Appendix F: Transportation Impact Analysis

KITTELSON & ASSOCIATES

LA VERNE GENERAL PLAN UPDATE
TRANSPORTATION IMPACT ANALYSIS

LA VERNE, CA

January 22, 2024

Inside front cover.

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La Verne General Plan Update Transportation Impact Analysis

La Verne, CA

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Section 1 — Executive Summary

EXECUTIVE SUMMARY

The City of La Verne encompasses approximately 8.55 square miles in the Pomona Valley region of Los Angeles County, California, and adjacent to the San Gabriel Valley. The city is bordered by the City of San Dimas to the west, the City of Pomona to the south and southeast, and City of Claremont to the east. The City has prepared its General Plan Update ("Plan"), which is an update to the current (1998) La Verne General Plan. The Plan is intended to guide long-term growth, traffic patterns, housing, and resources conservation.

The Plan aims to achieve the following objectives:

- Reflect the current goals and vision and address issues and concerns expressed by city residents, businesses, decision-makers, and other stakeholders;
- Celebrate La Verne's family-oriented environment, character, and sense of community;
- Provide a range of high-quality housing options;
- Accommodate new growth around the future Metro A Line Station and along the community's transportation corridors;
- Support the initiatives of community partners including the University of La Verne;
- Attract and retain businesses and industries that provide high-quality and high-paying jobs so that residents can live and work in La Verne;
- Expand retail opportunities to provide better local services and increased sales tax revenues;
- Continue to maintain the road network and improve active transportation opportunities;
- Maintain strong fiscal sustainability and continue to provide efficient and adequate public services; and
- Address new requirements of State law.

The Plan proposes a mix of uses, consisting of 14,354 residential units and 8,037,850 of non-residential uses. Please note, the proposed land uses represent the full citywide buildout and include existing development in the city.

Kittelson & Associate ("Kittelson") has prepared a transportation analysis of the Plan. Below is a summary of results of the transportation analysis conducted for the Plan, including any significant impact findings and recommended roadway improvements.

SIGNIFICANT TRANSPORTATION IMPACTS

The California Environmental Quality Act (CEQA) transportation impact analysis of the Plan found a significant cumulative impact for the following topic:

- Vehicle miles traveled (VMT)

The California Environmental Quality Act (CEQA) transportation impact analysis of the Plan found no impacts for the following topics:

- Transit, roadway, bicycle, and pedestrian facilities
- Geometric design and incompatible use hazards
- Emergency access

ROADWAY IMPROVEMENT RECOMMENDATIONS

In addition to the transportation analysis conducted under CEQA requirements, Kittelson analyzed roadway segment and intersection operations with Plan implementation, to address the City's goal of providing satisfactory roadway operations and traffic flow within La Verne. Recommended improvements

on these facilities were provided to accommodate long-term buildout of vehicular traffic. It is recommended that the City continue to monitor traffic volumes on these and other roadway facilities to determine the timing and extent of any improvements as development projects are implemented in the city.

Recommended improvements were identified for the following roadway segment:

- Bonita Avenue between D Street and White Street

Recommended improvements were identified for the following intersections:

- Baseline Road & Foothill Boulevard
- Foothill Boulevard & B Street
- Bonita Avenue & Damien Avenue
- Bonita Avenue & White Avenue
- Arrow Highway & B Street
- Arrow Highway & White Avenue

Section 2 — Introduction

INTRODUCTION

This report documents the California Environmental Quality Act (CEQA) and non-CEQA transportation assessments for the La Verne General Plan Update and summarizes the methodology, findings, and conclusions of the analysis.

The purpose of the study is to assess potentially significant impacts resulting from the implementation of the General Plan Update on the citywide transportation system and to identify measures to mitigate them. The study also serves as the basis for the transportation component of the Plan's Environmental Impact Report (EIR).

PROJECT DESCRIPTION

The City of La Verne encompasses approximately 8.55 square miles in the Pomona Valley region of Los Angeles County, California, and adjacent to the San Gabriel Valley. The city is bordered by the City of San Dimas to the west, the City of Pomona to the south and southeast, and City of Claremont to the east. The City of La Verne is shown in Figure 1.

