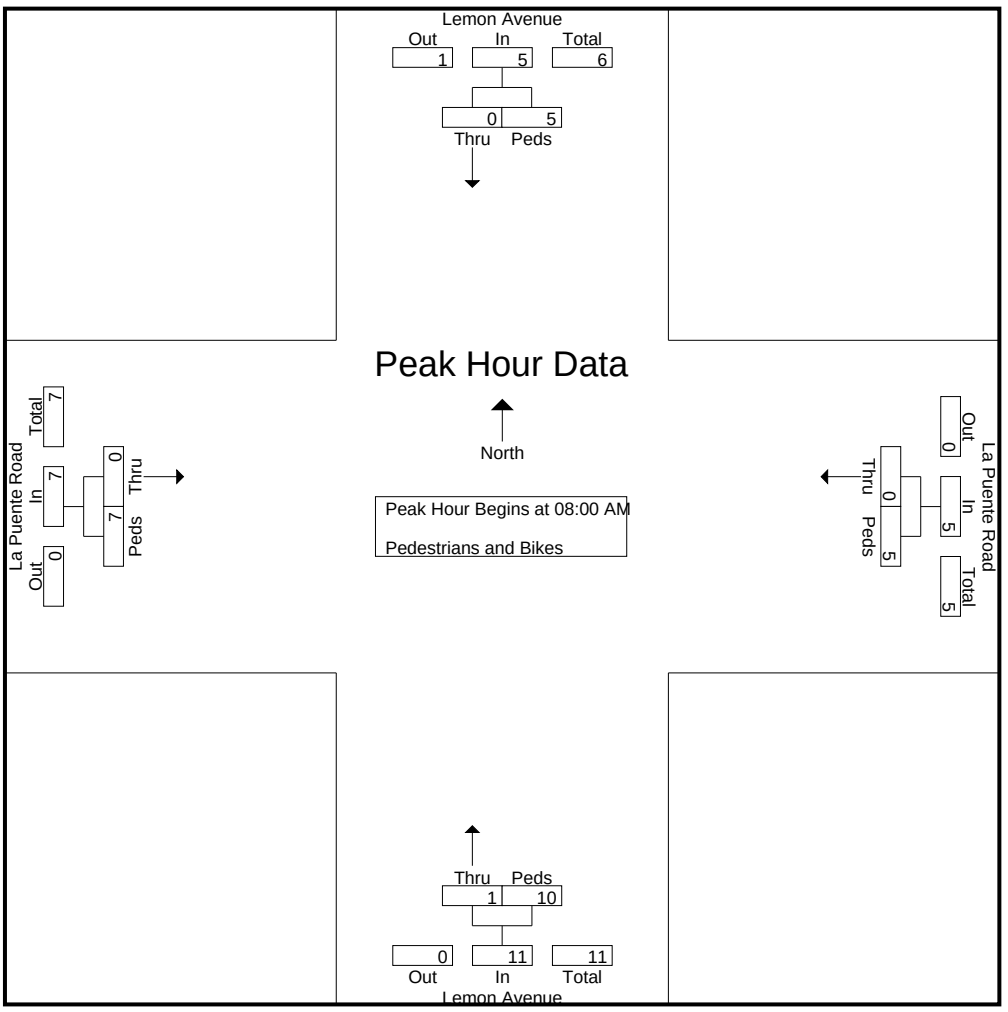
	Lemon Avenue North Leg		La Puente Road East Leg		Lemon Avenue South Leg		La Puente Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
07:00 AM	1	1	0	0	0	0	0	0	2
07:15 AM	0	2	0	2	0	0	0	0	4
07:30 AM	1	1	1	1	0	1	1	0	6
07:45 AM	1	1	0	0	0	2	0	0	4
Total	3	5	1	3	0	3	1	0	16
08:00 AM	0	1	0	0	0	2	0	0	3
08:15 AM	0	0	0	0	0	2	0	3	5
08:30 AM	0	2	0	2	1	4	0	3	12
08:45 AM	0	2	0	3	0	2	0	1	8
Total	0	5	0	5	1	10	0	7	28
04:00 PM	1	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	0	1	0	1	3
04:30 PM	0	3	0	3	0	2	0	2	10
04:45 PM	0	2	0	0	0	0	0	0	2
Total	1	5	0	4	0	3	0	3	16
05:00 PM	1	2	1	2	0	3	0	2	11
05:15 PM	0	0	0	2	0	2	0	0	4
05:30 PM	1	2	0	0	0	0	0	1	4
05:45 PM	0	0	0	1	0	2	0	2	5
Total	2	4	1	5	0	7	0	5	24
Grand Total	6	19	2	17	1	23	1	15	84
Apprch %	24	76	10.5	89.5	4.2	95.8	6.2	93.8	
Total %	7.1	22.6	2.4	20.2	1.2	27.4	1.2	17.9	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue North Leg			La Puente Road East Leg			Lemon Avenue South Leg			La Puente Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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	1	1	0	0	0	0	2	2	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	2	2	0	**3**	**3**	5
08:30 AM	0	**2**	**2**	0	2	2	**1**	**4**	**5**	0	3	3	**12**
08:45 AM	0	2	2	0	**3**	**3**	0	2	2	0	1	1	8
Total Volume	0	5	5	0	5	5	1	10	11	0	7	7	28
% App. Total	0	100		0	100		9.1	90.9		0	100		
PHF	.000	.625	.625	.000	.417	.417	.250	.625	.550	.000	.583	.583	.583

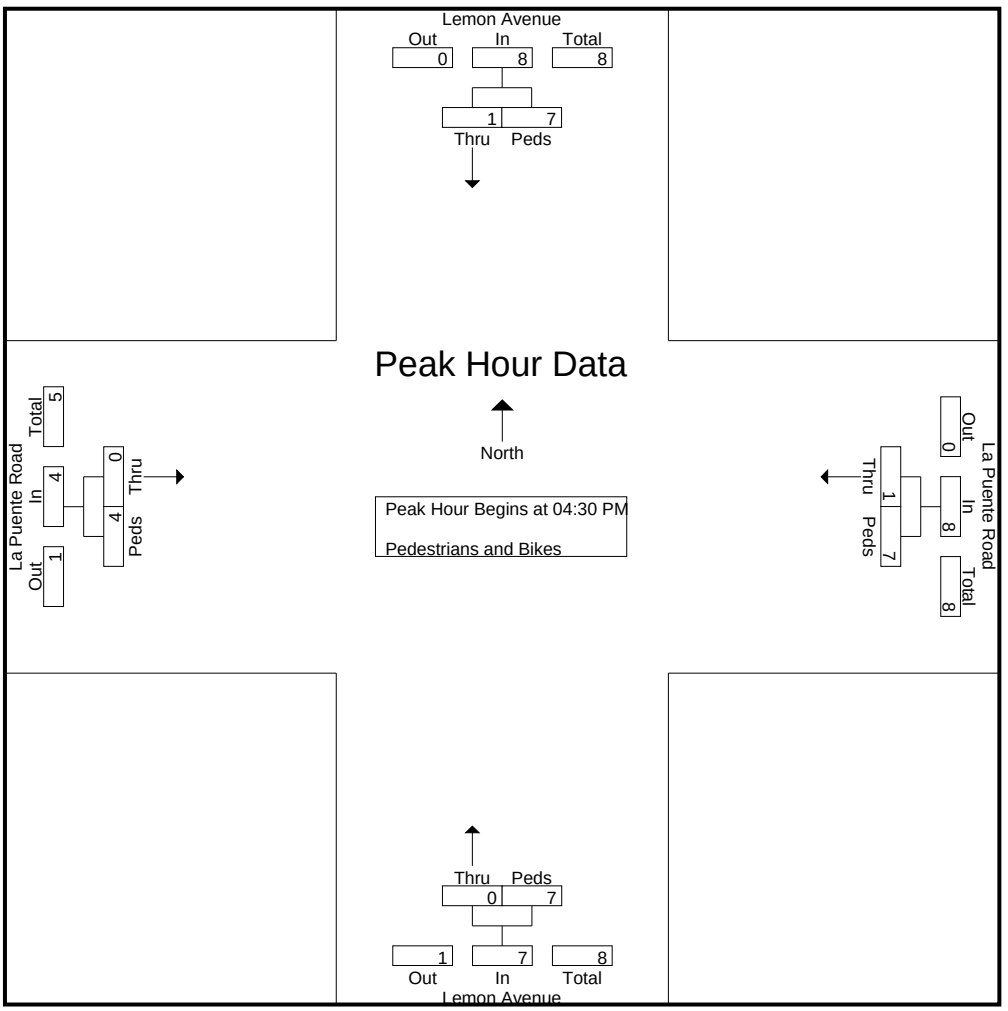


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue North Leg			La Puente Road East Leg			Lemon Avenue South Leg			La Puente Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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**	**3**	0	**3**	**3**	0	2	2	0	**2**	**2**	10
04:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	2
05:00 PM	**1**	2	3	**1**	2	3	0	**3**	**3**	0	2	2	**11**
05:15 PM	0	0	0	0	2	2	0	2	2	0	0	0	4
Total Volume	1	7	8	1	7	8	0	7	7	0	4	4	27
% App. Total	12.5	87.5		12.5	87.5		0	100		0	100		
PHF	.250	.583	.667	.250	.583	.667	.000	.583	.583	.000	.500	.500	.614



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Vehicles

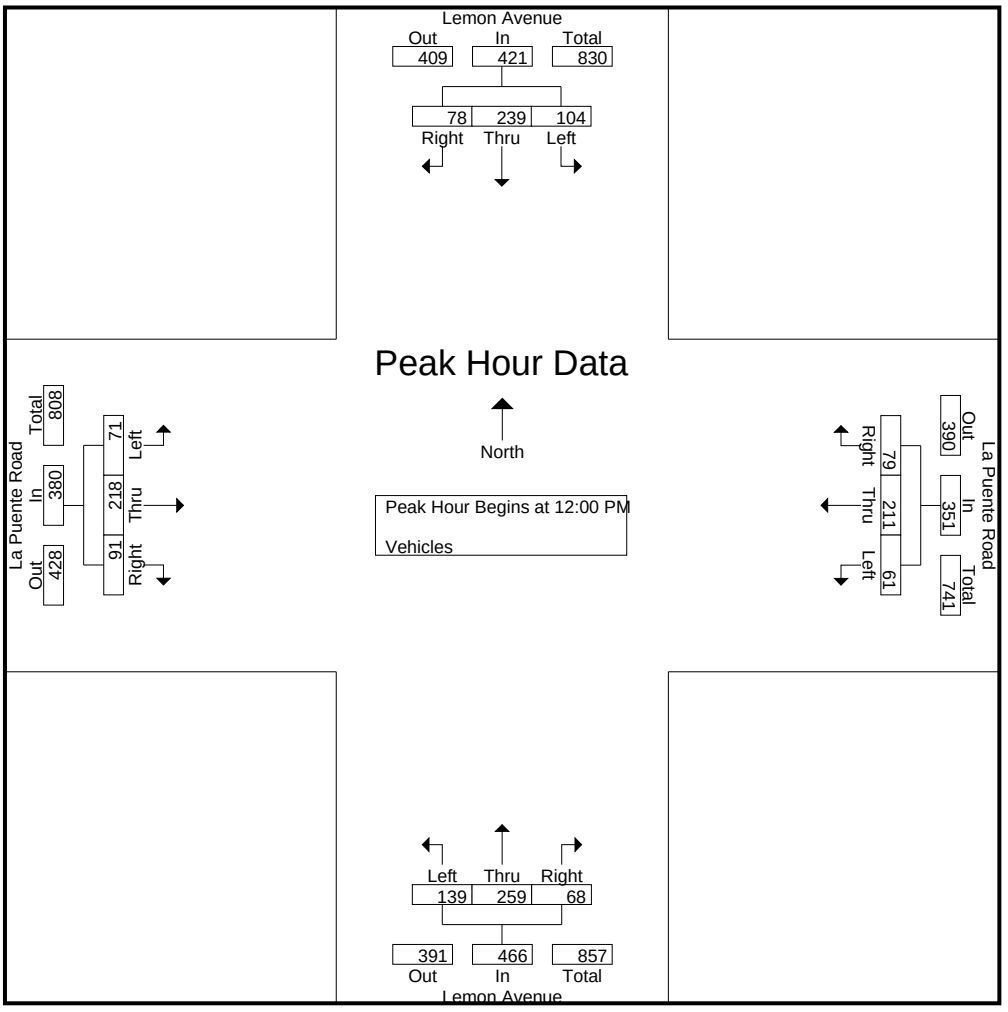
	Lemon Avenue Southbound			La Puente Road Westbound			Lemon Avenue Northbound			La Puente Road Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
12:00 PM	29	59	22	13	57	26	33	61	10	17	67	28	422
12:15 PM	28	68	22	12	52	22	32	49	18	18	48	22	391
12:30 PM	25	51	14	20	49	12	39	65	19	16	52	24	386
12:45 PM	22	61	20	16	53	19	35	84	21	20	51	17	419
Total	104	239	78	61	211	79	139	259	68	71	218	91	1618
01:00 PM	23	59	12	11	41	17	30	70	16	18	57	27	381
01:15 PM	26	68	28	12	46	11	37	73	13	39	47	26	426
01:30 PM	16	58	24	13	57	19	29	50	17	29	52	26	390
01:45 PM	15	59	25	17	54	10	47	36	10	13	49	32	367
Total	80	244	89	53	198	57	143	229	56	99	205	111	1564
Grand Total	184	483	167	114	409	136	282	488	124	170	423	202	3182
Apprch %	22.1	57.9	20	17.3	62.1	20.6	31.5	54.6	13.9	21.4	53.2	25.4	
Total %	5.8	15.2	5.2	3.6	12.9	4.3	8.9	15.3	3.9	5.3	13.3	6.3	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue Southbound				La Puente Road Westbound				Lemon Avenue Northbound				La Puente Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**29**	59	**22**	110	13	**57**	**26**	**96**	33	61	10	104	17	**67**	**28**	**112**	**422**
12:15 PM	28	**68**	22	**118**	12	52	22	86	32	49	18	99	18	48	22	88	391
12:30 PM	25	51	14	90	**20**	49	12	81	**39**	65	19	123	16	52	24	92	386
12:45 PM	22	61	20	103	16	53	19	88	35	**84**	**21**	**140**	**20**	51	17	88	419
Total Volume	104	239	78	421	61	211	79	351	139	259	68	466	71	218	91	380	1618
% App. Total	24.7	56.8	18.5		17.4	60.1	22.5		29.8	55.6	14.6		18.7	57.4	23.9		
PHF	.897	.879	.886	.892	.763	.925	.760	.914	.891	.771	.810	.832	.888	.813	.813	.848	.959



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025

Groups Printed- Pedestrians and Bikes

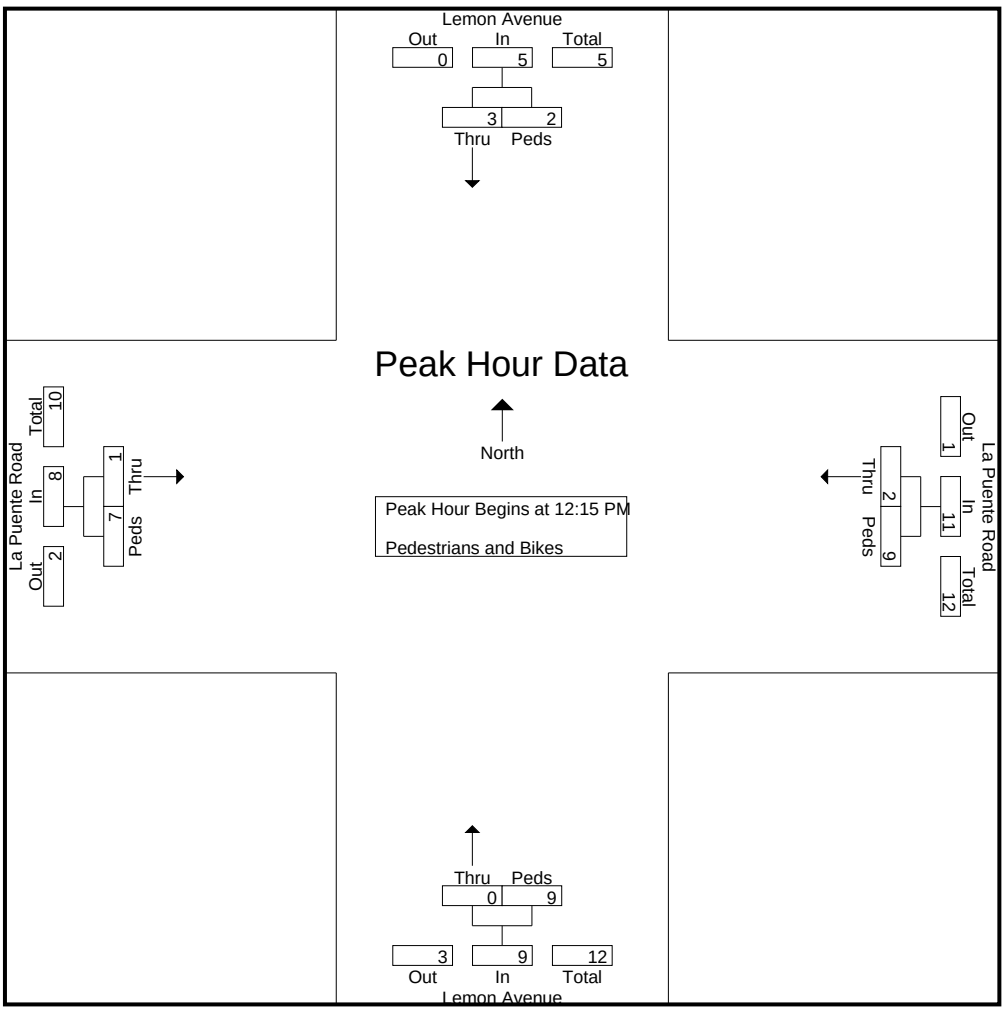
	Lemon Avenue North Leg		La Puente Road East Leg		Lemon Avenue South Leg		La Puente Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
12:00 PM	0	1	0	0	0	3	0	2	6
12:15 PM	0	0	0	2	0	2	0	1	5
12:30 PM	3	1	1	3	0	3	1	1	13
12:45 PM	0	1	0	2	0	1	0	1	5
Total	3	3	1	7	0	9	1	5	29
01:00 PM	0	0	1	2	0	3	0	4	10
01:15 PM	0	0	0	1	1	0	0	1	3
01:30 PM	1	1	1	1	0	1	1	2	8
01:45 PM	0	0	1	2	0	1	0	0	4
Total	1	1	3	6	1	5	1	7	25
Grand Total	4	4	4	13	1	14	2	12	54
Apprch %	50	50	23.5	76.5	6.7	93.3	14.3	85.7	
Total %	7.4	7.4	7.4	24.1	1.9	25.9	3.7	22.2	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_LaPuenteRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue North Leg			La Puente Road East Leg			Lemon Avenue South Leg			La Puente Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:15 PM													
12:15 PM	0	0	0	0	2	2	0	2	2	0	1	1	5
12:30 PM	**3**	**1**	**4**	**1**	**3**	**4**	0	**3**	**3**	**1**	1	2	**13**
12:45 PM	0	1	1	0	2	2	0	1	1	0	1	1	5
01:00 PM	0	0	0	1	2	3	0	3	3	0	**4**	**4**	10
Total Volume	3	2	5	2	9	11	0	9	9	1	7	8	33
% App. Total	60	40		18.2	81.8		0	100		12.5	87.5		
PHF	.250	.500	.313	.500	.750	.688	.000	.750	.750	.250	.438	.500	.635



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_ValleyBlvd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