The City has prepared its General Plan Update, which is an update to the current (1998) La Verne General Plan. The Plan is intended to guide long-term growth, circulation, housing, and resources conservation. Table 1 outlines the land use designations and buildout projections for dwelling units and non-residential square footage under the General Plan Update. In total, the General Plan would result in a buildout of approximately 14,354 housing units and 8,037,850 non-residential square feet within the City and Sphere of Influence boundaries.

Table 1: Proposed General Plan Update Land Use Designations and Intensity Assumptions

Land Use Designation	Dwelling Units	Population	Non-Residential Square Footage	Jobs
Hillside Residential (0-2 du/ac)	263	729	-	-
Low Density Residential (0-5 du/ac)	5,008	13,872	-	-
Medium Density Residential (0-10 du/ac)	2,418	6,698	-	-
High Density Residential (0-15 du/ac)	263	729	-	-
Very High Density Residential (0-32 du/ac)	-	-	-	-
Commercial/Business Park (0.50 FAR)	2	6	34,188	70
Industrial (0.50 FAR)	-	-	-	-
Community Facilities	30	82	463,249	955
Open Space	-	-	-	-
Specific Plan – Residential	2,723	7,543	30,599	63
Specific Plan – Mixed-Use	3,647	7,483	7,509,814	15,484
Total	**14,354**	**37,142**	**8,037,850**	**16,572**

Source: De Novo Planning Group, 2023

In addition to land use, the General Plan Mobility Element includes a map of proposed vehicular roadway classifications based on the number of vehicle lanes, as shown in Figure 2. The updated Mobility Element also references the Active Transportation Plan (ATP) networks of recommended bicycling and walking improvements, as shown in Figure 3 and Figure 4.

Figure 1. City of La Verne

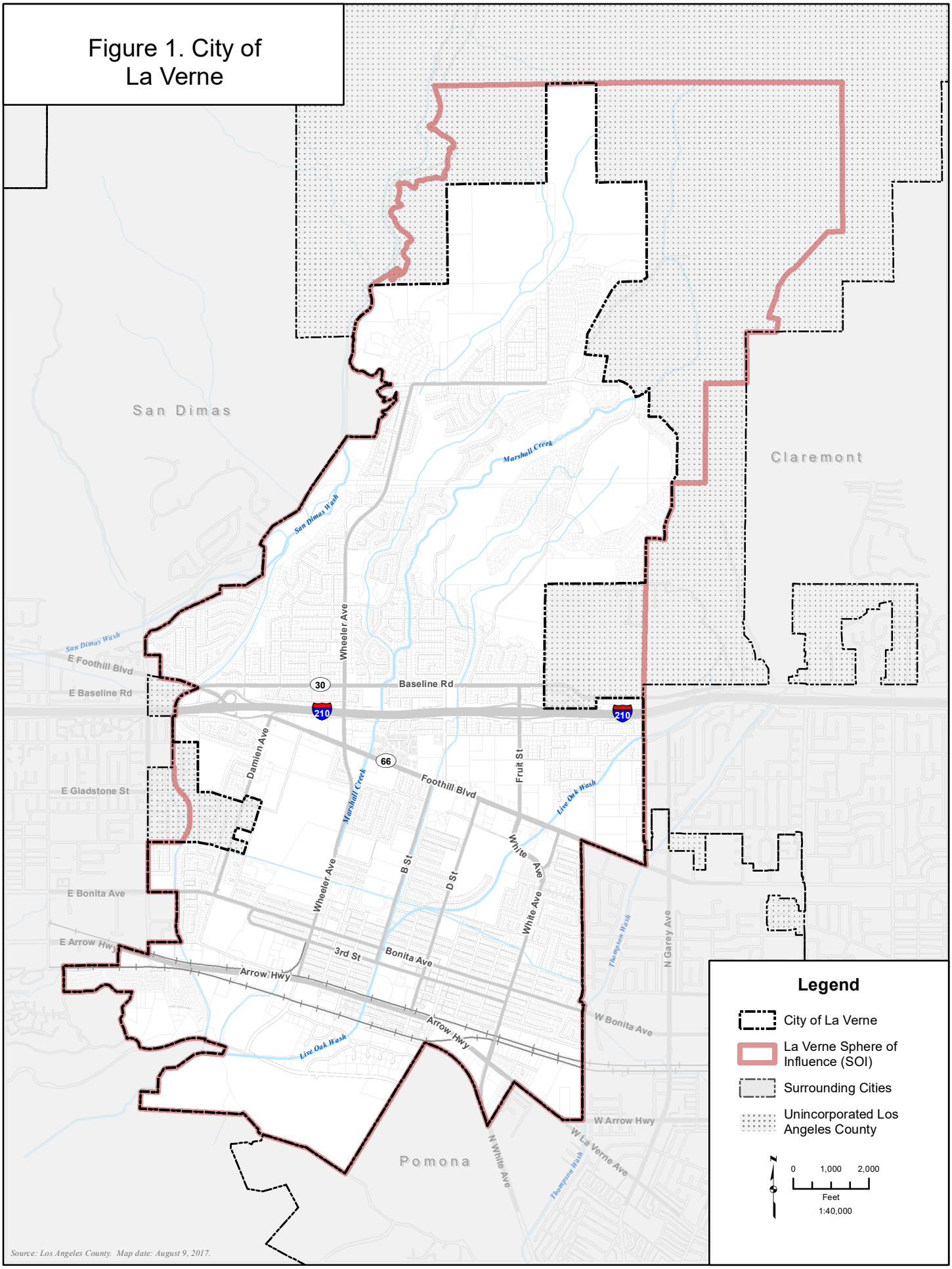


Figure 2. Mobility Element Vehicular