Groups Printed- Vehicles

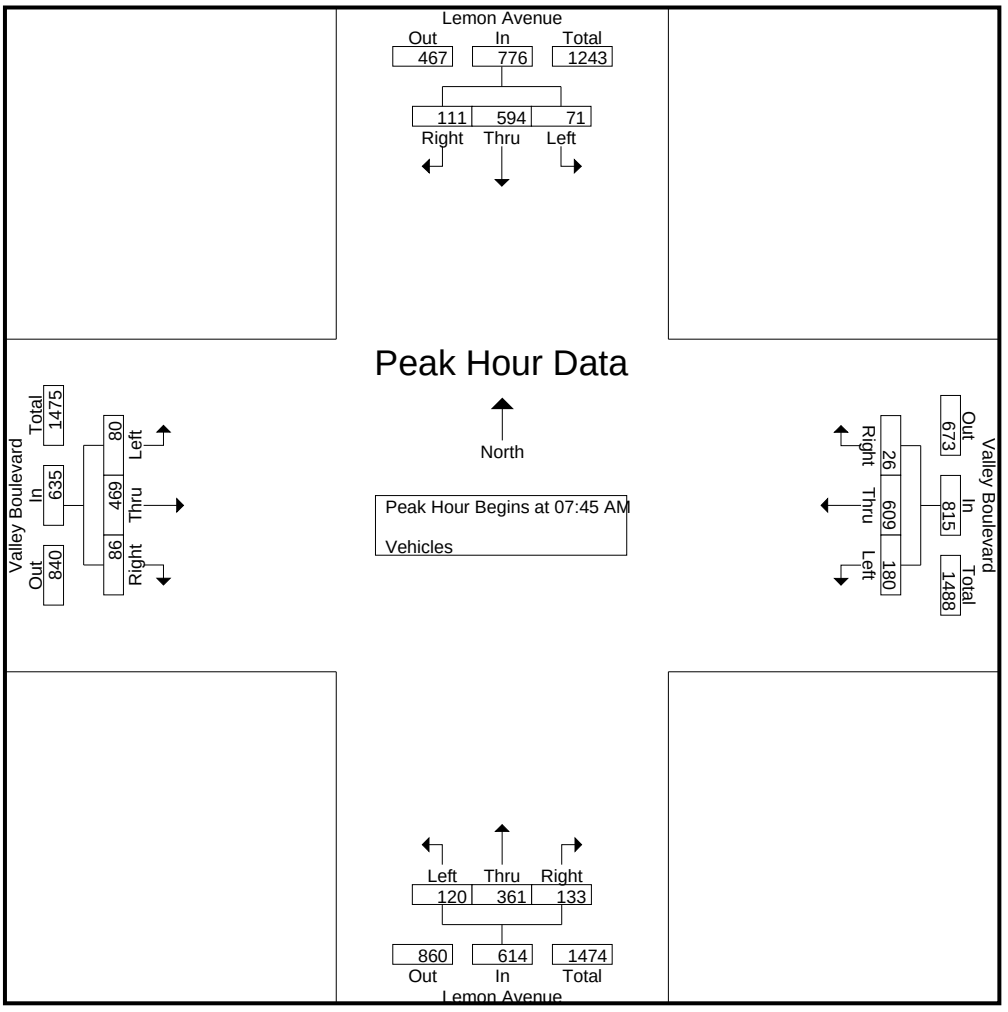
	Lemon Avenue Southbound			Valley Boulevard Westbound			Lemon Avenue Northbound			Valley Boulevard Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
07:00 AM	5	78	10	30	120	2	20	41	12	4	52	12	386
07:15 AM	10	99	15	29	144	5	19	54	27	3	78	13	496
07:30 AM	14	103	7	54	128	6	20	54	21	15	106	19	547
07:45 AM	17	165	20	39	152	9	21	105	28	17	140	19	732
Total	46	445	52	152	544	22	80	254	88	39	376	63	2161
08:00 AM	22	134	42	43	141	8	34	118	40	30	112	32	756
08:15 AM	24	199	27	52	177	5	36	62	37	23	123	21	786
08:30 AM	8	96	22	46	139	4	29	76	28	10	94	14	566
08:45 AM	23	145	21	54	129	11	24	65	24	15	77	47	635
Total	77	574	112	195	586	28	123	321	129	78	406	114	2743
04:00 PM	27	87	11	42	106	15	22	106	44	25	148	30	663
04:15 PM	23	81	14	31	116	15	21	104	58	21	146	27	657
04:30 PM	18	91	15	29	120	15	27	113	40	21	163	20	672
04:45 PM	15	92	19	24	122	16	23	105	42	31	220	20	729
Total	83	351	59	126	464	61	93	428	184	98	677	97	2721
05:00 PM	29	146	12	61	105	12	35	177	61	33	240	30	941
05:15 PM	15	125	8	55	131	19	30	129	57	31	285	38	923
05:30 PM	22	136	18	44	113	17	36	118	55	34	210	28	831
05:45 PM	13	113	8	34	110	14	33	113	37	25	261	30	791
Total	79	520	46	194	459	62	134	537	210	123	996	126	3486
Grand Total	285	1890	269	667	2053	173	430	1540	611	338	2455	400	11111
Apprch %	11.7	77.3	11	23.1	71	6	16.7	59.7	23.7	10.6	76.9	12.5	
Total %	2.6	17	2.4	6	18.5	1.6	3.9	13.9	5.5	3	22.1	3.6	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_ValleyBlvd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue Southbound				Valley Boulevard Westbound				Lemon Avenue Northbound				Valley Boulevard Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
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																	
07:45 AM	17	165	20	202	39	152	**9**	200	21	105	28	154	17	**140**	19	**176**	732
08:00 AM	22	134	**42**	198	43	141	8	192	34	**118**	**40**	**192**	**30**	112	**32**	174	756
08:15 AM	**24**	**199**	27	**250**	**52**	**177**	5	**234**	**36**	62	37	135	23	123	21	167	**786**
08:30 AM	8	96	22	126	46	139	4	189	29	76	28	133	10	94	14	118	566
Total Volume	71	594	111	776	180	609	26	815	120	361	133	614	80	469	86	635	2840
% App. Total	9.1	76.5	14.3		22.1	74.7	3.2		19.5	58.8	21.7		12.6	73.9	13.5		
PHF	.740	.746	.661	.776	.865	.860	.722	.871	.833	.765	.831	.799	.667	.838	.672	.902	.903

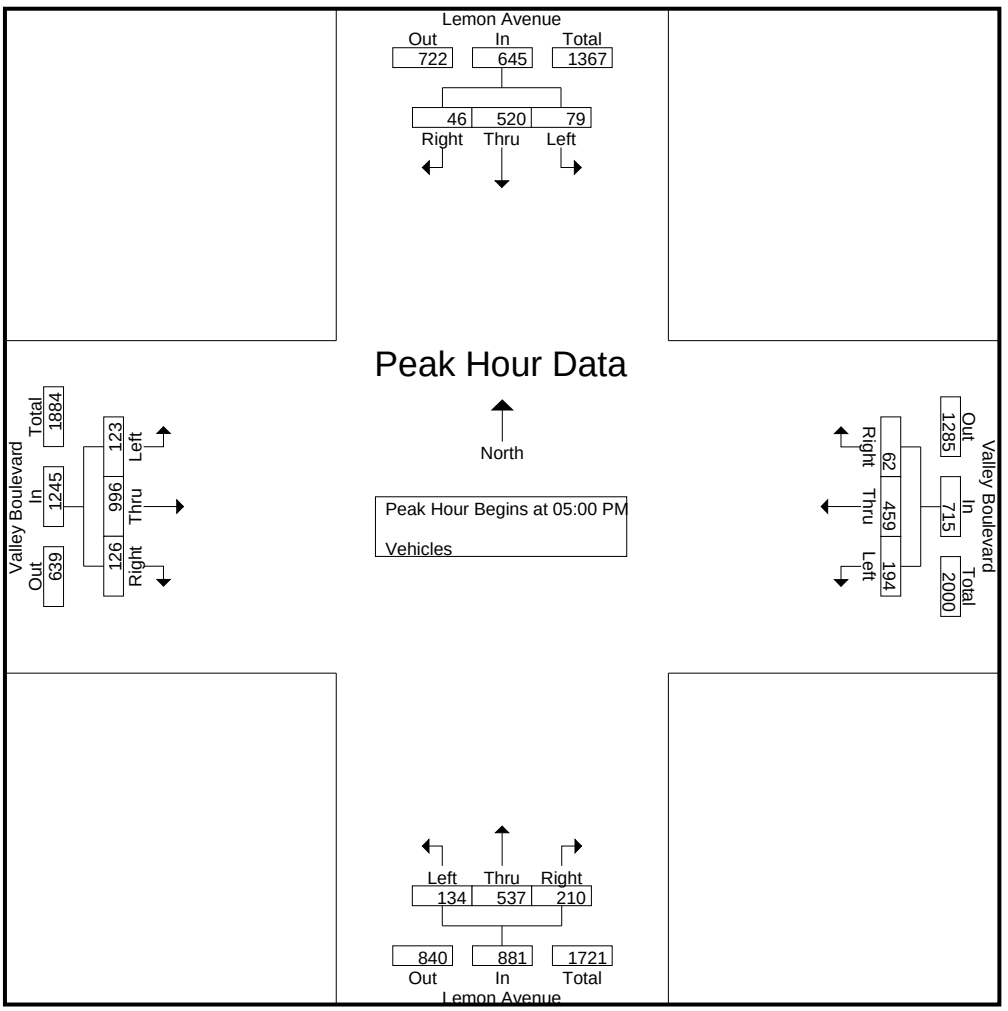


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_ValleyBlvd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue Southbound				Valley Boulevard Westbound				Lemon Avenue Northbound				Valley Boulevard Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. 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	**29**	**146**	12	**187**	**61**	105	12	178	35	**177**	**61**	**273**	33	240	30	303	**941**
05:15 PM	15	125	8	148	55	**131**	**19**	**205**	30	129	57	216	31	**285**	**38**	**354**	923
05:30 PM	22	136	**18**	176	44	113	17	174	**36**	118	55	209	**34**	210	28	272	831
05:45 PM	13	113	8	134	34	110	14	158	33	113	37	183	25	261	30	316	791
Total Volume	79	520	46	645	194	459	62	715	134	537	210	881	123	996	126	1245	3486
% App. Total	12.2	80.6	7.1		27.1	64.2	8.7		15.2	61	23.8		9.9	80	10.1		
PHF	.681	.890	.639	.862	.795	.876	.816	.872	.931	.758	.861	.807	.904	.874	.829	.879	.926



CITY TRAFFIC COUNTERS

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File Name : LemonAve_ValleyBlvd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

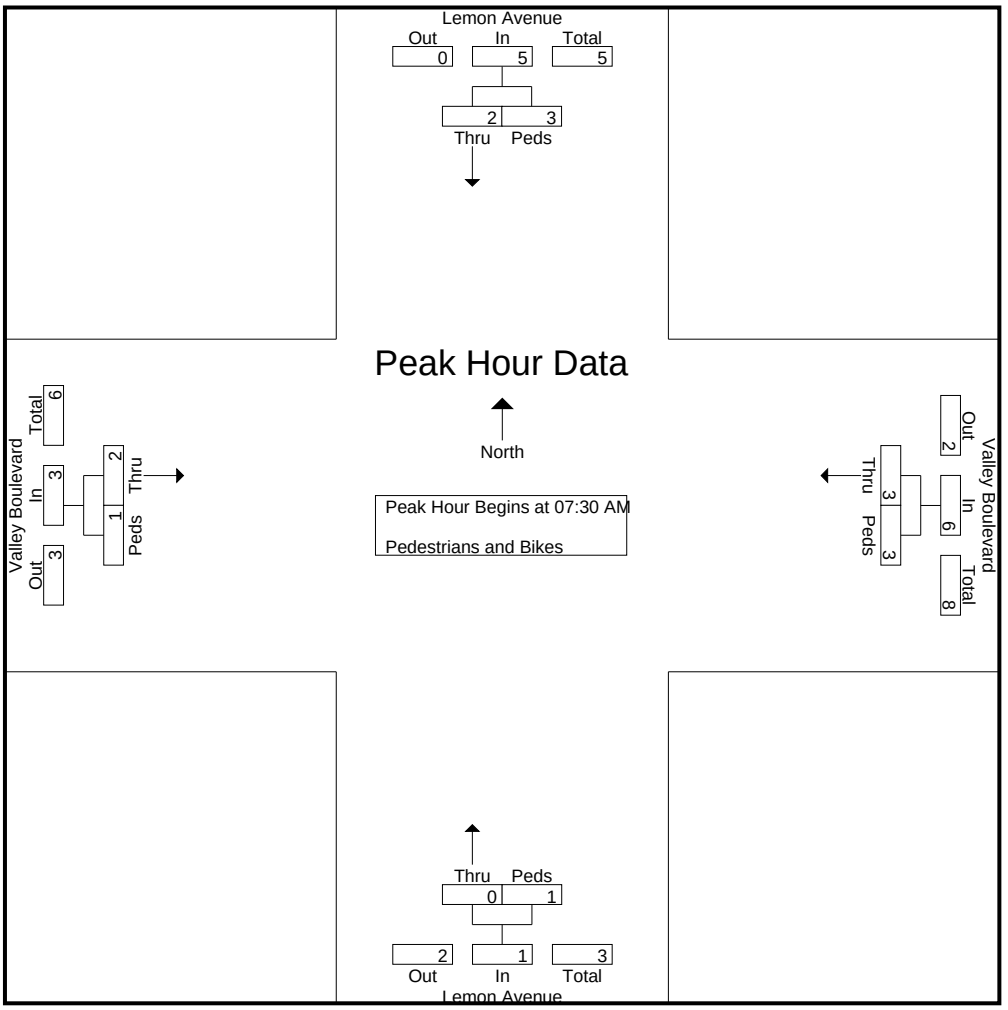
	Lemon Avenue North Leg		Valley Boulevard East Leg		Lemon Avenue South Leg		Valley Boulevard West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
07:00 AM	0	0	0	0	0	1	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	1
07:30 AM	0	3	0	2	0	0	0	0	5
07:45 AM	0	0	2	1	0	0	2	0	5
Total	0	3	2	3	0	2	2	0	12
08:00 AM	0	0	0	0	0	1	0	1	2
08:15 AM	2	0	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	1	1
08:45 AM	0	0	0	0	0	0	0	1	1
Total	2	0	1	0	0	1	0	3	7
04:00 PM	1	0	1	2	1	1	0	1	7
04:15 PM	0	0	0	1	0	0	0	4	5
04:45 PM	1	1	0	1	0	0	0	0	3
Total	2	1	1	4	1	1	0	5	15
05:00 PM	0	0	1	0	0	1	0	1	3
05:15 PM	2	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	1	3
05:45 PM	0	1	0	3	0	0	0	1	5
Total	2	2	1	4	0	1	0	3	13
Grand Total	6	6	5	11	1	5	2	11	47
Apprch %	50	50	31.2	68.8	16.7	83.3	15.4	84.6	
Total %	12.8	12.8	10.6	23.4	2.1	10.6	4.3	23.4	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_ValleyBlvd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Lemon Avenue North Leg			Valley Boulevard East Leg			Lemon Avenue South Leg			Valley Boulevard West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
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													
07:30 AM	0	**3**	**3**	0	**2**	2	0	0	0	0	0	0	**5**
07:45 AM	0	0	0	**2**	1	**3**	0	0	0	**2**	0	**2**	5
08:00 AM	0	0	0	0	0	0	0	**1**	**1**	0	**1**	1	2
08:15 AM	**2**	0	2	1	0	1	0	0	0	0	0	0	3
Total Volume	2	3	5	3	3	6	0	1	1	2	1	3	15
% App. Total	40	60		50	50		0	100		66.7	33.3		
PHF	.250	.250	.417	.375	.375	.500	.000	.250	.250	.250	.250	.375	.750

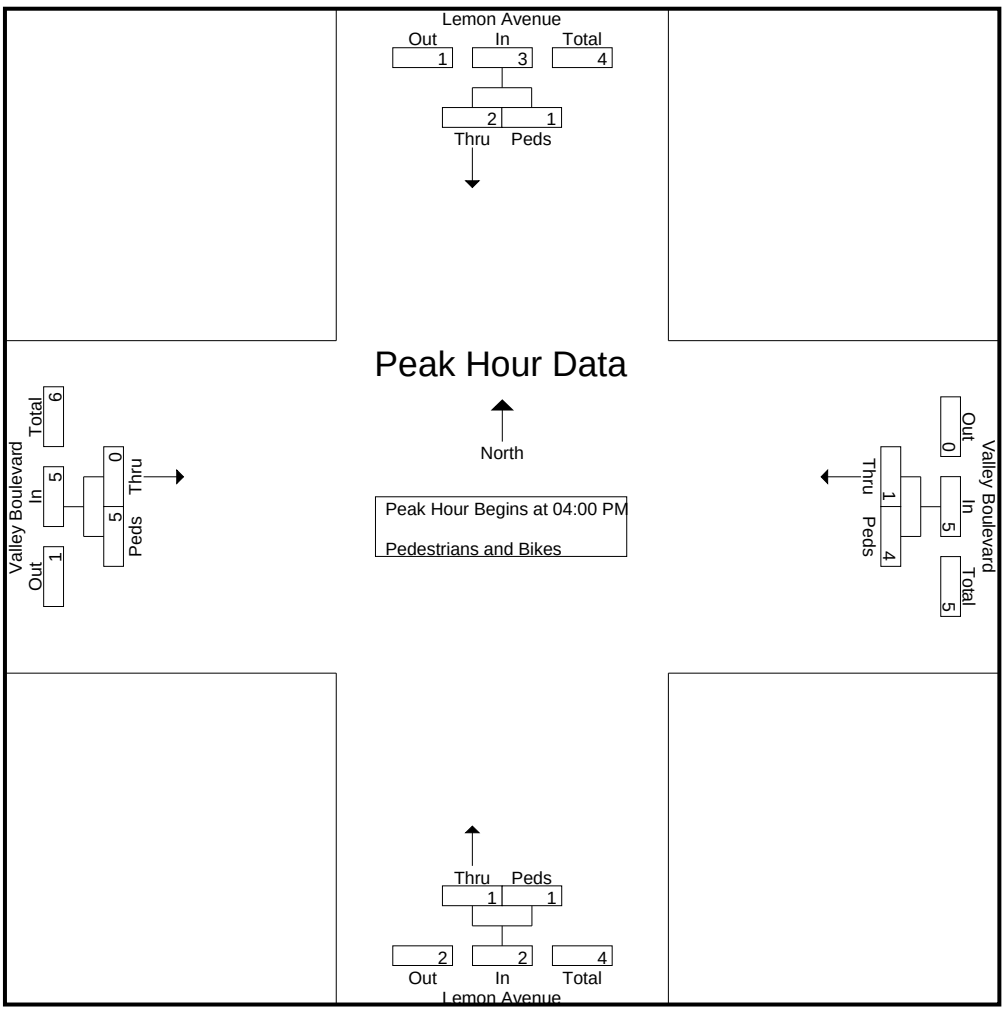


CITY TRAFFIC COUNTERS

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File Name : LemonAve_ValleyBlvd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Lemon Avenue North Leg			Valley Boulevard East Leg			Lemon Avenue South Leg			Valley Boulevard West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. 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**	0	1	**1**	**2**	**3**	**1**	**1**	**2**	0	1	1	**7**
04:15 PM	0	0	0	0	1	1	0	0	0	0	**4**	**4**	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	**1**	**2**	0	1	1	0	0	0	0	0	0	3
Total Volume	2	1	3	1	4	5	1	1	2	0	5	5	15
% App. Total	66.7	33.3		20	80		50	50		0	100		
PHF	.500	.250	.375	.250	.500	.417	.250	.250	.250	.000	.313	.313	.536



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : LemonAve_ValleyBlvd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Vehicles

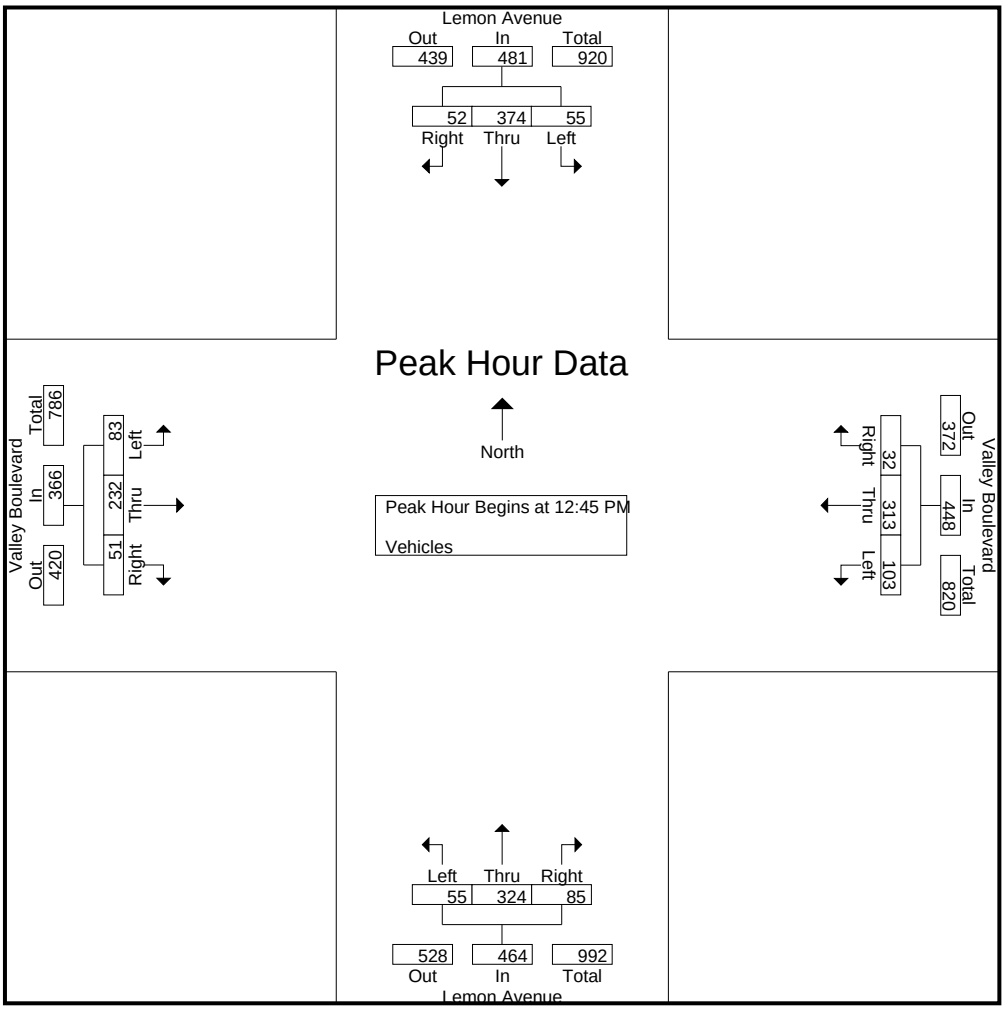
	Lemon Avenue Southbound			Valley Boulevard Westbound			Lemon Avenue Northbound			Valley Boulevard Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
12:00 PM	11	102	5	19	59	9	13	78	21	11	42	11	381
12:15 PM	12	108	8	24	77	8	16	59	16	19	74	13	434
12:30 PM	9	103	6	25	78	12	16	70	12	20	69	20	440
12:45 PM	14	85	8	28	73	6	17	98	20	20	45	10	424
Total	46	398	27	96	287	35	62	305	69	70	230	54	1679
01:00 PM	8	103	19	24	64	9	11	69	15	23	51	17	413
01:15 PM	17	86	14	24	90	13	16	86	26	23	70	12	477
01:30 PM	16	100	11	27	86	4	11	71	24	17	66	12	445
01:45 PM	13	98	9	19	71	4	12	66	33	10	66	6	407
Total	54	387	53	94	311	30	50	292	98	73	253	47	1742
Grand Total	100	785	80	190	598	65	112	597	167	143	483	101	3421
Apprch %	10.4	81.3	8.3	22.3	70.1	7.6	12.8	68.2	19.1	19.7	66.4	13.9	
Total %	2.9	22.9	2.3	5.6	17.5	1.9	3.3	17.5	4.9	4.2	14.1	3	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_ValleyBlvd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue Southbound				Valley Boulevard Westbound				Lemon Avenue Northbound				Valley Boulevard Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	14	85	8	107	**28**	73	6	107	**17**	**98**	20	**135**	20	45	10	75	424
01:00 PM	8	**103**	**19**	**130**	24	64	9	97	11	69	15	95	**23**	51	**17**	91	413
01:15 PM	**17**	86	14	117	24	**90**	**13**	**127**	16	86	**26**	128	23	**70**	12	**105**	**477**
01:30 PM	16	100	11	127	27	86	4	117	11	71	24	106	17	66	12	95	445
Total Volume	55	374	52	481	103	313	32	448	55	324	85	464	83	232	51	366	1759
% App. Total	11.4	77.8	10.8		23	69.9	7.1		11.9	69.8	18.3		22.7	63.4	13.9		
PHF	.809	.908	.684	.925	.920	.869	.615	.882	.809	.827	.817	.859	.902	.829	.750	.871	.922



CITY TRAFFIC COUNTERS

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File Name : LemonAve_ValleyBlvd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

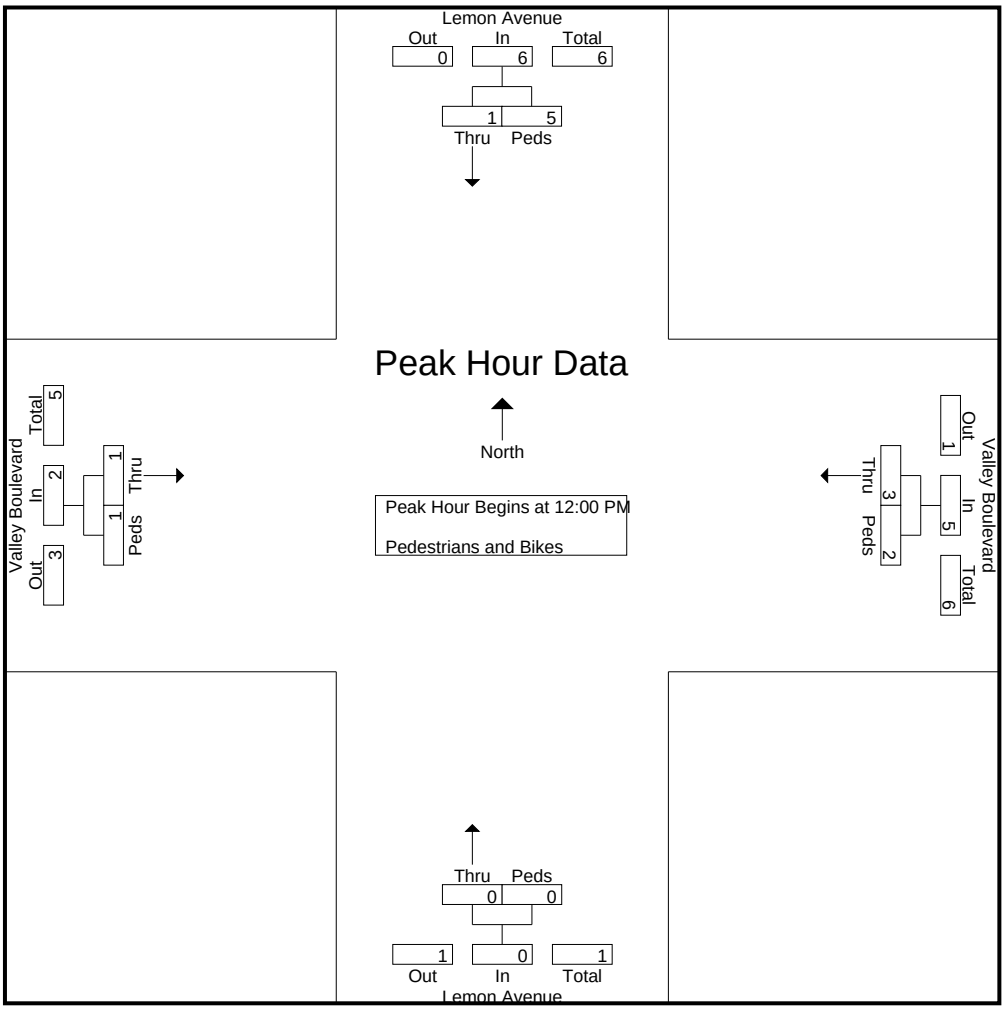
	Lemon Avenue North Leg		Valley Boulevard East Leg		Lemon Avenue South Leg		Valley Boulevard West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Bikes**	**Peds**	**Int. Total**
12:00 PM	0	0	2	2	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	1	1	2
12:30 PM	0	4	1	0	0	0	0	0	5
12:45 PM	1	1	0	0	0	0	0	0	2
Total	1	5	3	2	0	0	1	1	13
01:00 PM	0	0	0	0	0	0	1	1	2
Total	0	0	0	0	0	0	1	1	2
Grand Total	1	5	3	2	0	0	2	2	15
Apprch %	16.7	83.3	60	40	0	0	50	50	
Total %	6.7	33.3	20	13.3	0	0	13.3	13.3	

CITY TRAFFIC COUNTERS

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File Name : LemonAve_ValleyBlvd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Lemon Avenue North Leg			Valley Boulevard East Leg			Lemon Avenue South Leg			Valley Boulevard West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	0	0	0	**2**	**2**	**4**	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	2
12:30 PM	0	**4**	**4**	1	0	1	0	0	0	0	0	0	**5**
12:45 PM	**1**	1	2	0	0	0	0	0	0	0	0	0	2
Total Volume	1	5	6	3	2	5	0	0	0	1	1	2	13
% App. Total	16.7	83.3		60	40		0	0		50	50		
PHF	.250	.313	.375	.375	.250	.313	.000	.000	.000	.250	.250	.250	.650



CITY TRAFFIC COUNTERS

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File Name : ColtLn_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Vehicles

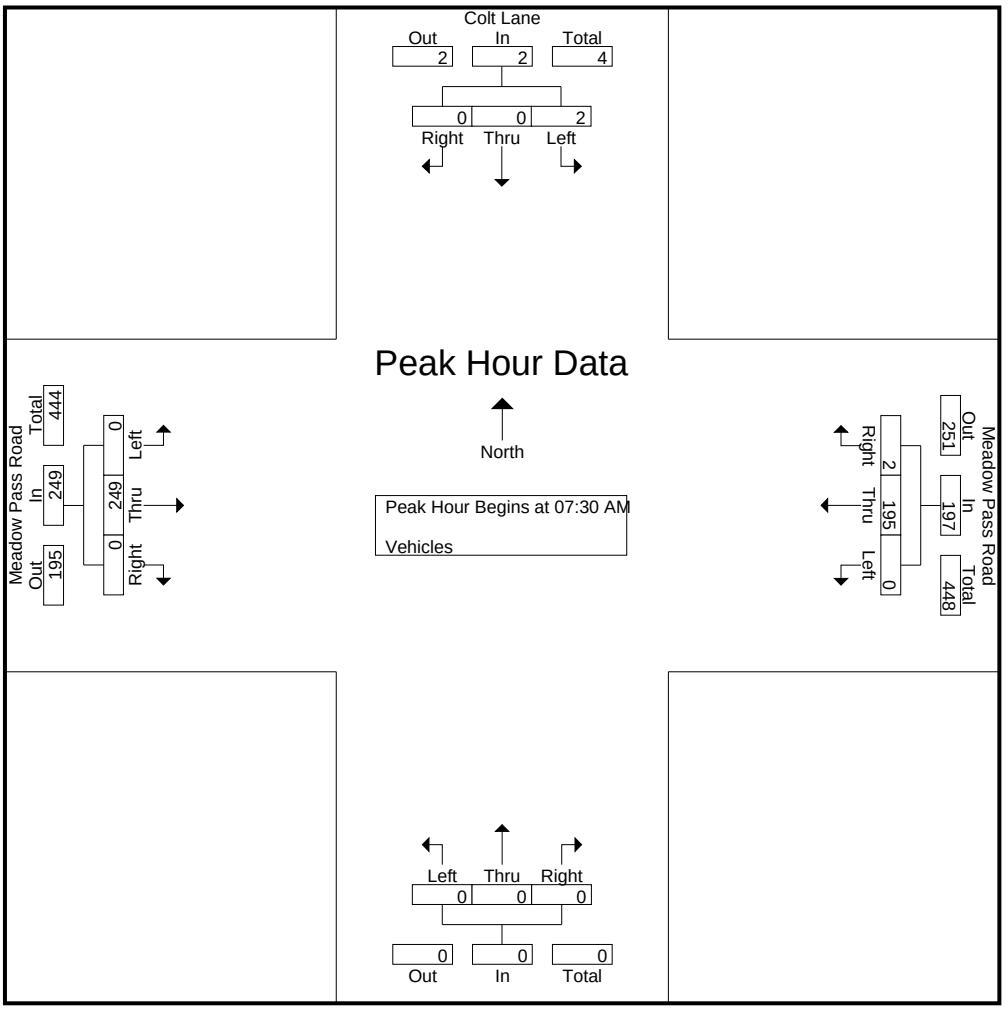
	Colt Lane Southbound			Meadow Pass Road Westbound			Northbound			Meadow Pass Road Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
07:00 AM	0	0	1	0	17	2	0	0	0	0	27	0	47
07:15 AM	0	0	0	0	23	0	0	0	0	0	27	0	50
07:30 AM	1	0	0	0	21	1	0	0	0	0	71	0	94
07:45 AM	1	0	0	0	59	1	0	0	0	0	93	0	154
Total	2	0	1	0	120	4	0	0	0	0	218	0	345
08:00 AM	0	0	0	0	66	0	0	0	0	0	46	0	112
08:15 AM	0	0	0	0	49	0	0	0	0	0	39	0	88
08:30 AM	0	0	0	0	35	0	0	0	0	0	25	0	60
08:45 AM	0	0	1	0	28	2	0	0	0	0	23	0	54
Total	0	0	1	0	178	2	0	0	0	0	133	0	314
04:00 PM	0	0	0	0	31	0	0	0	0	0	52	0	83
04:15 PM	0	0	0	0	32	0	0	0	0	1	64	0	97
04:30 PM	1	0	0	0	36	0	0	0	0	1	66	0	104
04:45 PM	0	0	1	0	30	0	0	0	0	1	73	0	105
Total	1	0	1	0	129	0	0	0	0	3	255	0	389
05:00 PM	0	0	1	0	31	1	0	0	0	1	69	0	103
05:15 PM	1	0	0	0	31	0	0	0	0	1	76	0	109
05:30 PM	0	0	0	0	39	1	0	0	0	0	62	0	102
05:45 PM	0	0	1	0	33	1	0	0	0	0	49	0	84
Total	1	0	2	0	134	3	0	0	0	2	256	0	398
Grand Total	4	0	5	0	561	9	0	0	0	5	862	0	1446
Apprch %	44.4	0	55.6	0	98.4	1.6	0	0	0	0.6	99.4	0	
Total %	0.3	0	0.3	0	38.8	0.6	0	0	0	0.3	59.6	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 2

	Colt Lane Southbound				Meadow Pass Road Westbound				Northbound				Meadow Pass Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	0	21	**1**	22	0	0	0	0	0	71	0	71	94
07:45 AM	1	0	0	1	0	59	1	60	0	0	0	0	0	**93**	0	**93**	**154**
08:00 AM	0	0	0	0	0	**66**	0	**66**	0	0	0	0	0	46	0	46	112
08:15 AM	0	0	0	0	0	49	0	49	0	0	0	0	0	39	0	39	88
Total Volume	2	0	0	2	0	195	2	197	0	0	0	0	0	249	0	249	448
% App. Total	100	0	0		0	99	1		0	0	0		0	100	0		
PHF	.500	.000	.000	.500	.000	.739	.500	.746	.000	.000	.000	.000	.000	.669	.000	.669	.727

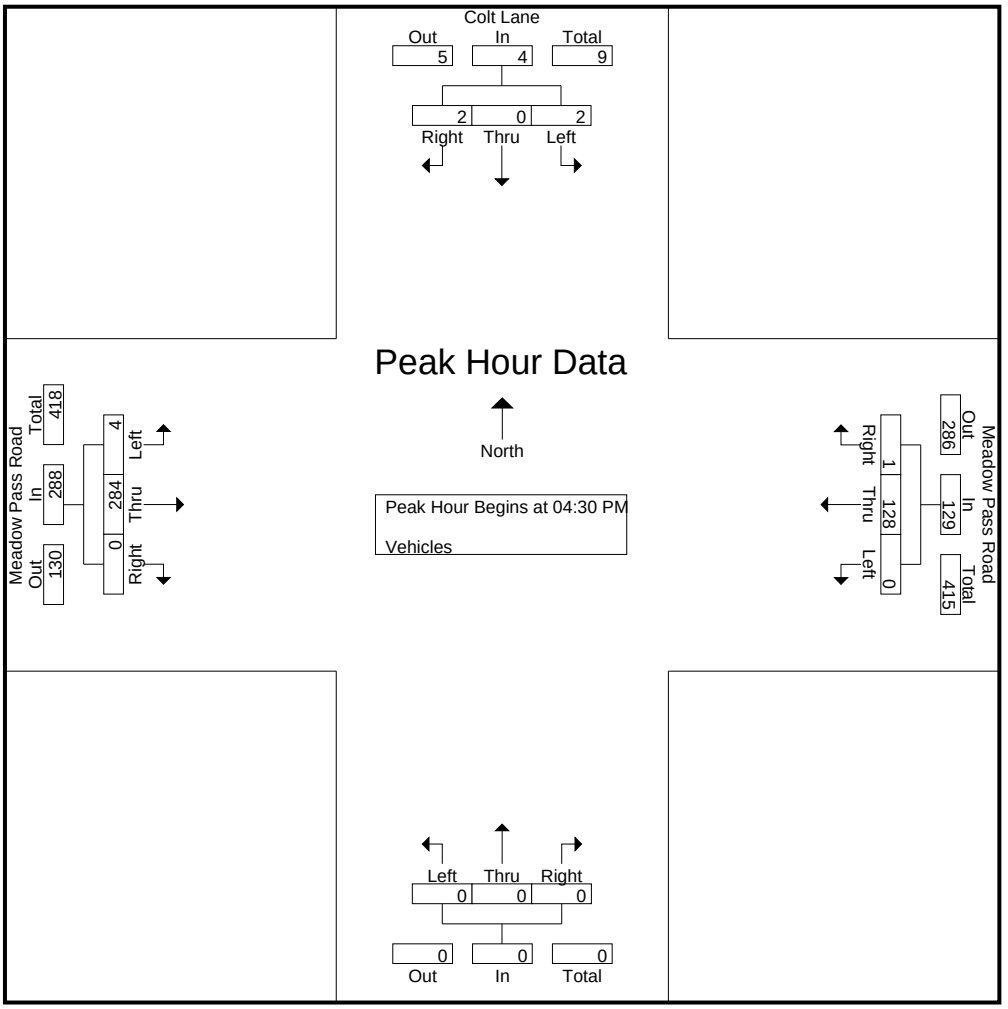


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 3

	Colt Lane Southbound				Meadow Pass Road Westbound				Northbound				Meadow Pass Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:15 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	**36**	0	**36**	0	0	0	0	**1**	66	0	67	104
04:45 PM	0	0	**1**	1	0	30	0	30	0	0	0	0	1	73	0	74	105
05:00 PM	0	0	1	1	0	31	**1**	32	0	0	0	0	1	69	0	70	103
05:15 PM	1	0	0	1	0	31	0	31	0	0	0	0	1	**76**	0	**77**	**109**
Total Volume	2	0	2	4	0	128	1	129	0	0	0	0	4	284	0	288	421
% App. Total	50	0	50		0	99.2	0.8		0	0	0		1.4	98.6	0		
PHF	.500	.000	.500	1.00	.000	.889	.250	.896	.000	.000	.000	.000	1.00	.934	.000	.935	.966