Roadway Classifications

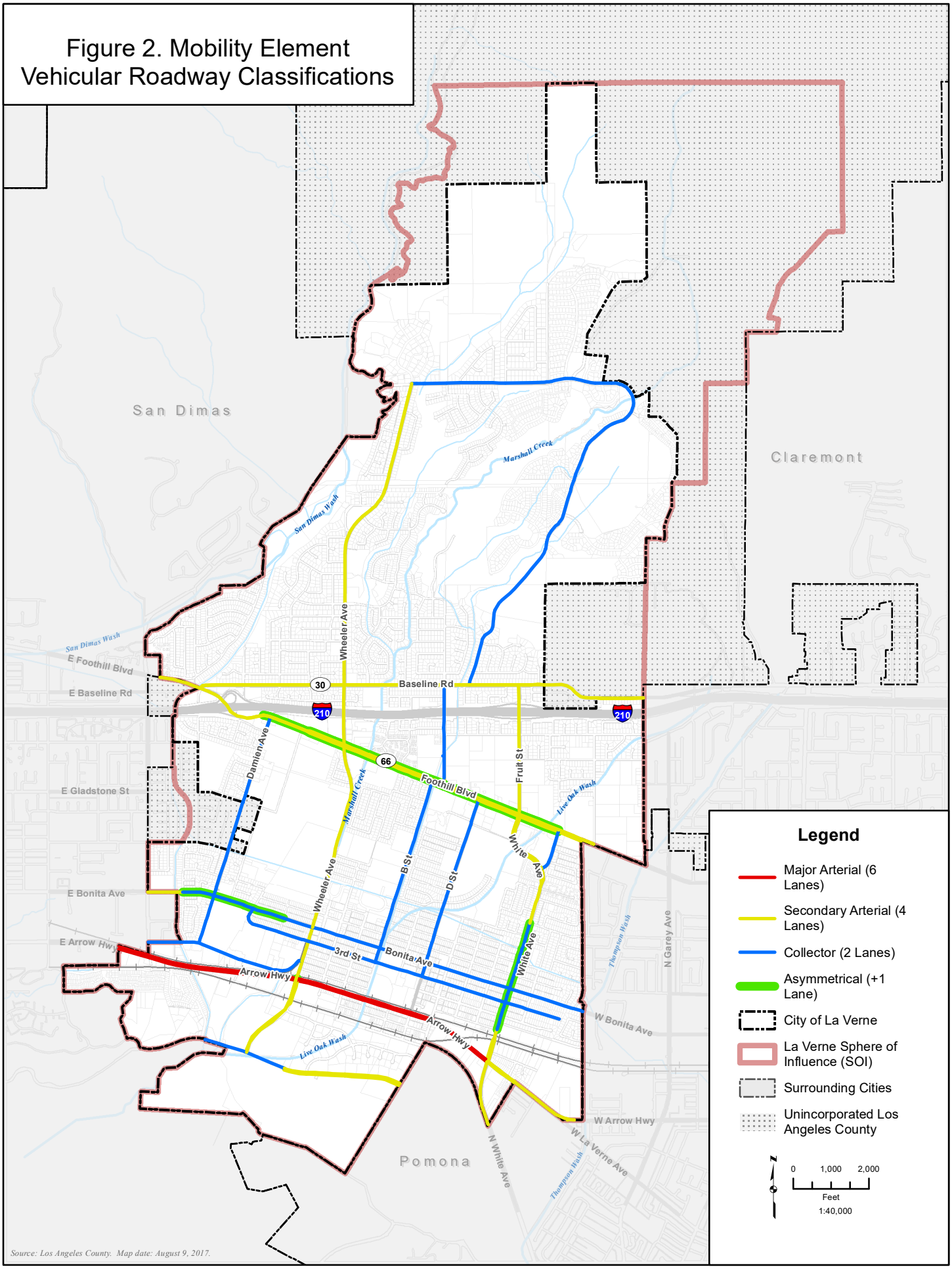


Figure 3. Existing and Recommended