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

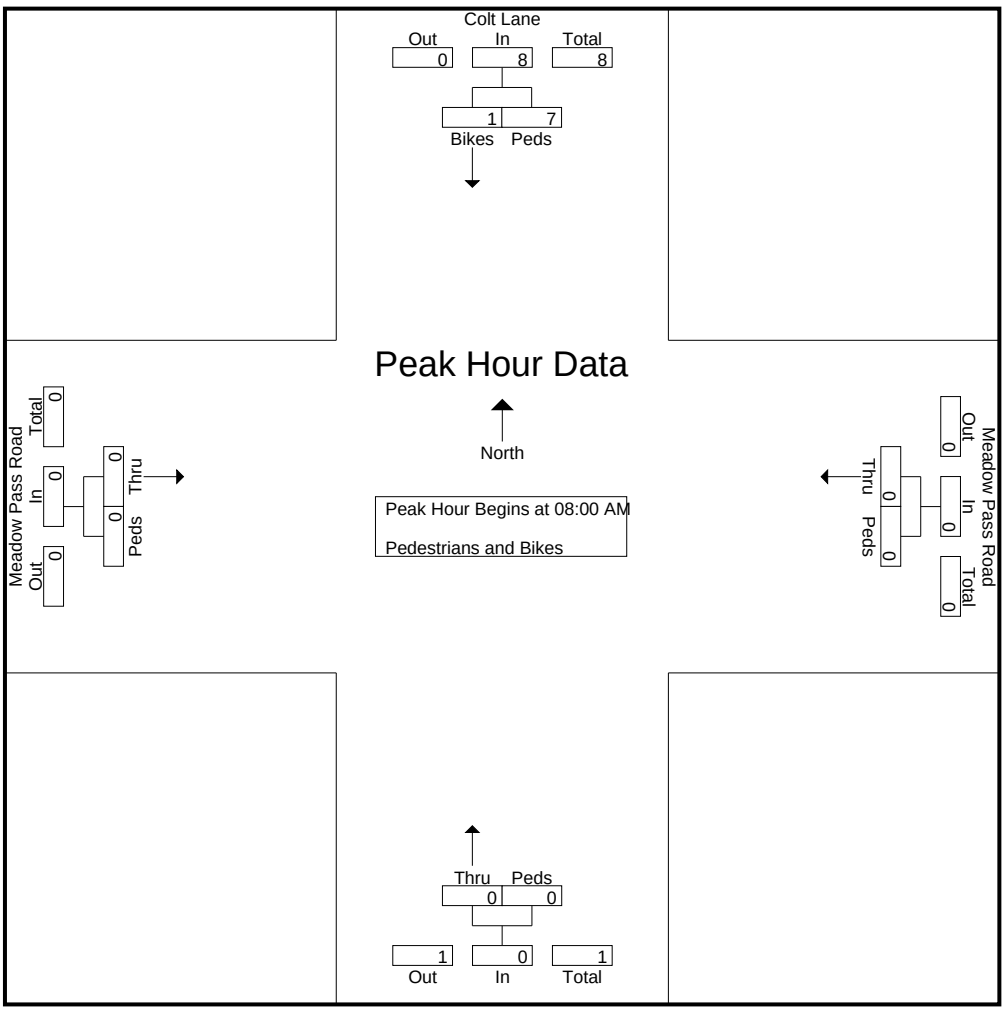
	Colt Lane North Leg		Meadow Pass Road East Leg		South Leg		Meadow Pass Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Thru**	**Peds**	**Bikes**	**Peds**	**Int. Total**
07:00 AM	0	0	0	1	0	0	0	0	1
07:15 AM	0	3	0	0	0	0	0	0	3
07:30 AM	0	2	0	0	0	0	0	0	2
Total	0	5	0	1	0	0	0	0	6
08:15 AM	0	3	0	0	0	0	0	0	3
08:30 AM	1	2	0	0	0	0	0	0	3
08:45 AM	0	2	0	0	0	0	0	0	2
Total	1	7	0	0	0	0	0	0	8
04:00 PM	0	1	0	0	0	0	0	0	1
04:30 PM	0	1	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	3
05:45 PM	0	1	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	1
Grand Total	1	16	0	1	0	0	0	0	18
Apprch %	5.9	94.1	0	100	0	0	0	0	
Total %	5.6	88.9	0	5.6	0	0	0	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

	Colt Lane North Leg			Meadow Pass Road East Leg			South Leg			Meadow Pass Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Thru**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 12:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**3**	**3**	0	0	0	0	0	0	0	0	0	**3**
08:30 AM	**1**	2	3	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	2
Total Volume	1	7	8	0	0	0	0	0	0	0	0	0	8
% App. Total	12.5	87.5		0	0		0	0		0	0		
PHF	.250	.583	.667	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667

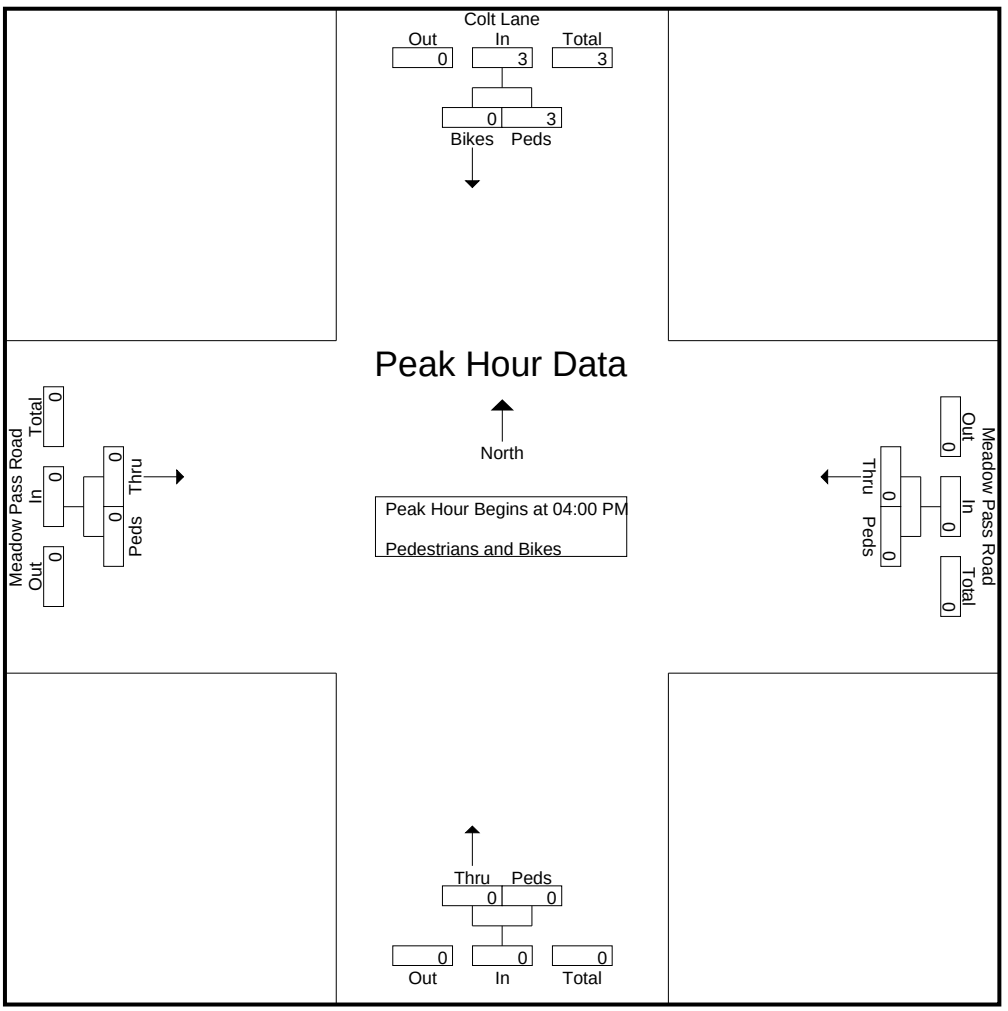


CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_BP_04-03-25
Site Code : 00000000
Start Date : 4/3/2025

	Colt Lane North Leg			Meadow Pass Road East Leg			South Leg			Meadow Pass Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Thru**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:15 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	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	3	3	0	0	0	0	0	0	0	0	0	3
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Vehicles

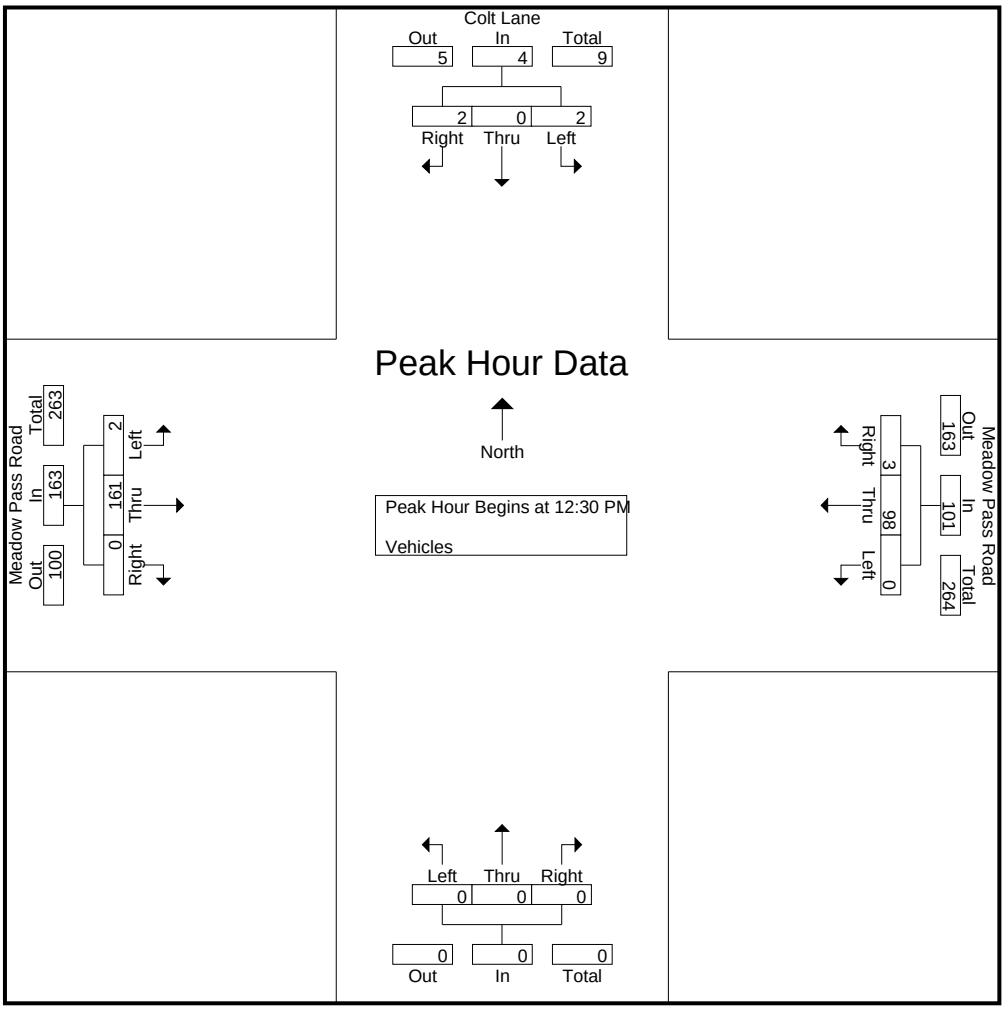
	Colt Lane Southbound			Meadow Pass Road Westbound			Northbound			Meadow Pass Road Eastbound			
Start Time	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Int. Total**
12:00 PM	2	0	1	0	40	0	0	0	0	1	29	0	73
12:15 PM	2	0	2	0	24	0	0	0	0	0	31	0	59
12:30 PM	1	0	0	0	15	1	0	0	0	1	38	0	56
12:45 PM	1	0	1	0	28	1	0	0	0	1	36	0	68
Total	6	0	4	0	107	2	0	0	0	3	134	0	256
01:00 PM	0	0	1	0	23	0	0	0	0	0	45	0	69
01:15 PM	0	0	0	0	32	1	0	0	0	0	42	0	75
01:30 PM	0	0	1	0	25	0	0	0	0	1	25	0	52
01:45 PM	0	0	0	0	23	0	0	0	0	1	26	0	50
Total	0	0	2	0	103	1	0	0	0	2	138	0	246
Grand Total	6	0	6	0	210	3	0	0	0	5	272	0	502
Apprch %	50	0	50	0	98.6	1.4	0	0	0	1.8	98.2	0	
Total %	1.2	0	1.2	0	41.8	0.6	0	0	0	1	54.2	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 2

	Colt Lane Southbound				Meadow Pass Road Westbound				Northbound				Meadow Pass Road Eastbound				
Start Time	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Left**	**Thru**	**Right**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	**1**	0	0	1	0	15	**1**	16	0	0	0	0	**1**	38	0	39	56
12:45 PM	1	0	**1**	**2**	0	28	1	29	0	0	0	0	1	36	0	37	68
01:00 PM	0	0	1	1	0	23	0	23	0	0	0	0	0	**45**	0	**45**	69
01:15 PM	0	0	0	0	0	**32**	1	**33**	0	0	0	0	0	42	0	42	**75**
Total Volume	2	0	2	4	0	98	3	101	0	0	0	0	2	161	0	163	268
% App. Total	50	0	50		0	97	3		0	0	0		1.2	98.8	0		
PHF	.500	.000	.500	.500	.000	.766	.750	.765	.000	.000	.000	.000	.500	.894	.000	.906	.893



CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025
Page No : 1

Groups Printed- Pedestrians and Bikes

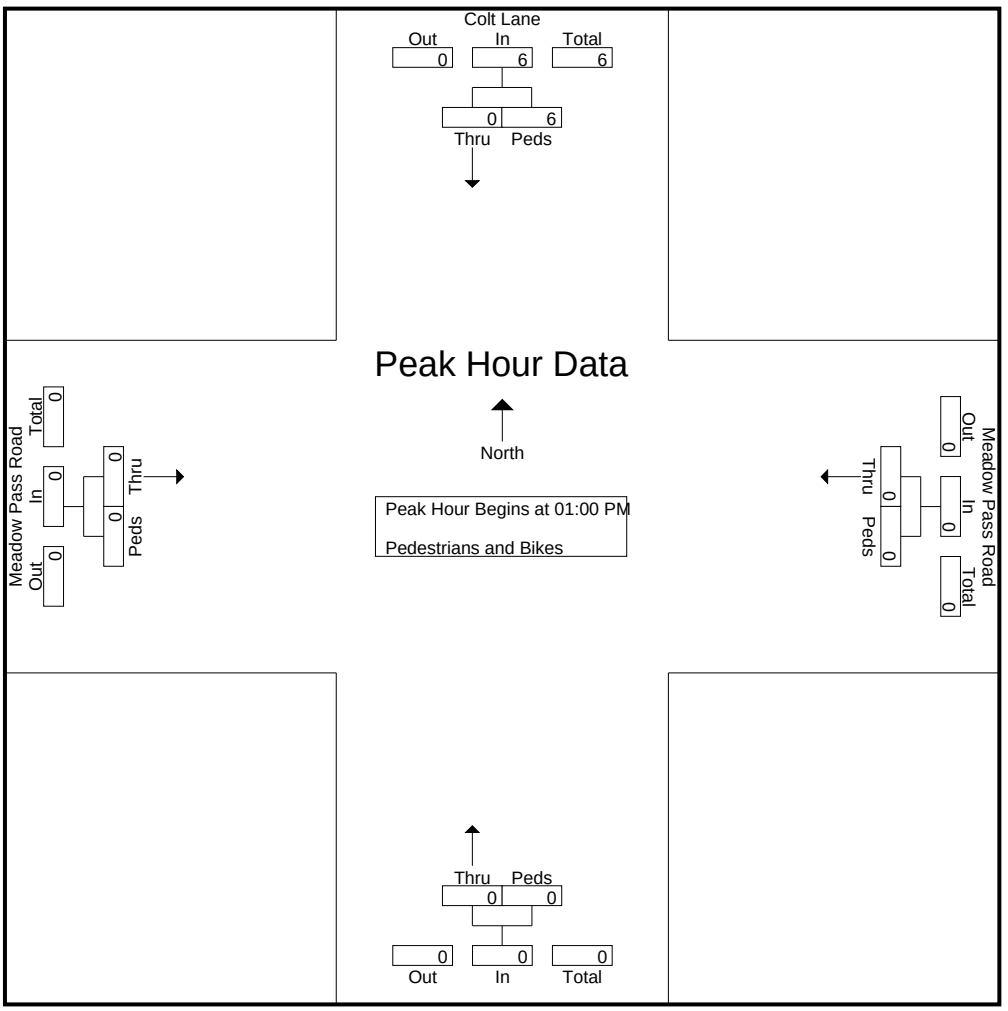
	Colt Lane North Leg		Meadow Pass Road East Leg		South Leg		Meadow Pass Road West Leg		
Start Time	**Bikes**	**Peds**	**Bikes**	**Peds**	**Thru**	**Peds**	**Bikes**	**Peds**	**Int. Total**
01:00 PM	0	1	0	0	0	0	0	0	1
01:15 PM	0	4	0	0	0	0	0	0	4
01:45 PM	0	1	0	0	0	0	0	0	1
Total	0	6	0	0	0	0	0	0	6
Grand Total	0	6	0	0	0	0	0	0	6
Apprch %	0	100	0	0	0	0	0	0	
Total %	0	100	0	0	0	0	0	0	

CITY TRAFFIC COUNTERS

WWW.CTCOUNTERS.COM

File Name : ColtLn_MeadowPassRd_BP_04-06-25
Site Code : 00000000
Start Date : 4/6/2025

	Colt Lane North Leg			Meadow Pass Road East Leg			South Leg			Meadow Pass Road West Leg			
Start Time	**Bikes**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Thru**	**Peds**	**App. Total**	**Bikes**	**Peds**	**App. Total**	**Int. Total**
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:00 PM													
01:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	**4**	**4**	0	0	0	0	0	0	0	0	0	**4**
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total Volume	0	6	6	0	0	0	0	0	0	0	0	0	6
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375



APPENDIX B

SAN GABRIEL VALLEY COG VEHICLE MILES TRAVELED EVALUATION TOOL SCREENING WORKSHEETS

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	April 23, 2025, 04:22:41 PM
Project Name	The Brookside (TTM 72798) Project
Project Description	The proposed project requests approval of a Tentative Tract Map to allow for the development of a 27-unit single-family detached housing project.

Project Location Map

jurisdiction:

Walnut

APN	TAZ
8709093003	22385100
8709093001	22385100



Project Land Use

Residential:

Single Family DU:	27
Multifamily DU:	0
Total DUs:	27

Non-Residential:

Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

Residential Affordability (percent of all units):

Low Income:	0 %

Parking:

Motor Vehicle Parking:	54
Bicycle Parking:	0

Proximity Transit Screening

Inside a transit priority area?	No

Analysis Details

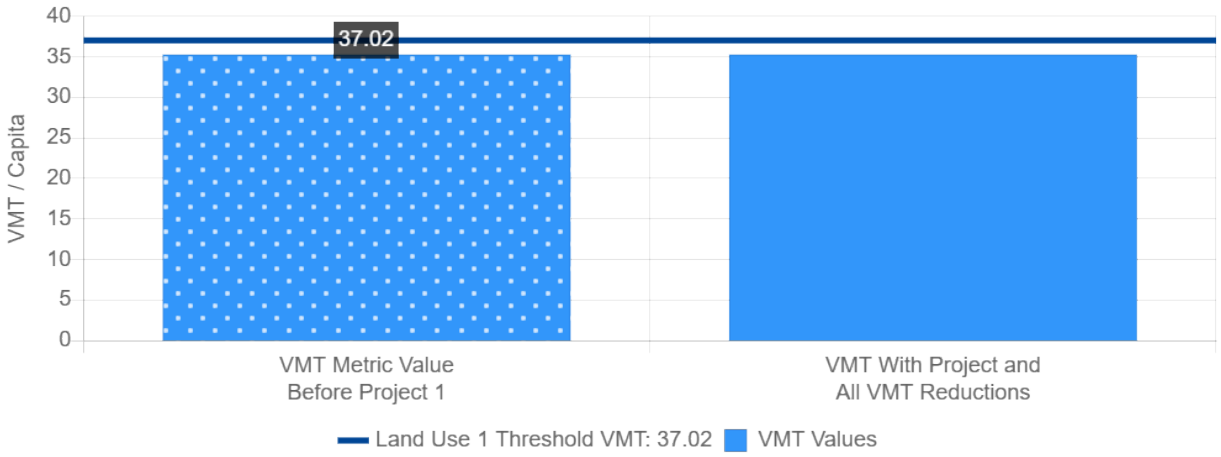
Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Total VMT per Service Population
VMT Baseline Description	City
VMT Baseline Value	37.02
VMT Threshold Description / Threshold Value	0% / 37.02

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	35.27	35.27
Screening Results	Yes (Pass)	Yes (Pass)



SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis	April 23, 2025, 03:01:51 PM
Project Name	The Brookside (TTM 72798) Project
Project Description	The RPD No Bridge Project Alternative would consist of 34 single-family detached housing units or seven (7) units more than the proposed project.

Project Location Map

jurisdiction:

Walnut

APN	TAZ
8709093003	22385100
8709093001	22385100



Analysis Details

Data Version	SCAG Regional Travel Demand Model 2024
Analysis Methodology	TAZ
Target Baseline Year	2025

Project Land Use

Residential:

Single Family DU:	34
Multifamily DU:	0
Total DUs:	34

Non-Residential:

Office KSF:	0
Industrial KSF:	0
Local Serving Retail KSF:	0

Residential Affordability (percent of all units):

Low Income:	0 %

Parking:

Motor Vehicle Parking:	68
Bicycle Parking:	0

Proximity Transit Screening

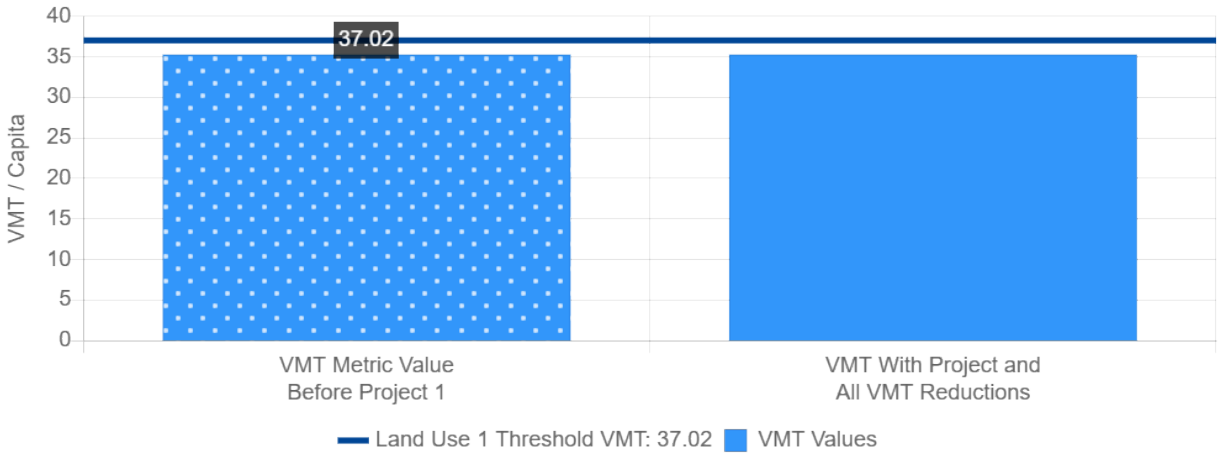
Inside a transit priority area?	No

SGVCOG VMT Evaluation Tool Report

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type	Residential
VMT Metric	Total VMT per Service Population
VMT Baseline Description	City
VMT Baseline Value	37.02
VMT Threshold Description / Threshold Value	0% / 37.02

Summary	Project Without TDM Reduction	Project With TDM Reduction
Project Generated Vehicle Miles Traveled (VMT) Rate	35.27	35.27
Screening Results	Yes (Pass)	Yes (Pass)



APPENDIX C

ICU/HCM AND LEVELS OF SERVICE EXPLANATION
ICU/HCM DATA WORKSHEETS
WEEKDAY AM, PM, AND SUNDAY MID-DAY 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.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	213	0	0.067	2	215	0	0.067	0	215	0	0.067	9	7	229	0	0.072	2	231	0	0.072
NB Thru [3]	32	3200	0.077 *	0	32	3200	0.077 *	0	32	3200	0.077 *	1	0	33	3200	0.082 *	0	33	3200	0.083 *
NB Right [3]	81	1600	0.051	1	82	1600	0.051	0	82	1600	0.051	3	7	91	1600	0.057	1	92	1600	0.058
SB Left [3]	37	0	0.023	0	37	0	0.023	0	37	0	0.023	2	0	39	0	0.024	0	39	0	0.024
SB Thru [3]	59	1600	0.060 *	0	59	1600	0.060 *	0	59	1600	0.060 *	2	0	61	1600	0.063 *	0	61	1600	0.063 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	14	1600	0.009	0	14	1600	0.009	0	14	1600	0.009	1	0	15	1600	0.009	0	15	1600	0.009
EB Thru	808	3200	0.340 *	0	808	3200	0.341 *	0	808	3200	0.341 *	33	0	841	3200	0.355 *	0	841	3200	0.355 *
EB Right	281	0	0.000	1	282	0	0.000	0	282	0	0.000	11	2	294	0	0.000	1	295	0	0.000
WB Left	91	1600	0.057 *	1	92	1600	0.058 *	0	92	1600	0.058 *	4	3	98	1600	0.061 *	1	99	1600	0.062 *
WB Thru	577	3200	0.189	0	577	3200	0.189	0	577	3200	0.189	23	0	600	3200	0.196	0	600	3200	0.196
WB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	0	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.634				0.635				0.635					0.660				0.662
LOS			B				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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	282	0	0.088	1	283	0	0.088	0	283	0	0.088	11	3	296	0	0.093	1	297	0	0.093
NB Thru [3]	30	3200	0.098 *	0	30	3200	0.098 *	0	30	3200	0.098 *	1	0	31	3200	0.102 *	0	31	3200	0.103 *
NB Right [3]	102	1600	0.064	1	103	1600	0.064	0	103	1600	0.064	4	3	109	1600	0.068	1	110	1600	0.069
SB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018
SB Thru [3]	28	1600	0.034 *	0	28	1600	0.034 *	0	28	1600	0.034 *	1	0	29	1600	0.036 *	0	29	1600	0.036 *
SB Right [3]	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
EB Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	0	16	1600	0.010	0	16	1600	0.010
EB Thru	842	3200	0.313 *	0	842	3200	0.314 *	0	842	3200	0.314 *	34	1	877	3200	0.328 *	0	877	3200	0.329 *
EB Right	160	0	0.000	2	162	0	0.000	0	162	0	0.000	6	7	173	0	0.000	2	175	0	0.000
WB Left	71	1600	0.044 *	2	73	1600	0.046 *	0	73	1600	0.046 *	3	8	82	1600	0.051 *	2	84	1600	0.053 *
WB Thru	695	3200	0.228	0	695	3200	0.228	0	695	3200	0.228	28	0	723	3200	0.237	0	723	3200	0.237
WB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	1	0	36	0	0.000	0	36	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.589				0.592				0.592					0.617				0.619
LOS			A				A				A					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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	117	0	0.037	2	119	0	0.037	0	119	0	0.037	5	0	122	0	0.038	2	124	0	0.039
NB Thru [3]	23	3200	0.044 *	0	23	3200	0.044 *	0	23	3200	0.044 *	1	0	24	3200	0.046 *	0	24	3200	0.046 *
NB Right [3]	28	1600	0.018	1	29	1600	0.018	0	29	1600	0.018	1	0	29	1600	0.018	1	30	1600	0.019
SB Left [3]	15	0	0.009	0	15	0	0.009	0	15	0	0.009	1	0	16	0	0.010	0	16	0	0.010
SB Thru [3]	22	1600	0.023 *	0	22	1600	0.023 *	0	22	1600	0.023 *	1	0	23	1600	0.024 *	0	23	1600	0.024 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	1	0	18	1600	0.011	0	18	1600	0.011
EB Thru	451	3200	0.176 *	0	451	3200	0.177 *	0	451	3200	0.177 *	18	1	470	3200	0.184 *	0	470	3200	0.184 *
EB Right	113	0	0.000	2	115	0	0.000	0	115	0	0.000	5	0	118	0	0.000	2	120	0	0.000
WB Left	41	1600	0.026 *	1	42	1600	0.026 *	0	42	1600	0.026 *	2	1	44	1600	0.028 *	1	45	1600	0.028 *
WB Thru	513	3200	0.165	0	513	3200	0.165	0	513	3200	0.165	21	0	534	3200	0.172	0	534	3200	0.172
WB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.369				0.371				0.371					0.381				0.383
LOS			A				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 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006
NB Thru	344	3200	0.154 *	0	344	3200	0.155 *	0	344	3200	0.155 *	14	15	373	3200	0.165 *	0	373	3200	0.166 *
NB Right	148	0	0.000	3	151	0	0.000	0	151	0	0.000	6	0	154	0	0.000	3	157	0	0.000
SB Left	78	1600	0.049 *	1	79	1600	0.049 *	0	79	1600	0.049 *	3	0	81	1600	0.051 *	1	82	1600	0.051 *
SB Thru	605	3200	0.191	0	605	3200	0.191	0	605	3200	0.191	25	3	633	3200	0.200	0	633	3200	0.200
SB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
EB 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
EB Thru	1	1600	0.009 *	0	1	1600	0.009 *	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	1	1600	0.009 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	158	1600	0.099 *	8	166	1600	0.104 *	0	166	1600	0.104 *	6	1	165	1600	0.103 *	8	173	1600	0.108 *
WB Thru	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003
WB Right	73	1600	0.046	4	77	1600	0.048	0	77	1600	0.048	3	0	76	1600	0.048	4	80	1600	0.050
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.410				0.417				0.417					0.427				0.434
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003
NB Thru	566	3200	0.259 *	0	566	3200	0.262 *	0	566	3200	0.262 *	23	7	596	3200	0.272 *	0	596	3200	0.275 *
NB Right	262	0	0.000	9	271	0	0.000	0	271	0	0.000	11	2	275	0	0.000	9	284	0	0.000
SB Left	14	1600	0.009 *	4	18	1600	0.011 *	0	18	1600	0.011 *	1	0	15	1600	0.009 *	4	19	1600	0.012 *
SB Thru	407	3200	0.128	0	407	3200	0.128	0	407	3200	0.128	17	14	438	3200	0.137	0	438	3200	0.137
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Thru	3	1600	0.005 *	0	3	1600	0.005 *	0	3	1600	0.005 *	0	0	3	1600	0.005 *	0	3	1600	0.005 *
EB Right	5	0	0.000	0	5	0	0.000	0	5	0	0.000	0	0	5	0	0.000	0	5	0	0.000
WB Left	116	1600	0.073 *	5	121	1600	0.076 *	0	121	1600	0.076 *	5	1	122	1600	0.076 *	5	127	1600	0.079 *
WB Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	0	1600	0.000	0	0	1600	0.000
WB Right	27	1600	0.017	2	29	1600	0.018	0	29	1600	0.018	1	0	28	1600	0.018	2	30	1600	0.019
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.445				0.453				0.453					0.463				0.471
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	0	8	1600	0.005	0	8	1600	0.005
NB Thru	254	3200	0.130 *	0	254	3200	0.133 *	0	254	3200	0.133 *	10	0	264	3200	0.136 *	0	264	3200	0.138 *
NB Right	163	0	0.000	7	170	0	0.000	0	170	0	0.000	7	1	171	0	0.000	7	178	0	0.000
SB Left	50	1600	0.031 *	3	53	1600	0.033 *	0	53	1600	0.033 *	2	0	52	1600	0.033 *	3	55	1600	0.034 *
SB Thru	258	3200	0.081	0	258	3200	0.081	0	258	3200	0.081	10	0	268	3200	0.084	0	268	3200	0.084
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	0	1	0	0.001	0	1	0	0.001
EB Thru	0	1600	0.004 *	0	0	1600	0.004 *	0	0	1600	0.004 *	0	0	0	1600	0.004 *	0	0	1600	0.004 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	166	1600	0.104 *	6	172	1600	0.108 *	0	172	1600	0.108 *	7	1	174	1600	0.109 *	6	180	1600	0.113 *
WB Thru	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002
WB Right	84	1600	0.053	3	87	1600	0.054	0	87	1600	0.054	3	0	87	1600	0.054	3	90	1600	0.056
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.370				0.378				0.378					0.382				0.389
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	5	0	129	1600	0.081	0	129	1600	0.081
NB Thru	253	3200	0.113 *	2	255	3200	0.113 *	0	255	3200	0.113 *	10	15	278	3200	0.122 *	2	280	3200	0.123 *
NB Right	108	0	0.000	0	108	0	0.000	0	108	0	0.000	4	0	112	0	0.000	0	112	0	0.000
SB Left	261	1600	0.163 *	1	262	1600	0.164 *	0	262	1600	0.164 *	11	0	272	1600	0.170 *	1	273	1600	0.171 *
SB Thru	433	3200	0.135	6	439	3200	0.137	0	439	3200	0.137	18	4	455	3200	0.142	6	461	3200	0.144
SB Right	92	1600	0.058	1	93	1600	0.058	0	93	1600	0.058	4	0	96	1600	0.060	1	97	1600	0.061
EB Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	4	0	105	1600	0.066	0	105	1600	0.066
EB Thru	388	3200	0.160 *	0	388	3200	0.160 *	0	388	3200	0.160 *	16	0	404	3200	0.167 *	0	404	3200	0.167 *
EB Right	124	0	0.000	0	124	0	0.000	0	124	0	0.000	5	0	129	0	0.000	0	129	0	0.000
WB Left	184	1600	0.115 *	1	185	1600	0.116 *	0	185	1600	0.116 *	7	0	191	1600	0.119 *	1	192	1600	0.120 *
WB Thru	311	3200	0.141	1	312	3200	0.142	0	312	3200	0.142	13	0	324	3200	0.147	1	325	3200	0.148
WB Right	141	0	0.000	0	141	0	0.000	0	141	0	0.000	6	0	147	0	0.000	0	147	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.651				0.653				0.653					0.678				0.680
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	8	0	207	1600	0.129	0	207	1600	0.129
NB Thru	504	3200	0.194 *	7	511	3200	0.197 *	0	511	3200	0.197 *	20	9	533	3200	0.205 *	7	540	3200	0.207 *
NB Right	117	0	0.000	1	118	0	0.000	0	118	0	0.000	5	0	122	0	0.000	1	123	0	0.000
SB Left	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *	6	0	157	1600	0.098 *	0	157	1600	0.098 *
SB Thru	283	3200	0.088	4	287	3200	0.090	0	287	3200	0.090	11	15	309	3200	0.097	4	313	3200	0.098
SB Right	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	3	0	82	1600	0.051	0	82	1600	0.051
EB Left	148	1600	0.093	1	149	1600	0.093	0	149	1600	0.093	6	0	154	1600	0.096	1	155	1600	0.097
EB Thru	513	3200	0.198 *	1	514	3200	0.198 *	0	514	3200	0.198 *	21	0	534	3200	0.206 *	1	535	3200	0.207 *
EB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	0	126	0	0.000	0	126	0	0.000
WB Left	86	1600	0.054 *	0	86	1600	0.054 *	0	86	1600	0.054 *	3	0	89	1600	0.056 *	0	89	1600	0.056 *
WB Thru	321	3200	0.141	0	321	3200	0.141	0	321	3200	0.141	13	0	334	3200	0.147	0	334	3200	0.147
WB Right	130	0	0.000	1	131	0	0.000	0	131	0	0.000	5	0	135	0	0.000	1	136	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.640				0.643				0.643					0.665				0.668
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	6	0	145	1600	0.091	0	145	1600	0.091
NB Thru	259	3200	0.102 *	5	264	3200	0.104 *	0	264	3200	0.104 *	11	1	271	3200	0.107 *	5	276	3200	0.109 *
NB Right	68	0	0.000	1	69	0	0.000	0	69	0	0.000	3	0	71	0	0.000	1	72	0	0.000
SB Left	104	1600	0.065 *	1	105	1600	0.066 *	0	105	1600	0.066 *	4	0	108	1600	0.068 *	1	109	1600	0.068 *
SB Thru	239	3200	0.075	5	244	3200	0.076	0	244	3200	0.076	10	1	250	3200	0.078	5	255	3200	0.080
SB Right	78	1600	0.049	1	79	1600	0.049	0	79	1600	0.049	3	0	81	1600	0.051	1	82	1600	0.051
EB Left	71	1600	0.044 *	1	72	1600	0.045 *	0	72	1600	0.045 *	3	0	74	1600	0.046 *	1	75	1600	0.047 *
EB Thru	218	3200	0.097	1	219	3200	0.097	0	219	3200	0.097	9	0	227	3200	0.101	1	228	3200	0.101
EB Right	91	0	0.000	0	91	0	0.000	0	91	0	0.000	4	0	95	0	0.000	0	95	0	0.000
WB Left	61	1600	0.038	1	62	1600	0.039	0	62	1600	0.039	2	0	63	1600	0.039	1	64	1600	0.040
WB Thru	211	3200	0.091 *	1	212	3200	0.091 *	0	212	3200	0.091 *	9	0	220	3200	0.094 *	1	221	3200	0.095 *
WB Right	79	0	0.000	1	80	0	0.000	0	80	0	0.000	3	0	82	0	0.000	1	83	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.402				0.406				0.406					0.415				0.419
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	5	3	128	1600	0.080 *	0	128	1600	0.080 *
NB Thru	361	3200	0.113	1	362	3200	0.113	0	362	3200	0.113	15	15	391	3200	0.122	1	392	3200	0.123
NB Right [3]	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	1	139	1600	0.087	0	139	1600	0.087
SB Left	71	1600	0.044	1	72	1600	0.045	0	72	1600	0.045	3	0	74	1600	0.046	1	75	1600	0.047
SB Thru	594	3200	0.186 *	3	597	3200	0.187 *	0	597	3200	0.187 *	24	4	622	3200	0.194 *	3	625	3200	0.195 *
SB Right	111	1600	0.069	3	114	1600	0.071	0	114	1600	0.071	5	1	117	1600	0.073	3	120	1600	0.075
EB Left	80	1600	0.050 *	1	81	1600	0.051 *	0	81	1600	0.051 *	3	0	83	1600	0.052 *	1	84	1600	0.053 *
EB Thru	469	4800	0.116	0	469	4800	0.116	0	469	4800	0.116	19	0	488	4800	0.124	0	488	4800	0.124
EB Right	86	0	0.000	0	86	0	0.000	0	86	0	0.000	3	20	109	0	0.000	0	109	0	0.000
WB Left	180	2880	0.063	0	180	2880	0.063	0	180	2880	0.063	7	7	194	2880	0.067	0	194	2880	0.067
WB Thru	609	3200	0.198 *	0	609	3200	0.199 *	0	609	3200	0.199 *	25	0	634	3200	0.207 *	0	634	3200	0.207 *
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.609				0.611				0.611					0.633				0.635
LOS			B				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 No Right-Turn on Red

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

INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	5	18	157	1600	0.098 *	0	157	1600	0.098 *
NB Thru	537	3200	0.168	3	540	3200	0.169	0	540	3200	0.169	22	8	567	3200	0.177	3	570	3200	0.178
NB Right [3]	210	1600	0.131	0	210	1600	0.131	0	210	1600	0.131	9	6	225	1600	0.141	0	225	1600	0.141
SB Left	79	1600	0.049	1	80	1600	0.050	0	80	1600	0.050	3	0	82	1600	0.051	1	83	1600	0.052
SB Thru	520	3200	0.163 *	2	522	3200	0.163 *	0	522	3200	0.163 *	21	14	555	3200	0.173 *	2	557	3200	0.174 *
SB Right	46	1600	0.029	2	48	1600	0.030	0	48	1600	0.030	2	0	48	1600	0.030	2	50	1600	0.031
EB Left	123	1600	0.077	3	126	1600	0.079	0	126	1600	0.079	5	1	129	1600	0.081	3	132	1600	0.083
EB Thru	996	4800	0.234 *	0	996	4800	0.234 *	0	996	4800	0.234 *	40	1	1037	4800	0.244 *	0	1037	4800	0.244 *
EB Right	126	0	0.000	0	126	0	0.000	0	126	0	0.000	5	4	135	0	0.000	0	135	0	0.000
WB Left	194	2880	0.067 *	0	194	2880	0.067 *	0	194	2880	0.067 *	8	1	203	2880	0.070 *	0	203	2880	0.070 *
WB Thru	459	3200	0.163	0	459	3200	0.163	0	459	3200	0.163	19	2	480	3200	0.170	0	480	3200	0.171
WB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	3	0	65	0	0.000	2	67	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.647				0.648				0.648					0.686				0.687
LOS			B				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 No Right-Turn on Red