Bikeway Network

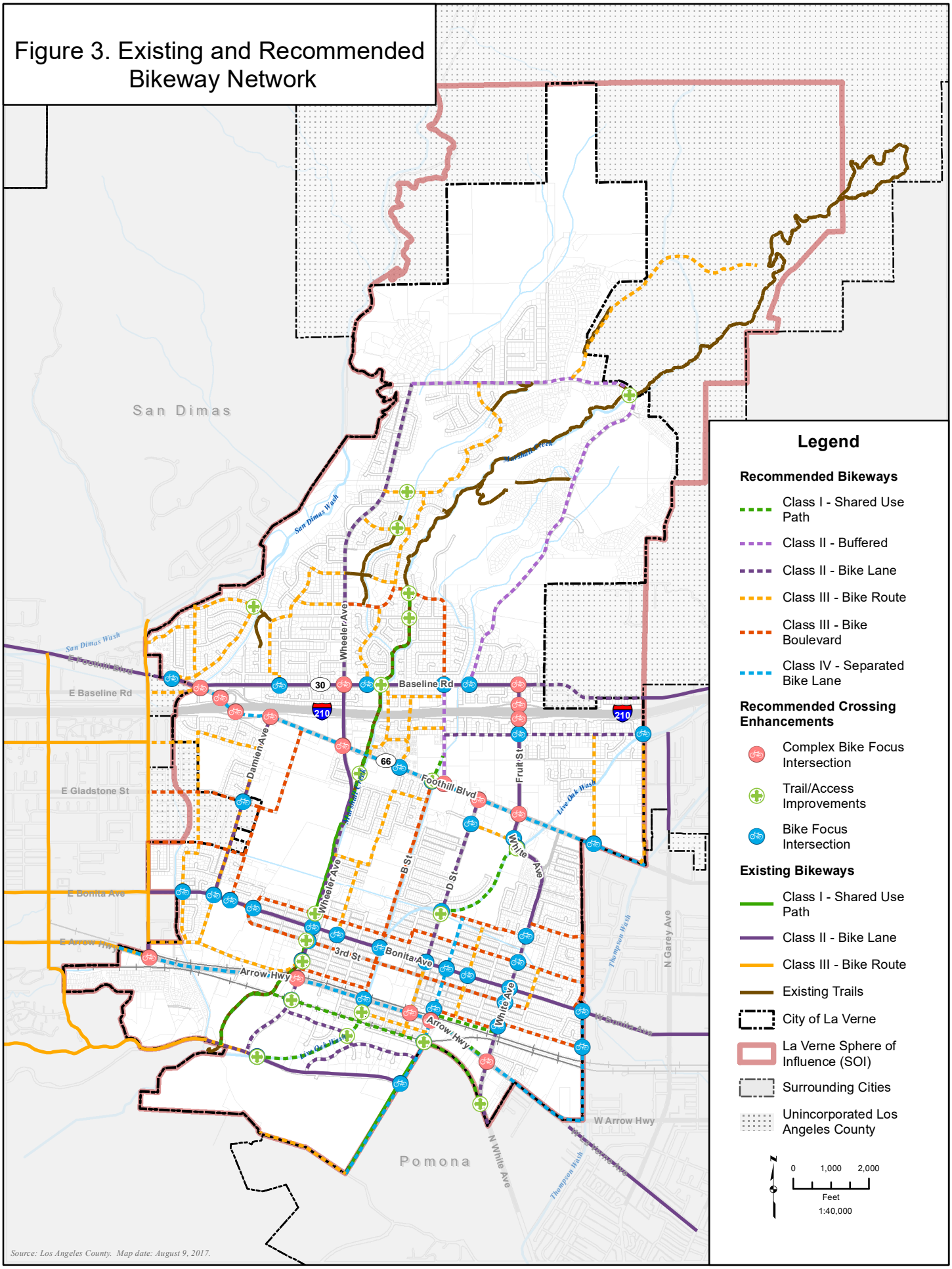
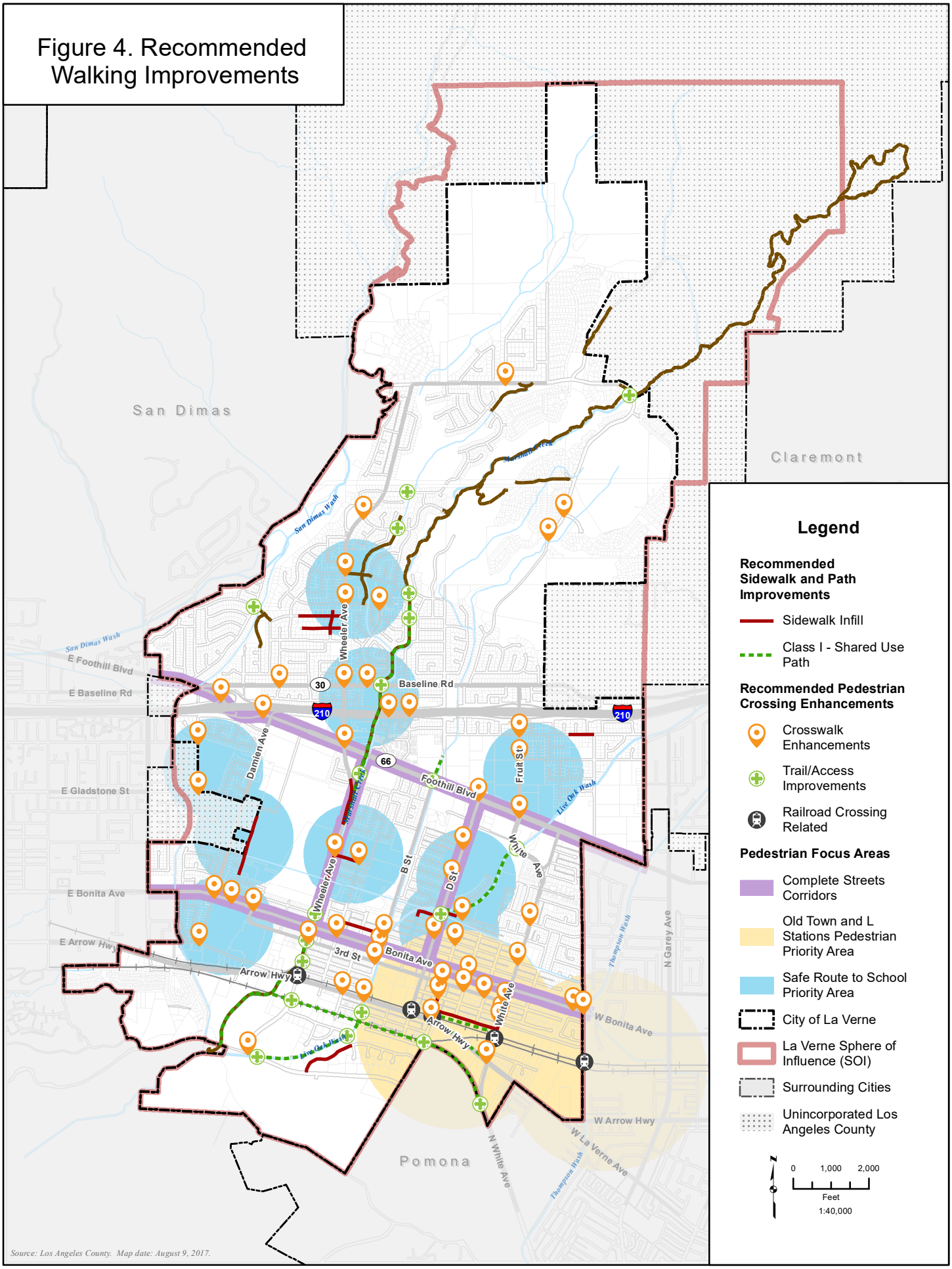