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	11	68	1600	0.043 *	0	68	1600	0.043 *
NB Thru	324	3200	0.101	2	326	3200	0.102	0	326	3200	0.102	13	1	338	3200	0.106	2	340	3200	0.106
NB Right [3]	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	4	92	1600	0.058	0	92	1600	0.058
SB Left	55	1600	0.034	1	56	1600	0.035	0	56	1600	0.035	2	0	57	1600	0.036	1	58	1600	0.036
SB Thru	374	3200	0.117 *	2	376	3200	0.118 *	0	376	3200	0.118 *	15	1	390	3200	0.122 *	2	392	3200	0.123 *
SB Right	52	1600	0.033	2	54	1600	0.034	0	54	1600	0.034	2	1	55	1600	0.034	2	57	1600	0.036
EB Left	83	1600	0.052 *	2	85	1600	0.053 *	0	85	1600	0.053 *	3	1	87	1600	0.054 *	2	89	1600	0.056 *
EB Thru	232	4800	0.059	0	232	4800	0.059	0	232	4800	0.059	9	0	241	4800	0.063	0	241	4800	0.063
EB Right	51	0	0.000	0	51	0	0.000	0	51	0	0.000	2	10	63	0	0.000	0	63	0	0.000
WB Left	103	2880	0.036	0	103	2880	0.036	0	103	2880	0.036	4	4	111	2880	0.039	0	111	2880	0.039
WB Thru	313	3200	0.108 *	0	313	3200	0.108 *	0	313	3200	0.108 *	13	1	327	3200	0.113 *	0	327	3200	0.113 *
WB Right	32	0	0.000	1	33	0	0.000	0	33	0	0.000	1	0	33	0	0.000	1	34	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.411				0.413				0.413					0.431				0.433
LOS			A				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 No Right-Turn on Red

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	249	195	2	2	0
Future Vol, veh/h	0	249	195	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	0	271	212	2	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	484	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1356	-	-	-	542	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1356	-	-	-	542	827
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1356	-	-	-	611
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s/veh)	0	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	284	128	1	2	2
Future Vol, veh/h	4	284	128	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	4	309	139	1	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	140	0	-	0	457	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	317	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1443	-	-	-	562	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1443	-	-	-	560	908
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	734
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Control Delay (s/veh)	7.5	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	161	98	3	2	2
Future Vol, veh/h	2	161	98	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	2	175	107	3	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	110	0	-	0	288	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1480	-	-	-	702	945
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1480	-	-	-	701	945
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	852	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1480	-	-	-	818
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s/veh)	7.4	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	249	4	1	195	2	11	0	1	2	0	0
Future Vol, veh/h	0	249	4	1	195	2	11	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	271	4	1	212	2	12	0	1	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	275	0	0	488	489	273	489	490	213
Stage 1	-	-	-	-	-	-	273	273	-	215	215	-
Stage 2	-	-	-	-	-	-	215	216	-	274	275	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1288	-	-	490	480	766	489	479	827
Stage 1	-	-	-	-	-	-	733	684	-	787	725	-
Stage 2	-	-	-	-	-	-	787	724	-	732	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1288	-	-	490	480	766	488	479	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	480	-	488	479	-
Stage 1	-	-	-	-	-	-	733	684	-	787	724	-
Stage 2	-	-	-	-	-	-	786	723	-	731	683	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12.3	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1356	-	-	1288	-	-	488
HCM Lane V/C Ratio	0.026	-	-	-	0.001	-	-	0.004
HCM Control Delay (s/veh)	12.3	0	-	-	7.8	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	284	13	2	128	1	7	0	1	2	0	2
Future Vol, veh/h	4	284	13	2	128	1	7	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	309	14	2	139	1	8	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	323	0	0	469	468	316	469	475	140
Stage 1	-	-	-	-	-	-	324	324	-	144	144	-
Stage 2	-	-	-	-	-	-	145	144	-	325	331	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1237	-	-	505	493	724	505	488	908
Stage 1	-	-	-	-	-	-	688	650	-	859	778	-
Stage 2	-	-	-	-	-	-	858	778	-	687	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1237	-	-	502	491	724	502	486	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	502	491	-	502	486	-
Stage 1	-	-	-	-	-	-	686	648	-	856	776	-
Stage 2	-	-	-	-	-	-	855	776	-	684	643	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	12	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1443	-	-	1237	-	-	647
HCM Lane V/C Ratio	0.017	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	12	7.5	-	-	7.9	-	-	10.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	161	10	1	98	3	8	0	1	2	0	2
Future Vol, veh/h	2	161	10	1	98	3	8	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	175	11	1	107	3	9	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	186	0	0	297	297	181	296	301	109
Stage 1	-	-	-	-	-	-	185	185	-	111	111	-
Stage 2	-	-	-	-	-	-	112	112	-	185	190	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1388	-	-	655	615	862	656	612	945
Stage 1	-	-	-	-	-	-	817	747	-	894	804	-
Stage 2	-	-	-	-	-	-	893	803	-	817	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1388	-	-	652	614	862	654	611	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	614	-	654	611	-
Stage 1	-	-	-	-	-	-	816	746	-	893	803	-
Stage 2	-	-	-	-	-	-	890	802	-	815	742	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.5	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	670	1480	-	-	1388	-	-	773
HCM Lane V/C Ratio	0.015	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s/veh)	10.5	7.4	-	-	7.6	-	-	9.7
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	259	204	2	2	0
Future Vol, veh/h	0	259	204	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	0	282	222	2	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	505	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1345	-	-	-	527	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1345	-	-	-	527	817
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	600
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s/veh)	0	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	298	134	1	2	2
Future Vol, veh/h	4	298	134	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	4	324	146	1	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	479	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	332	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1435	-	-	-	545	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	727	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1435	-	-	-	543	900
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	723
HCM Lane V/C Ratio	0.003	-	-	-	0.006
HCM Control Delay (s/veh)	7.5	-	-	-	10
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	169	103	3	2	2
Future Vol, veh/h	2	169	103	3	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	110	-	-	-	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	2	184	112	3	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	115	0	-	0	302	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1474	-	-	-	690	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	1474	-	-	-	689	939
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	810
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s/veh)	7.4	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	259	4	1	204	2	11	0	1	2	0	0
Future Vol, veh/h	0	259	4	1	204	2	11	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	4	1	222	2	12	0	1	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	286	0	0	509	510	284	510	511	223
Stage 1	-	-	-	-	-	-	284	284	-	225	225	-
Stage 2	-	-	-	-	-	-	225	226	-	285	286	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1276	-	-	475	467	755	474	466	817
Stage 1	-	-	-	-	-	-	723	676	-	778	718	-
Stage 2	-	-	-	-	-	-	778	717	-	722	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1276	-	-	475	467	755	473	466	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	467	-	473	466	-
Stage 1	-	-	-	-	-	-	723	676	-	778	717	-
Stage 2	-	-	-	-	-	-	777	716	-	721	675	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12.5	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	1345	-	-	1276	-	-	473
HCM Lane V/C Ratio	0.027	-	-	-	0.001	-	-	0.005
HCM Control Delay (s/veh)	12.5	0	-	-	7.8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	298	13	2	134	1	7	0	1	2	0	2
Future Vol, veh/h	4	298	13	2	134	1	7	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	324	14	2	146	1	8	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	338	0	0	491	490	331	491	497	147
Stage 1	-	-	-	-	-	-	339	339	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	340	346	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1221	-	-	488	479	711	488	475	900
Stage 1	-	-	-	-	-	-	676	640	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	675	635	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1221	-	-	485	477	711	486	473	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	477	-	486	473	-
Stage 1	-	-	-	-	-	-	674	638	-	848	770	-
Stage 2	-	-	-	-	-	-	847	770	-	672	633	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	12.3	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	505	1435	-	-	1221	-	-	631
HCM Lane V/C Ratio	0.017	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	12.3	7.5	-	-	8	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	169	10	1	103	3	8	0	1	2	0	2
Future Vol, veh/h	2	169	10	1	103	3	8	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	184	11	1	112	3	9	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	195	0	0	311	311	190	310	315	114
Stage 1	-	-	-	-	-	-	194	194	-	116	116	-
Stage 2	-	-	-	-	-	-	117	117	-	194	199	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1378	-	-	642	604	852	642	601	939
Stage 1	-	-	-	-	-	-	808	740	-	889	800	-
Stage 2	-	-	-	-	-	-	888	799	-	808	736	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1378	-	-	639	603	852	640	600	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	603	-	640	600	-
Stage 1	-	-	-	-	-	-	807	739	-	888	799	-
Stage 2	-	-	-	-	-	-	885	798	-	806	735	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.6	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	657	1474	-	-	1378	-	-	761
HCM Lane V/C Ratio	0.015	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s/veh)	10.6	7.4	-	-	7.6	-	-	9.8
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

R1 NO BRIDGE PROJECT ALTERNATIVE ANALYSIS

ICU/HCM DATA WORKSHEETS
WEEKDAY AM, PM, AND SUNDAY MID-DAY PEAK HOURS

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

INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	213	0	0.067	2	215	0	0.067	0	215	0	0.067	9	7	229	0	0.072	2	231	0	0.072
NB Thru [3]	32	3200	0.077 *	0	32	3200	0.077 *	0	32	3200	0.077 *	1	0	33	3200	0.082 *	0	33	3200	0.083 *
NB Right [3]	81	1600	0.051	1	82	1600	0.051	0	82	1600	0.051	3	7	91	1600	0.057	1	92	1600	0.058
SB Left [3]	37	0	0.023	0	37	0	0.023	0	37	0	0.023	2	0	39	0	0.024	0	39	0	0.024
SB Thru [3]	59	1600	0.060 *	0	59	1600	0.060 *	0	59	1600	0.060 *	2	0	61	1600	0.063 *	0	61	1600	0.063 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	14	1600	0.009	0	14	1600	0.009	0	14	1600	0.009	1	0	15	1600	0.009	0	15	1600	0.009
EB Thru	808	3200	0.340 *	0	808	3200	0.341 *	0	808	3200	0.341 *	33	0	841	3200	0.355 *	0	841	3200	0.355 *
EB Right	281	0	0.000	1	282	0	0.000	0	282	0	0.000	11	2	294	0	0.000	1	295	0	0.000
WB Left	91	1600	0.057 *	1	92	1600	0.058 *	0	92	1600	0.058 *	4	3	98	1600	0.061 *	1	99	1600	0.062 *
WB Thru	577	3200	0.189	0	577	3200	0.189	0	577	3200	0.189	23	0	600	3200	0.196	0	600	3200	0.196
WB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	0	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.634				0.635				0.635					0.660				0.662
LOS			B				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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	282	0	0.088	1	283	0	0.088	0	283	0	0.088	11	3	296	0	0.093	1	297	0	0.093
NB Thru [3]	30	3200	0.098 *	0	30	3200	0.098 *	0	30	3200	0.098 *	1	0	31	3200	0.102 *	0	31	3200	0.103 *
NB Right [3]	102	1600	0.064	1	103	1600	0.064	0	103	1600	0.064	4	3	109	1600	0.068	1	110	1600	0.069
SB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018
SB Thru [3]	28	1600	0.034 *	0	28	1600	0.034 *	0	28	1600	0.034 *	1	0	29	1600	0.036 *	0	29	1600	0.036 *
SB Right [3]	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
EB Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	0	16	1600	0.010	0	16	1600	0.010
EB Thru	842	3200	0.313 *	0	842	3200	0.314 *	0	842	3200	0.314 *	34	1	877	3200	0.328 *	0	877	3200	0.329 *
EB Right	160	0	0.000	2	162	0	0.000	0	162	0	0.000	6	7	173	0	0.000	2	175	0	0.000
WB Left	71	1600	0.044 *	2	73	1600	0.046 *	0	73	1600	0.046 *	3	8	82	1600	0.051 *	2	84	1600	0.053 *
WB Thru	695	3200	0.228	0	695	3200	0.228	0	695	3200	0.228	28	0	723	3200	0.237	0	723	3200	0.237
WB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	1	0	36	0	0.000	0	36	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.589				0.592				0.592					0.617				0.619
LOS			A				A				A					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 Split-phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Lemon Avenue @ Amar Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	117	0	0.037	2	119	0	0.037	0	119	0	0.037	5	0	122	0	0.038	2	124	0	0.039
NB Thru [3]	23	3200	0.044 *	0	23	3200	0.044 *	0	23	3200	0.044 *	1	0	24	3200	0.046 *	0	24	3200	0.046 *
NB Right [3]	28	1600	0.018	1	29	1600	0.018	0	29	1600	0.018	1	0	29	1600	0.018	1	30	1600	0.019
SB Left [3]	15	0	0.009	0	15	0	0.009	0	15	0	0.009	1	0	16	0	0.010	0	16	0	0.010
SB Thru [3]	22	1600	0.023 *	0	22	1600	0.023 *	0	22	1600	0.023 *	1	0	23	1600	0.024 *	0	23	1600	0.024 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	1	0	18	1600	0.011	0	18	1600	0.011
EB Thru	451	3200	0.176 *	0	451	3200	0.177 *	0	451	3200	0.177 *	18	1	470	3200	0.184 *	0	470	3200	0.184 *
EB Right	113	0	0.000	2	115	0	0.000	0	115	0	0.000	5	0	118	0	0.000	2	120	0	0.000
WB Left	41	1600	0.026 *	1	42	1600	0.026 *	0	42	1600	0.026 *	2	1	44	1600	0.028 *	1	45	1600	0.028 *
WB Thru	513	3200	0.165	0	513	3200	0.165	0	513	3200	0.165	21	0	534	3200	0.172	0	534	3200	0.172
WB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.369				0.371				0.371					0.381				0.383
LOS			A				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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006
NB Thru	344	3200	0.154 *	0	344	3200	0.154 *	0	344	3200	0.154 *	14	15	373	3200	0.165 *	0	373	3200	0.165 *
NB Right	148	0	0.000	1	149	0	0.000	0	149	0	0.000	6	0	154	0	0.000	1	155	0	0.000
SB Left	78	1600	0.049 *	1	79	1600	0.049 *	0	79	1600	0.049 *	3	0	81	1600	0.051 *	1	82	1600	0.051 *
SB Thru	605	3200	0.191	0	605	3200	0.191	0	605	3200	0.191	25	3	633	3200	0.200	0	633	3200	0.200
SB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
EB 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
EB Thru	1	1600	0.009 *	0	1	1600	0.009 *	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	1	1600	0.009 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	158	1600	0.099 *	1	159	1600	0.099 *	0	159	1600	0.099 *	6	1	165	1600	0.103 *	1	166	1600	0.104 *
WB Thru	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003
WB Right	73	1600	0.046	4	77	1600	0.048	0	77	1600	0.048	3	0	76	1600	0.048	4	80	1600	0.050
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.410				0.412				0.412					0.427				0.429
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003
NB Thru	566	3200	0.259 *	0	566	3200	0.259 *	0	566	3200	0.259 *	23	7	596	3200	0.272 *	0	596	3200	0.273 *
NB Right	262	0	0.000	2	264	0	0.000	0	264	0	0.000	11	2	275	0	0.000	2	277	0	0.000
SB Left	14	1600	0.009 *	4	18	1600	0.011 *	0	18	1600	0.011 *	1	0	15	1600	0.009 *	4	19	1600	0.012 *
SB Thru	407	3200	0.128	0	407	3200	0.128	0	407	3200	0.128	17	14	438	3200	0.137	0	438	3200	0.137
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Thru	3	1600	0.005 *	0	3	1600	0.005 *	0	3	1600	0.005 *	0	0	3	1600	0.005 *	0	3	1600	0.005 *
EB Right	5	0	0.000	0	5	0	0.000	0	5	0	0.000	0	0	5	0	0.000	0	5	0	0.000
WB Left	116	1600	0.073 *	1	117	1600	0.073 *	0	117	1600	0.073 *	5	1	122	1600	0.076 *	1	123	1600	0.077 *
WB Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	0	1600	0.000	0	0	1600	0.000
WB Right	27	1600	0.017	2	29	1600	0.018	0	29	1600	0.018	1	0	28	1600	0.018	2	30	1600	0.019
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.445				0.449				0.449					0.463				0.467
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	0	8	1600	0.005	0	8	1600	0.005
NB Thru	254	3200	0.130 *	0	254	3200	0.131 *	0	254	3200	0.131 *	10	0	264	3200	0.136 *	0	264	3200	0.136 *
NB Right	163	0	0.000	1	164	0	0.000	0	164	0	0.000	7	1	171	0	0.000	1	172	0	0.000
SB Left	50	1600	0.031 *	3	53	1600	0.033 *	0	53	1600	0.033 *	2	0	52	1600	0.033 *	3	55	1600	0.034 *
SB Thru	258	3200	0.081	0	258	3200	0.081	0	258	3200	0.081	10	0	268	3200	0.084	0	268	3200	0.084
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	0	1	0	0.001	0	1	0	0.001
EB Thru	0	1600	0.004 *	0	0	1600	0.004 *	0	0	1600	0.004 *	0	0	0	1600	0.004 *	0	0	1600	0.004 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	166	1600	0.104 *	1	167	1600	0.104 *	0	167	1600	0.104 *	7	1	174	1600	0.109 *	1	175	1600	0.109 *
WB Thru	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002
WB Right	84	1600	0.053	3	87	1600	0.054	0	87	1600	0.054	3	0	87	1600	0.054	3	90	1600	0.056
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.370				0.373				0.373					0.382				0.384
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	5	0	129	1600	0.081	0	129	1600	0.081
NB Thru	253	3200	0.113 *	0	253	3200	0.113 *	0	253	3200	0.113 *	10	15	278	3200	0.122 *	0	278	3200	0.123 *
NB Right	108	0	0.000	2	110	0	0.000	0	110	0	0.000	4	0	112	0	0.000	2	114	0	0.000
SB Left	261	1600	0.163 *	0	261	1600	0.163 *	0	261	1600	0.163 *	11	0	272	1600	0.170 *	0	272	1600	0.170 *
SB Thru	433	3200	0.135	1	434	3200	0.136	0	434	3200	0.136	18	4	455	3200	0.142	1	456	3200	0.143
SB Right	92	1600	0.058	1	93	1600	0.058	0	93	1600	0.058	4	0	96	1600	0.060	1	97	1600	0.061
EB Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	4	0	105	1600	0.066	0	105	1600	0.066
EB Thru	388	3200	0.160 *	0	388	3200	0.160 *	0	388	3200	0.160 *	16	0	404	3200	0.167 *	0	404	3200	0.167 *
EB Right	124	0	0.000	0	124	0	0.000	0	124	0	0.000	5	0	129	0	0.000	0	129	0	0.000
WB Left	184	1600	0.115 *	6	190	1600	0.119 *	0	190	1600	0.119 *	7	0	191	1600	0.119 *	6	197	1600	0.123 *
WB Thru	311	3200	0.141	1	312	3200	0.142	0	312	3200	0.142	13	0	324	3200	0.147	1	325	3200	0.148
WB Right	141	0	0.000	0	141	0	0.000	0	141	0	0.000	6	0	147	0	0.000	0	147	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.651				0.655				0.655					0.678				0.682
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

R1 No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	8	0	207	1600	0.129	0	207	1600	0.129
NB Thru	504	3200	0.194 *	1	505	3200	0.197 *	0	505	3200	0.197 *	20	9	533	3200	0.205 *	1	534	3200	0.207 *
NB Right	117	0	0.000	7	124	0	0.000	0	124	0	0.000	5	0	122	0	0.000	7	129	0	0.000
SB Left	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *	6	0	157	1600	0.098 *	0	157	1600	0.098 *
SB Thru	283	3200	0.088	0	283	3200	0.088	0	283	3200	0.088	11	15	309	3200	0.097	0	309	3200	0.097
SB Right	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	3	0	82	1600	0.051	0	82	1600	0.051
EB Left	148	1600	0.093	1	149	1600	0.093	0	149	1600	0.093	6	0	154	1600	0.096	1	155	1600	0.097
EB Thru	513	3200	0.198 *	1	514	3200	0.198 *	0	514	3200	0.198 *	21	0	534	3200	0.206 *	1	535	3200	0.207 *
EB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	0	126	0	0.000	0	126	0	0.000
WB Left	86	1600	0.054 *	4	90	1600	0.056 *	0	90	1600	0.056 *	3	0	89	1600	0.056 *	4	93	1600	0.058 *
WB Thru	321	3200	0.141	0	321	3200	0.141	0	321	3200	0.141	13	0	334	3200	0.147	0	334	3200	0.147
WB Right	130	0	0.000	0	130	0	0.000	0	130	0	0.000	5	0	135	0	0.000	0	135	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.640				0.646				0.646					0.665				0.670
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	6	0	145	1600	0.091	0	145	1600	0.091
NB Thru	259	3200	0.102 *	1	260	3200	0.104 *	0	260	3200	0.104 *	11	1	271	3200	0.107 *	1	272	3200	0.109 *
NB Right	68	0	0.000	5	73	0	0.000	0	73	0	0.000	3	0	71	0	0.000	5	76	0	0.000
SB Left	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *	4	0	108	1600	0.068 *	0	108	1600	0.068 *
SB Thru	239	3200	0.075	1	240	3200	0.075	0	240	3200	0.075	10	1	250	3200	0.078	1	251	3200	0.078
SB Right	78	1600	0.049	1	79	1600	0.049	0	79	1600	0.049	3	0	81	1600	0.051	1	82	1600	0.051
EB Left	71	1600	0.044 *	1	72	1600	0.045	0	72	1600	0.045	3	0	74	1600	0.046 *	1	75	1600	0.047
EB Thru	218	3200	0.097	1	219	3200	0.097 *	0	219	3200	0.097 *	9	0	227	3200	0.101	1	228	3200	0.101 *
EB Right	91	0	0.000	0	91	0	0.000	0	91	0	0.000	4	0	95	0	0.000	0	95	0	0.000
WB Left	61	1600	0.038	5	66	1600	0.041 *	0	66	1600	0.041 *	2	0	63	1600	0.039	5	68	1600	0.043 *
WB Thru	211	3200	0.091 *	1	212	3200	0.091	0	212	3200	0.091	9	0	220	3200	0.094 *	1	221	3200	0.095
WB Right	79	0	0.000	0	79	0	0.000	0	79	0	0.000	3	0	82	0	0.000	0	82	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.402				0.407				0.407					0.415				0.420
LOS			A				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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	5	3	128	1600	0.080 *	0	128	1600	0.080 *
NB Thru	361	3200	0.113	1	362	3200	0.113	0	362	3200	0.113	15	15	391	3200	0.122	1	392	3200	0.123
NB Right [3]	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	1	139	1600	0.087	0	139	1600	0.087
SB Left	71	1600	0.044	1	72	1600	0.045	0	72	1600	0.045	3	0	74	1600	0.046	1	75	1600	0.047
SB Thru	594	3200	0.186 *	3	597	3200	0.187 *	0	597	3200	0.187 *	24	4	622	3200	0.194 *	3	625	3200	0.195 *
SB Right	111	1600	0.069	3	114	1600	0.071	0	114	1600	0.071	5	1	117	1600	0.073	3	120	1600	0.075
EB Left	80	1600	0.050 *	1	81	1600	0.051 *	0	81	1600	0.051 *	3	0	83	1600	0.052 *	1	84	1600	0.053 *
EB Thru	469	4800	0.116	0	469	4800	0.116	0	469	4800	0.116	19	0	488	4800	0.124	0	488	4800	0.124
EB Right	86	0	0.000	0	86	0	0.000	0	86	0	0.000	3	20	109	0	0.000	0	109	0	0.000
WB Left	180	2880	0.063	0	180	2880	0.063	0	180	2880	0.063	7	7	194	2880	0.067	0	194	2880	0.067
WB Thru	609	3200	0.198 *	0	609	3200	0.199 *	0	609	3200	0.199 *	25	0	634	3200	0.207 *	0	634	3200	0.207 *
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.609				0.611				0.611					0.633				0.635
LOS			B				B				B					B				B

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 No Right-Turn on Red

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	5	18	157	1600	0.098 *	0	157	1600	0.098 *
NB Thru	537	3200	0.168	3	540	3200	0.169	0	540	3200	0.169	22	8	567	3200	0.177	3	570	3200	0.178
NB Right [3]	210	1600	0.131	0	210	1600	0.131	0	210	1600	0.131	9	6	225	1600	0.141	0	225	1600	0.141
SB Left	79	1600	0.049	1	80	1600	0.050	0	80	1600	0.050	3	0	82	1600	0.051	1	83	1600	0.052
SB Thru	520	3200	0.163 *	2	522	3200	0.163 *	0	522	3200	0.163 *	21	14	555	3200	0.173 *	2	557	3200	0.174 *
SB Right	46	1600	0.029	2	48	1600	0.030	0	48	1600	0.030	2	0	48	1600	0.030	2	50	1600	0.031
EB Left	123	1600	0.077	3	126	1600	0.079	0	126	1600	0.079	5	1	129	1600	0.081	3	132	1600	0.083
EB Thru	996	4800	0.234 *	0	996	4800	0.234 *	0	996	4800	0.234 *	40	1	1037	4800	0.244 *	0	1037	4800	0.244 *
EB Right	126	0	0.000	0	126	0	0.000	0	126	0	0.000	5	4	135	0	0.000	0	135	0	0.000
WB Left	194	2880	0.067 *	0	194	2880	0.067 *	0	194	2880	0.067 *	8	1	203	2880	0.070 *	0	203	2880	0.070 *
WB Thru	459	3200	0.163	0	459	3200	0.163	0	459	3200	0.163	19	2	480	3200	0.170	0	480	3200	0.171
WB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	3	0	65	0	0.000	2	67	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.647				0.648				0.648					0.686				0.687
LOS			B				B				B					B				B

** Key conflicting movement as a part of ICU*
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3 No Right-Turn on Red

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

R1 No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	11	68	1600	0.043 *	0	68	1600	0.043 *
NB Thru	324	3200	0.101	2	326	3200	0.102	0	326	3200	0.102	13	1	338	3200	0.106	2	340	3200	0.106
NB Right [3]	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	4	92	1600	0.058	0	92	1600	0.058
SB Left	55	1600	0.034	1	56	1600	0.035	0	56	1600	0.035	2	0	57	1600	0.036	1	58	1600	0.036
SB Thru	374	3200	0.117 *	2	376	3200	0.118 *	0	376	3200	0.118 *	15	1	390	3200	0.122 *	2	392	3200	0.123 *
SB Right	52	1600	0.033	2	54	1600	0.034	0	54	1600	0.034	2	1	55	1600	0.034	2	57	1600	0.036
EB Left	83	1600	0.052 *	2	85	1600	0.053 *	0	85	1600	0.053 *	3	1	87	1600	0.054 *	2	89	1600	0.056 *
EB Thru	232	4800	0.059	0	232	4800	0.059	0	232	4800	0.059	9	0	241	4800	0.063	0	241	4800	0.063
EB Right	51	0	0.000	0	51	0	0.000	0	51	0	0.000	2	10	63	0	0.000	0	63	0	0.000
WB Left	103	2880	0.036	0	103	2880	0.036	0	103	2880	0.036	4	4	111	2880	0.039	0	111	2880	0.039
WB Thru	313	3200	0.108 *	0	313	3200	0.108 *	0	313	3200	0.108 *	13	1	327	3200	0.113 *	0	327	3200	0.113 *
WB Right	32	0	0.000	1	33	0	0.000	0	33	0	0.000	1	0	33	0	0.000	1	34	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.411				0.413				0.413					0.431				0.433
LOS			A				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 No Right-Turn on Red

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	249	2	1	195	2	5	0	1	2	0	0
Future Vol, veh/h	0	249	2	1	195	2	5	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	271	2	1	212	2	5	0	1	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	273	0	0	487	488	272	488	488	213
Stage 1	-	-	-	-	-	-	272	272	-	215	215	-
Stage 2	-	-	-	-	-	-	215	216	-	273	273	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1290	-	-	491	480	767	490	480	827
Stage 1	-	-	-	-	-	-	734	685	-	787	725	-
Stage 2	-	-	-	-	-	-	787	724	-	733	684	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1290	-	-	491	480	767	489	480	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	491	480	-	489	480	-
Stage 1	-	-	-	-	-	-	734	685	-	787	724	-
Stage 2	-	-	-	-	-	-	786	723	-	732	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1356	-	-	1290	-	-	489
HCM Lane V/C Ratio	0.012	-	-	-	0.001	-	-	0.004
HCM Control Delay (s/veh)	12	0	-	-	7.8	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	284	6	2	128	1	3	0	1	2	0	2
Future Vol, veh/h	4	284	6	2	128	1	3	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	309	7	2	139	1	3	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	316	0	0	466	465	313	465	468	140
Stage 1	-	-	-	-	-	-	321	321	-	144	144	-
Stage 2	-	-	-	-	-	-	145	144	-	321	324	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1244	-	-	507	495	727	508	493	908
Stage 1	-	-	-	-	-	-	691	652	-	859	778	-
Stage 2	-	-	-	-	-	-	858	778	-	691	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1244	-	-	504	493	727	505	491	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	504	493	-	505	491	-
Stage 1	-	-	-	-	-	-	689	650	-	856	776	-
Stage 2	-	-	-	-	-	-	855	776	-	688	648	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	11.6	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1443	-	-	1244	-	-	649
HCM Lane V/C Ratio	0.008	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	11.6	7.5	-	-	7.9	-	-	10.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	161	4	1	98	3	4	0	1	2	0	2
Future Vol, veh/h	2	161	4	1	98	3	4	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	175	4	1	107	3	4	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	179	0	0	293	293	177	293	294	109
Stage 1	-	-	-	-	-	-	181	181	-	111	111	-
Stage 2	-	-	-	-	-	-	112	112	-	182	183	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1397	-	-	659	618	866	659	617	945
Stage 1	-	-	-	-	-	-	821	750	-	894	804	-
Stage 2	-	-	-	-	-	-	893	803	-	820	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1397	-	-	656	617	866	657	616	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	656	617	-	657	616	-
Stage 1	-	-	-	-	-	-	820	749	-	893	803	-
Stage 2	-	-	-	-	-	-	890	802	-	818	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.3	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	689	1480	-	-	1397	-	-	775
HCM Lane V/C Ratio	0.008	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s/veh)	10.3	7.4	-	-	7.6	-	-	9.7
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	259	2	1	204	2	5	0	1	2	0	0
Future Vol, veh/h	0	259	2	1	204	2	5	0	1	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	2	1	222	2	5	0	1	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	284	0	0	508	509	283	509	509	223
Stage 1	-	-	-	-	-	-	283	283	-	225	225	-
Stage 2	-	-	-	-	-	-	225	226	-	284	284	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1278	-	-	475	467	756	475	467	817
Stage 1	-	-	-	-	-	-	724	677	-	778	718	-
Stage 2	-	-	-	-	-	-	778	717	-	723	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1278	-	-	475	467	756	474	467	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	467	-	474	467	-
Stage 1	-	-	-	-	-	-	724	677	-	778	717	-
Stage 2	-	-	-	-	-	-	777	716	-	722	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12.2	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	506	1345	-	-	1278	-	-	474
HCM Lane V/C Ratio	0.013	-	-	-	0.001	-	-	0.005
HCM Control Delay (s/veh)	12.2	0	-	-	7.8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	298	6	2	134	1	3	0	1	2	0	2
Future Vol, veh/h	4	298	6	2	134	1	3	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	324	7	2	146	1	3	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	331	0	0	488	487	328	487	490	147
Stage 1	-	-	-	-	-	-	336	336	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	336	339	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1228	-	-	490	481	713	491	479	900
Stage 1	-	-	-	-	-	-	678	642	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	678	640	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1228	-	-	487	479	713	489	477	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	479	-	489	477	-
Stage 1	-	-	-	-	-	-	676	640	-	848	770	-
Stage 2	-	-	-	-	-	-	847	770	-	675	638	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	11.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	529	1435	-	-	1228	-	-	634
HCM Lane V/C Ratio	0.008	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	11.9	7.5	-	-	7.9	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	169	4	1	103	3	4	0	1	2	0	2
Future Vol, veh/h	2	169	4	1	103	3	4	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	184	4	1	112	3	4	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	188	0	0	307	307	186	307	308	114
Stage 1	-	-	-	-	-	-	190	190	-	116	116	-
Stage 2	-	-	-	-	-	-	117	117	-	191	192	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1386	-	-	645	607	856	645	606	939
Stage 1	-	-	-	-	-	-	812	743	-	889	800	-
Stage 2	-	-	-	-	-	-	888	799	-	811	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1386	-	-	642	606	856	643	605	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	642	606	-	643	605	-
Stage 1	-	-	-	-	-	-	811	742	-	888	799	-
Stage 2	-	-	-	-	-	-	885	798	-	809	741	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.4	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	1474	-	-	1386	-	-	763
HCM Lane V/C Ratio	0.008	0.001	-	-	0.001	-	-	0.006
HCM Control Delay (s/veh)	10.4	7.4	-	-	7.6	-	-	9.7
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

RPD NO BRIDGE PROJECT ALTERNATIVE ANALYSIS

ICU/HCM DATA WORKSHEETS
WEEKDAY AM, PM, AND SUNDAY MID-DAY PEAK HOURS

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	213	0	0.067	3	216	0	0.068	0	216	0	0.068	9	7	229	0	0.072	3	232	0	0.073
NB Thru [3]	32	3200	0.077 *	0	32	3200	0.078 *	0	32	3200	0.078 *	1	0	33	3200	0.082 *	0	33	3200	0.083 *
NB Right [3]	81	1600	0.051	2	83	1600	0.052	0	83	1600	0.052	3	7	91	1600	0.057	2	93	1600	0.058
SB Left [3]	37	0	0.023	0	37	0	0.023	0	37	0	0.023	2	0	39	0	0.024	0	39	0	0.024
SB Thru [3]	59	1600	0.060 *	0	59	1600	0.060 *	0	59	1600	0.060 *	2	0	61	1600	0.063 *	0	61	1600	0.063 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	14	1600	0.009	0	14	1600	0.009	0	14	1600	0.009	1	0	15	1600	0.009	0	15	1600	0.009
EB Thru	808	3200	0.340 *	0	808	3200	0.341 *	0	808	3200	0.341 *	33	0	841	3200	0.355 *	0	841	3200	0.355 *
EB Right	281	0	0.000	1	282	0	0.000	0	282	0	0.000	11	2	294	0	0.000	1	295	0	0.000
WB Left	91	1600	0.057 *	1	92	1600	0.058 *	0	92	1600	0.058 *	4	3	98	1600	0.061 *	1	99	1600	0.062 *
WB Thru	577	3200	0.189	0	577	3200	0.189	0	577	3200	0.189	23	0	600	3200	0.196	0	600	3200	0.196
WB Right	27	0	0.000	0	27	0	0.000	0	27	0	0.000	1	0	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.634				0.636				0.636					0.660				0.662
LOS			B				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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Amar Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	282	0	0.088	2	284	0	0.089	0	284	0	0.089	11	3	296	0	0.093	2	298	0	0.093
NB Thru [3]	30	3200	0.098 *	0	30	3200	0.098 *	0	30	3200	0.098 *	1	0	31	3200	0.102 *	0	31	3200	0.103 *
NB Right [3]	102	1600	0.064	1	103	1600	0.064	0	103	1600	0.064	4	3	109	1600	0.068	1	110	1600	0.069
SB Left [3]	27	0	0.017	0	27	0	0.017	0	27	0	0.017	1	0	28	0	0.018	0	28	0	0.018
SB Thru [3]	28	1600	0.034 *	0	28	1600	0.034 *	0	28	1600	0.034 *	1	0	29	1600	0.036 *	0	29	1600	0.036 *
SB Right [3]	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
EB Left	15	1600	0.009	0	15	1600	0.009	0	15	1600	0.009	1	0	16	1600	0.010	0	16	1600	0.010
EB Thru	842	3200	0.313 *	0	842	3200	0.314 *	0	842	3200	0.314 *	34	1	877	3200	0.328 *	0	877	3200	0.329 *
EB Right	160	0	0.000	3	163	0	0.000	0	163	0	0.000	6	7	173	0	0.000	3	176	0	0.000
WB Left	71	1600	0.044 *	2	73	1600	0.046 *	0	73	1600	0.046 *	3	8	82	1600	0.051 *	2	84	1600	0.053 *
WB Thru	695	3200	0.228	0	695	3200	0.228	0	695	3200	0.228	28	0	723	3200	0.237	0	723	3200	0.237
WB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	1	0	36	0	0.000	0	36	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.589				0.592				0.592					0.617				0.620
LOS			A				A				A					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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Amar Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU1

Lemon Avenue @ Amar Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	117	0	0.037	2	119	0	0.037	0	119	0	0.037	5	0	122	0	0.038	2	124	0	0.039
NB Thru [3]	23	3200	0.044 *	0	23	3200	0.044 *	0	23	3200	0.044 *	1	0	24	3200	0.046 *	0	24	3200	0.046 *
NB Right [3]	28	1600	0.018	1	29	1600	0.018	0	29	1600	0.018	1	0	29	1600	0.018	1	30	1600	0.019
SB Left [3]	15	0	0.009	0	15	0	0.009	0	15	0	0.009	1	0	16	0	0.010	0	16	0	0.010
SB Thru [3]	22	1600	0.023 *	0	22	1600	0.023 *	0	22	1600	0.023 *	1	0	23	1600	0.024 *	0	23	1600	0.024 *
SB Right [3]	21	1600	0.013	0	21	1600	0.013	0	21	1600	0.013	1	0	22	1600	0.014	0	22	1600	0.014
EB Left	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011	1	0	18	1600	0.011	0	18	1600	0.011
EB Thru	451	3200	0.176 *	0	451	3200	0.177 *	0	451	3200	0.177 *	18	1	470	3200	0.184 *	0	470	3200	0.184 *
EB Right	113	0	0.000	2	115	0	0.000	0	115	0	0.000	5	0	118	0	0.000	2	120	0	0.000
WB Left	41	1600	0.026 *	2	43	1600	0.027 *	0	43	1600	0.027 *	2	1	44	1600	0.028 *	2	46	1600	0.029 *
WB Thru	513	3200	0.165	0	513	3200	0.165	0	513	3200	0.165	21	0	534	3200	0.172	0	534	3200	0.172
WB Right	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	0	17	0	0.000	0	17	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.369				0.371				0.371					0.381				0.384
LOS			A				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 Split-phase operation.