Figure 4. Recommended Walking Improvements



STUDY LOCATIONS

Traffic study locations were developed in conjunction with City of La Verne staff.

The following intersections were analyzed for traffic conditions during the AM peak hour and PM peak hour using City of La Verne standards. The study intersections are also shown in Figure 5.

Table 2: Study Intersections

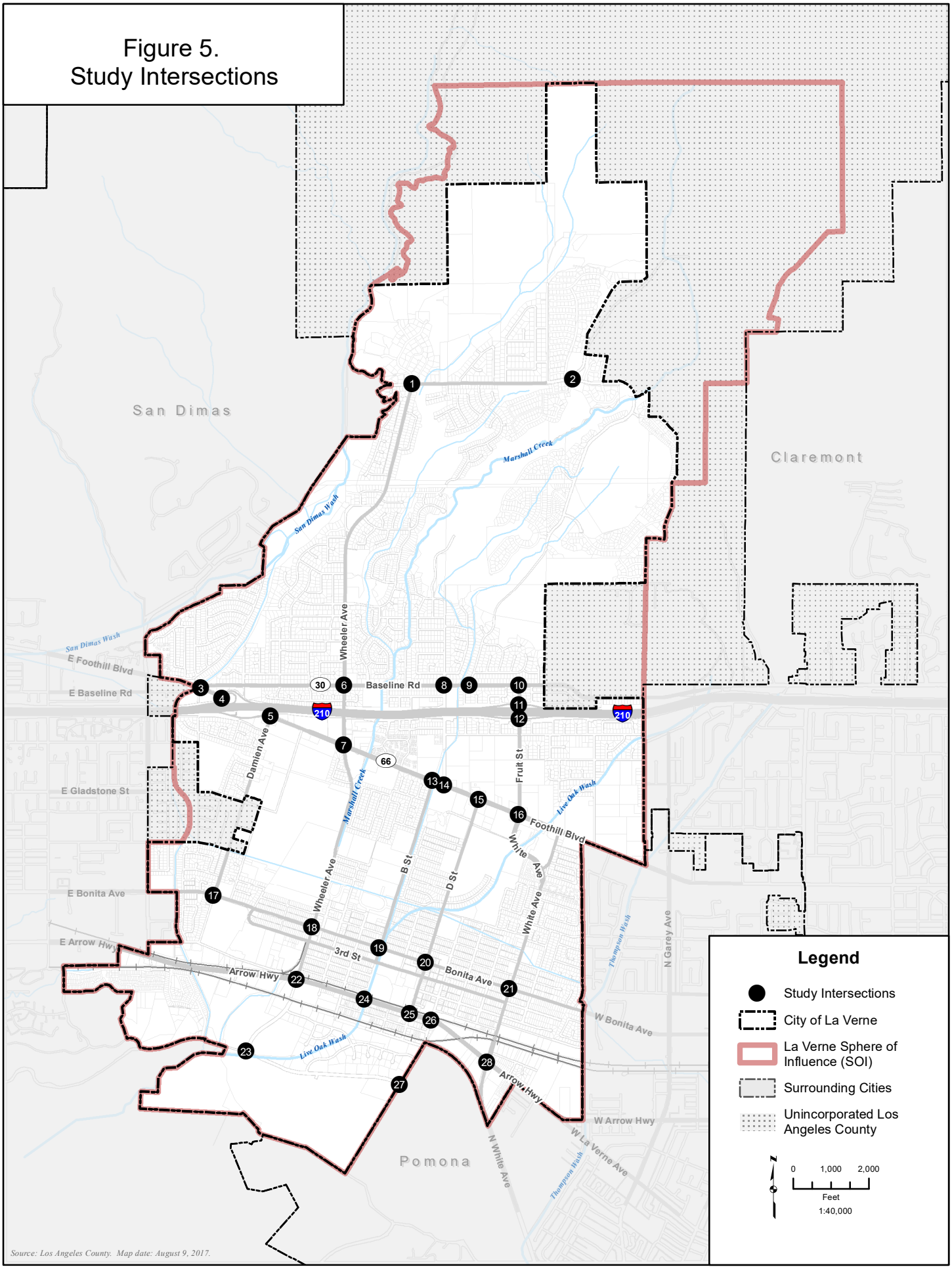
	Intersection	Traffic Control
1	Golden Hills Road & Wheeler Avenue	All-Way Stop
2	Esperanza Drive & Stephens Ranch Road	All-Way Stop
3	Baseline Road & Foothill Boulevard	Traffic Signal
4	Foothill Boulevard & I-210 WB Off Ramp	Traffic Signal
5	Foothill Boulevard & Damien Avenue	Traffic Signal
6	Baseline Road & Wheeler Avenue	Traffic Signal
7	Foothill Boulevard & Wheeler Avenue	Traffic Signal
8	Baseline Avenue & Emerald Avenue	Traffic Signal
9	Baseline Avenue & Esperanza Drive	Traffic Signal
10	Baseline Avenue & Fruit Street	Traffic Signal
11	I-210 WB Ramps & Fruit Street	Traffic Signal
12	I-210 EB Ramps & Fruit Street	Traffic Signal
13	Foothill Boulevard & B Street	Side-Street Stop
14	Foothill Boulevard & Emerald Avenue	Traffic Signal
15	Foothill Boulevard & D Street	Traffic Signal
16	Foothill Boulevard & Fruit Street	Traffic Signal
17	Bonita Avenue & Damien Avenue	Traffic Signal
18	Bonita Avenue & Wheeler Avenue	Traffic Signal
19	Bonita Avenue & B Street	Traffic Signal
20	Bonita Avenue & D Street	Traffic Signal
21	Bonita Avenue & White Avenue	Traffic Signal
22	Arrow Highway & Wheeler Avenue	Traffic Signal
23	Puddingstone Drive & Wheeler Ave	Side-Street Stop
24	Arrow Highway & B Street	Side-Street Stop
25	Arrow Highway & D Street	Traffic Signal
26	Arrow Highway & E Street/Fairplex Drive	Traffic Signal
27	Puddingstone Drive & Fairplex Drive	Traffic Signal
28	Arrow Highway & White Avenue	Traffic Signal