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	0	10	1600	0.006	0	10	1600	0.006
NB Thru	344	3200	0.154 *	0	344	3200	0.154 *	0	344	3200	0.154 *	14	15	373	3200	0.165 *	0	373	3200	0.165 *
NB Right	148	0	0.000	1	149	0	0.000	0	149	0	0.000	6	0	154	0	0.000	1	155	0	0.000
SB Left	78	1600	0.049 *	2	80	1600	0.050 *	0	80	1600	0.050 *	3	0	81	1600	0.051 *	2	83	1600	0.052 *
SB Thru	605	3200	0.191	0	605	3200	0.191	0	605	3200	0.191	25	3	633	3200	0.200	0	633	3200	0.200
SB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
EB 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
EB Thru	1	1600	0.009 *	0	1	1600	0.009 *	0	1	1600	0.009 *	0	0	1	1600	0.009 *	0	1	1600	0.009 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	158	1600	0.099 *	3	161	1600	0.101 *	0	161	1600	0.101 *	6	1	165	1600	0.103 *	3	168	1600	0.105 *
WB Thru	5	1600	0.003	0	5	1600	0.003	0	5	1600	0.003	0	0	5	1600	0.003	0	5	1600	0.003
WB Right	73	1600	0.046	5	78	1600	0.049	0	78	1600	0.049	3	0	76	1600	0.048	5	81	1600	0.051
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.410				0.413				0.413					0.427				0.431
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Meadow Pass Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	4	1600	0.003	0	4	1600	0.003	0	4	1600	0.003	0	0	4	1600	0.003	0	4	1600	0.003
NB Thru	566	3200	0.259 *	0	566	3200	0.260 *	0	566	3200	0.260 *	23	7	596	3200	0.272 *	0	596	3200	0.273 *
NB Right	262	0	0.000	4	266	0	0.000	0	266	0	0.000	11	2	275	0	0.000	4	279	0	0.000
SB Left	14	1600	0.009 *	5	19	1600	0.012 *	0	19	1600	0.012 *	1	0	15	1600	0.009 *	5	20	1600	0.013 *
SB Thru	407	3200	0.128	0	407	3200	0.128	0	407	3200	0.128	17	14	438	3200	0.137	0	438	3200	0.137
SB Right	1	0	0.000	0	1	0	0.000	0	1	0	0.000	0	0	1	0	0.000	0	1	0	0.000
EB Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Thru	3	1600	0.005 *	0	3	1600	0.005 *	0	3	1600	0.005 *	0	0	3	1600	0.005 *	0	3	1600	0.005 *
EB Right	5	0	0.000	0	5	0	0.000	0	5	0	0.000	0	0	5	0	0.000	0	5	0	0.000
WB Left	116	1600	0.073 *	2	118	1600	0.074 *	0	118	1600	0.074 *	5	1	122	1600	0.076 *	2	124	1600	0.078 *
WB Thru	0	1600	0.000	0	0	1600	0.000	0	0	1600	0.000	0	0	0	1600	0.000	0	0	1600	0.000
WB Right	27	1600	0.017	3	30	1600	0.019	0	30	1600	0.019	1	0	28	1600	0.018	3	31	1600	0.019
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.445				0.451				0.451					0.463				0.468
LOS			A				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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

N-S St: Lemon Avenue
E-W St: Meadow Pass Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU2

Lemon Avenue @ Meadow Pass Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	8	1600	0.005	0	8	1600	0.005	0	8	1600	0.005	0	0	8	1600	0.005	0	8	1600	0.005
NB Thru	254	3200	0.130 *	0	254	3200	0.131 *	0	254	3200	0.131 *	10	0	264	3200	0.136 *	0	264	3200	0.137 *
NB Right	163	0	0.000	3	166	0	0.000	0	166	0	0.000	7	1	171	0	0.000	3	174	0	0.000
SB Left	50	1600	0.031 *	4	54	1600	0.034 *	0	54	1600	0.034 *	2	0	52	1600	0.033 *	4	56	1600	0.035 *
SB Thru	258	3200	0.081	0	258	3200	0.081	0	258	3200	0.081	10	0	268	3200	0.084	0	268	3200	0.084
SB Right	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0	0.000	0	0	0	0.000
EB Left	1	0	0.001	0	1	0	0.001	0	1	0	0.001	0	0	1	0	0.001	0	1	0	0.001
EB Thru	0	1600	0.004 *	0	0	1600	0.004 *	0	0	1600	0.004 *	0	0	0	1600	0.004 *	0	0	1600	0.004 *
EB Right	6	0	0.000	0	6	0	0.000	0	6	0	0.000	0	0	6	0	0.000	0	6	0	0.000
WB Left	166	1600	0.104 *	2	168	1600	0.105 *	0	168	1600	0.105 *	7	1	174	1600	0.109 *	2	176	1600	0.110 *
WB Thru	3	1600	0.002	0	3	1600	0.002	0	3	1600	0.002	0	0	3	1600	0.002	0	3	1600	0.002
WB Right	84	1600	0.053	3	87	1600	0.054	0	87	1600	0.054	3	0	87	1600	0.054	3	90	1600	0.056
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.370				0.374				0.374					0.382				0.386
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

RPD No Bridge Project Alternative

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	5	0	129	1600	0.081	0	129	1600	0.081
NB Thru	253	3200	0.113 *	1	254	3200	0.114 *	0	254	3200	0.114 *	10	15	278	3200	0.122 *	1	279	3200	0.123 *
NB Right	108	0	0.000	2	110	0	0.000	0	110	0	0.000	4	0	112	0	0.000	2	114	0	0.000
SB Left	261	1600	0.163 *	0	261	1600	0.163 *	0	261	1600	0.163 *	11	0	272	1600	0.170 *	0	272	1600	0.170 *
SB Thru	433	3200	0.135	2	435	3200	0.136	0	435	3200	0.136	18	4	455	3200	0.142	2	457	3200	0.143
SB Right	92	1600	0.058	1	93	1600	0.058	0	93	1600	0.058	4	0	96	1600	0.060	1	97	1600	0.061
EB Left	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	4	0	105	1600	0.066	0	105	1600	0.066
EB Thru	388	3200	0.160 *	0	388	3200	0.160 *	0	388	3200	0.160 *	16	0	404	3200	0.167 *	0	404	3200	0.167 *
EB Right	124	0	0.000	0	124	0	0.000	0	124	0	0.000	5	0	129	0	0.000	0	129	0	0.000
WB Left	184	1600	0.115 *	7	191	1600	0.119 *	0	191	1600	0.119 *	7	0	191	1600	0.119 *	7	198	1600	0.124 *
WB Thru	311	3200	0.141	1	312	3200	0.142	0	312	3200	0.142	13	0	324	3200	0.147	1	325	3200	0.148
WB Right	141	0	0.000	0	141	0	0.000	0	141	0	0.000	6	0	147	0	0.000	0	147	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.651				0.656				0.656					0.678				0.683
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	199	1600	0.124	0	199	1600	0.124	0	199	1600	0.124	8	0	207	1600	0.129	0	207	1600	0.129
NB Thru	504	3200	0.194 *	3	507	3200	0.197 *	0	507	3200	0.197 *	20	9	533	3200	0.205 *	3	536	3200	0.208 *
NB Right	117	0	0.000	7	124	0	0.000	0	124	0	0.000	5	0	122	0	0.000	7	129	0	0.000
SB Left	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *	6	0	157	1600	0.098 *	0	157	1600	0.098 *
SB Thru	283	3200	0.088	2	285	3200	0.089	0	285	3200	0.089	11	15	309	3200	0.097	2	311	3200	0.097
SB Right	79	1600	0.049	1	80	1600	0.050	0	80	1600	0.050	3	0	82	1600	0.051	1	83	1600	0.052
EB Left	148	1600	0.093	1	149	1600	0.093	0	149	1600	0.093	6	0	154	1600	0.096	1	155	1600	0.097
EB Thru	513	3200	0.198 *	1	514	3200	0.198 *	0	514	3200	0.198 *	21	0	534	3200	0.206 *	1	535	3200	0.207 *
EB Right	121	0	0.000	0	121	0	0.000	0	121	0	0.000	5	0	126	0	0.000	0	126	0	0.000
WB Left	86	1600	0.054 *	4	90	1600	0.056 *	0	90	1600	0.056 *	3	0	89	1600	0.056 *	4	93	1600	0.058 *
WB Thru	321	3200	0.141	1	322	3200	0.141	0	322	3200	0.141	13	0	334	3200	0.147	1	335	3200	0.147
WB Right	130	0	0.000	0	130	0	0.000	0	130	0	0.000	5	0	135	0	0.000	0	135	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.640				0.646				0.646					0.665				0.671
LOS			B				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ La Puente Road
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: La Puente Road
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU3

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087	6	0	145	1600	0.091	0	145	1600	0.091
NB Thru	259	3200	0.102 *	2	261	3200	0.105 *	0	261	3200	0.105 *	11	1	271	3200	0.107 *	2	273	3200	0.109 *
NB Right	68	0	0.000	6	74	0	0.000	0	74	0	0.000	3	0	71	0	0.000	6	77	0	0.000
SB Left	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *	4	0	108	1600	0.068 *	0	108	1600	0.068 *
SB Thru	239	3200	0.075	2	241	3200	0.075	0	241	3200	0.075	10	1	250	3200	0.078	2	252	3200	0.079
SB Right	78	1600	0.049	1	79	1600	0.049	0	79	1600	0.049	3	0	81	1600	0.051	1	82	1600	0.051
EB Left	71	1600	0.044 *	1	72	1600	0.045	0	72	1600	0.045	3	0	74	1600	0.046 *	1	75	1600	0.047
EB Thru	218	3200	0.097	1	219	3200	0.097 *	0	219	3200	0.097 *	9	0	227	3200	0.101	1	228	3200	0.101 *
EB Right	91	0	0.000	0	91	0	0.000	0	91	0	0.000	4	0	95	0	0.000	0	95	0	0.000
WB Left	61	1600	0.038	5	66	1600	0.041 *	0	66	1600	0.041 *	2	0	63	1600	0.039	5	68	1600	0.043 *
WB Thru	211	3200	0.091 *	1	212	3200	0.091	0	212	3200	0.091	9	0	220	3200	0.094 *	1	221	3200	0.095
WB Right	79	0	0.000	0	79	0	0.000	0	79	0	0.000	3	0	82	0	0.000	0	82	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.402				0.408				0.408					0.415				0.420
LOS			A				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

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	120	1600	0.075 *	0	120	1600	0.075 *	0	120	1600	0.075 *	5	3	128	1600	0.080 *	0	128	1600	0.080 *
NB Thru	361	3200	0.113	1	362	3200	0.113	0	362	3200	0.113	15	15	391	3200	0.122	1	392	3200	0.123
NB Right [3]	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083	5	1	139	1600	0.087	0	139	1600	0.087
SB Left	71	1600	0.044	2	73	1600	0.046	0	73	1600	0.046	3	0	74	1600	0.046	2	76	1600	0.048
SB Thru	594	3200	0.186 *	4	598	3200	0.187 *	0	598	3200	0.187 *	24	4	622	3200	0.194 *	4	626	3200	0.196 *
SB Right	111	1600	0.069	4	115	1600	0.072	0	115	1600	0.072	5	1	117	1600	0.073	4	121	1600	0.076
EB Left	80	1600	0.050 *	1	81	1600	0.051 *	0	81	1600	0.051 *	3	0	83	1600	0.052 *	1	84	1600	0.053 *
EB Thru	469	4800	0.116	0	469	4800	0.116	0	469	4800	0.116	19	0	488	4800	0.124	0	488	4800	0.124
EB Right	86	0	0.000	0	86	0	0.000	0	86	0	0.000	3	20	109	0	0.000	0	109	0	0.000
WB Left	180	2880	0.063	0	180	2880	0.063	0	180	2880	0.063	7	7	194	2880	0.067	0	194	2880	0.067
WB Thru	609	3200	0.198 *	0	609	3200	0.199 *	0	609	3200	0.199 *	25	0	634	3200	0.207 *	0	634	3200	0.207 *
WB Right	26	0	0.000	1	27	0	0.000	0	27	0	0.000	1	0	27	0	0.000	1	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.609				0.611				0.611					0.633				0.635
LOS			B				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 No Right-Turn on Red

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	134	1600	0.084 *	0	134	1600	0.084 *	0	134	1600	0.084 *	5	18	157	1600	0.098 *	0	157	1600	0.098 *
NB Thru	537	3200	0.168	4	541	3200	0.169	0	541	3200	0.169	22	8	567	3200	0.177	4	571	3200	0.178
NB Right [3]	210	1600	0.131	0	210	1600	0.131	0	210	1600	0.131	9	6	225	1600	0.141	0	225	1600	0.141
SB Left	79	1600	0.049	1	80	1600	0.050	0	80	1600	0.050	3	0	82	1600	0.051	1	83	1600	0.052
SB Thru	520	3200	0.163 *	2	522	3200	0.163 *	0	522	3200	0.163 *	21	14	555	3200	0.173 *	2	557	3200	0.174 *
SB Right	46	1600	0.029	2	48	1600	0.030	0	48	1600	0.030	2	0	48	1600	0.030	2	50	1600	0.031
EB Left	123	1600	0.077	4	127	1600	0.079	0	127	1600	0.079	5	1	129	1600	0.081	4	133	1600	0.083
EB Thru	996	4800	0.234 *	0	996	4800	0.234 *	0	996	4800	0.234 *	40	1	1037	4800	0.244 *	0	1037	4800	0.244 *
EB Right	126	0	0.000	0	126	0	0.000	0	126	0	0.000	5	4	135	0	0.000	0	135	0	0.000
WB Left	194	2880	0.067 *	0	194	2880	0.067 *	0	194	2880	0.067 *	8	1	203	2880	0.070 *	0	203	2880	0.070 *
WB Thru	459	3200	0.163	0	459	3200	0.163	0	459	3200	0.163	19	2	480	3200	0.170	0	480	3200	0.171
WB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	3	0	65	0	0.000	2	67	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.647				0.648				0.648					0.686				0.687
LOS			B				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 No Right-Turn on Red

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INTERSECTION CAPACITY UTILIZATION

Lemon Avenue @ Valley Boulevard
Peak hr: SUN
Annual Growth: 1.00%
Applied Growth: 4.06%

RPD No Bridge Project Alternative

N-S St: Lemon Avenue
E-W St: Valley Boulevard
Project: The Brookside Project (TTM 72798)/1-22-4498-2
File: ICU4

Date: 4/17/2025
Existing Year: 2025
Projection Year: 2029

	2025 EXISTING TRAFFIC			2025 EXISTING WITH PROJECT				2025 EXISTING W/ PROJECT + MITIGATION				2029 FUTURE PRE-PROJECT					2029 FUTURE WITH PROJECT			
Movement	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	Added Rel. Proj. Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	55	1600	0.034 *	0	55	1600	0.034 *	0	55	1600	0.034 *	2	11	68	1600	0.043 *	0	68	1600	0.043 *
NB Thru	324	3200	0.101	3	327	3200	0.102	0	327	3200	0.102	13	1	338	3200	0.106	3	341	3200	0.107
NB Right [3]	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	3	4	92	1600	0.058	0	92	1600	0.058
SB Left	55	1600	0.034	1	56	1600	0.035	0	56	1600	0.035	2	0	57	1600	0.036	1	58	1600	0.036
SB Thru	374	3200	0.117 *	3	377	3200	0.118 *	0	377	3200	0.118 *	15	1	390	3200	0.122 *	3	393	3200	0.123 *
SB Right	52	1600	0.033	3	55	1600	0.034	0	55	1600	0.034	2	1	55	1600	0.034	3	58	1600	0.036
EB Left	83	1600	0.052 *	3	86	1600	0.054 *	0	86	1600	0.054 *	3	1	87	1600	0.054 *	3	90	1600	0.056 *
EB Thru	232	4800	0.059	0	232	4800	0.059	0	232	4800	0.059	9	0	241	4800	0.063	0	241	4800	0.063
EB Right	51	0	0.000	0	51	0	0.000	0	51	0	0.000	2	10	63	0	0.000	0	63	0	0.000
WB Left	103	2880	0.036	0	103	2880	0.036	0	103	2880	0.036	4	4	111	2880	0.039	0	111	2880	0.039
WB Thru	313	3200	0.108 *	0	313	3200	0.108 *	0	313	3200	0.108 *	13	1	327	3200	0.113 *	0	327	3200	0.113 *
WB Right	32	0	0.000	2	34	0	0.000	0	34	0	0.000	1	0	33	0	0.000	2	35	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *					0.100 *				0.100 *
ICU			0.411				0.414				0.414					0.431				0.435
LOS			A				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 No Right-Turn on Red

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	249	3	1	195	2	8	0	2	2	0	0
Future Vol, veh/h	0	249	3	1	195	2	8	0	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	271	3	1	212	2	9	0	2	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	214	0	0	274	0	0	488	489	273	489	489	213
Stage 1	-	-	-	-	-	-	273	273	-	215	215	-
Stage 2	-	-	-	-	-	-	215	216	-	274	274	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1356	-	-	1289	-	-	490	480	766	489	480	827
Stage 1	-	-	-	-	-	-	733	684	-	787	725	-
Stage 2	-	-	-	-	-	-	787	724	-	732	683	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1289	-	-	490	480	766	488	480	827
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	480	-	488	480	-
Stage 1	-	-	-	-	-	-	733	684	-	787	724	-
Stage 2	-	-	-	-	-	-	786	723	-	730	683	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	528	1356	-	-	1289	-	-	488
HCM Lane V/C Ratio	0.021	-	-	-	0.001	-	-	0.004
HCM Control Delay (s/veh)	12	0	-	-	7.8	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	284	9	2	128	1	5	0	1	2	0	2
Future Vol, veh/h	4	284	9	2	128	1	5	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	309	10	2	139	1	5	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	319	0	0	467	466	314	467	471	140
Stage 1	-	-	-	-	-	-	322	322	-	144	144	-
Stage 2	-	-	-	-	-	-	145	144	-	323	327	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1241	-	-	506	494	726	506	491	908
Stage 1	-	-	-	-	-	-	690	651	-	859	778	-
Stage 2	-	-	-	-	-	-	858	778	-	689	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1241	-	-	503	492	726	503	489	908
Mov Cap-2 Maneuver	-	-	-	-	-	-	503	492	-	503	489	-
Stage 1	-	-	-	-	-	-	688	649	-	856	776	-
Stage 2	-	-	-	-	-	-	855	776	-	686	646	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	11.9	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	530	1443	-	-	1241	-	-	647
HCM Lane V/C Ratio	0.012	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	11.9	7.5	-	-	7.9	-	-	10.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	161	6	2	98	3	6	0	1	2	0	2
Future Vol, veh/h	2	161	6	2	98	3	6	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	175	7	2	107	3	7	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	182	0	0	297	297	179	296	299	109
Stage 1	-	-	-	-	-	-	183	183	-	113	113	-
Stage 2	-	-	-	-	-	-	114	114	-	183	186	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1480	-	-	1393	-	-	655	615	864	656	613	945
Stage 1	-	-	-	-	-	-	819	748	-	892	802	-
Stage 2	-	-	-	-	-	-	891	801	-	819	746	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1480	-	-	1393	-	-	652	614	864	654	612	945
Mov Cap-2 Maneuver	-	-	-	-	-	-	652	614	-	654	612	-
Stage 1	-	-	-	-	-	-	818	747	-	891	801	-
Stage 2	-	-	-	-	-	-	888	800	-	817	745	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.4	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	1480	-	-	1393	-	-	773
HCM Lane V/C Ratio	0.011	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	10.4	7.4	-	-	7.6	-	-	9.7
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	259	3	1	204	2	8	0	2	2	0	0
Future Vol, veh/h	0	259	3	1	204	2	8	0	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	282	3	1	222	2	9	0	2	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	224	0	0	285	0	0	509	510	284	510	510	223
Stage 1	-	-	-	-	-	-	284	284	-	225	225	-
Stage 2	-	-	-	-	-	-	225	226	-	285	285	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1345	-	-	1277	-	-	475	467	755	474	467	817
Stage 1	-	-	-	-	-	-	723	676	-	778	718	-
Stage 2	-	-	-	-	-	-	778	717	-	722	676	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1345	-	-	1277	-	-	475	467	755	473	467	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	475	467	-	473	467	-
Stage 1	-	-	-	-	-	-	723	676	-	778	717	-
Stage 2	-	-	-	-	-	-	777	716	-	720	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	12.2	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1345	-	-	1277	-	-	473
HCM Lane V/C Ratio	0.021	-	-	-	0.001	-	-	0.005
HCM Control Delay (s/veh)	12.2	0	-	-	7.8	-	-	12.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	298	9	2	134	1	5	0	1	2	0	2
Future Vol, veh/h	4	298	9	2	134	1	5	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	324	10	2	146	1	5	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	334	0	0	489	488	329	489	493	147
Stage 1	-	-	-	-	-	-	337	337	-	151	151	-
Stage 2	-	-	-	-	-	-	152	151	-	338	342	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1435	-	-	1225	-	-	489	480	712	489	477	900
Stage 1	-	-	-	-	-	-	677	641	-	851	772	-
Stage 2	-	-	-	-	-	-	850	772	-	676	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1225	-	-	486	478	712	487	475	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	478	-	487	475	-
Stage 1	-	-	-	-	-	-	675	639	-	848	770	-
Stage 2	-	-	-	-	-	-	847	770	-	673	636	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	12.1	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	513	1435	-	-	1225	-	-	632
HCM Lane V/C Ratio	0.013	0.003	-	-	0.002	-	-	0.007
HCM Control Delay (s/veh)	12.1	7.5	-	-	7.9	-	-	10.7
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	169	6	2	103	3	6	0	1	2	0	2
Future Vol, veh/h	2	169	6	2	103	3	6	0	1	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	184	7	2	112	3	7	0	1	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	191	0	0	311	311	188	310	313	114
Stage 1	-	-	-	-	-	-	192	192	-	118	118	-
Stage 2	-	-	-	-	-	-	119	119	-	192	195	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1474	-	-	1383	-	-	642	604	854	642	602	939
Stage 1	-	-	-	-	-	-	810	742	-	887	798	-
Stage 2	-	-	-	-	-	-	885	797	-	810	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1474	-	-	1383	-	-	639	603	854	640	601	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	603	-	640	601	-
Stage 1	-	-	-	-	-	-	809	741	-	886	797	-
Stage 2	-	-	-	-	-	-	882	796	-	808	738	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	0.1	10.5	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	1474	-	-	1383	-	-	761
HCM Lane V/C Ratio	0.011	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s/veh)	10.5	7.4	-	-	7.6	-	-	9.8
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0