Table 3 shows the roadway segments that were analyzed for traffic conditions on a daily traffic volume basis.

Table 3: Study Roadway Segments

Roadway	Segment
Arrow Highway	San Dimas Canyon Road to Wheeler Avenue
	White Avenue to Miramonte Drive
B Street	Foothill Boulevard and Bonita Avenue
Baseline Road	Foothill Boulevard to Wheeler Avenue
	Emerald Avenue to Fruit Street
Bonita Avenue	Damien Avenue to Wheeler Avenue
	D Street to White Street
D Street	Foothill Boulevard to Bonita Avenue
Damien Avenue	Bonita Avenue to Juanita Avenue
Fairplex Drive	Puddingstone Drive to Arrow Highway
Foothill Boulevard	Damien Avenue to Wheeler Avenue
	Emerald Avenue to Fruit Street
	Fruit Street to Towne Center Drive
Emerald Avenue	Essex Avenue to Genesee Drive
Esperanza Road	Baseline Road to Stephens Ranch Road
Fruit Street	Bowdoin Street to Foothill Boulevard
Golden Hills Road	Cll Aragon to Via Dicha
Wheeler Avenue	Baseline Road to Oakridge Drive
	Baseline Road to Foothill Boulevard
	Foothill Boulevard to Bonita Avenue
	Puddingstone Drive to Arrow Highway
	Bonita Avenue to Arrow Highway
White Avenue	Foothill Boulevard to Bonita Avenue
	Bonita Avenue to Arrow Highway

Figure 5.
Study Intersections



ANALYSIS SCENARIOS, METHODOLOGIES, AND MODELING APPROACH

This section summarizes the approach to the CEQA vehicle miles traveled (VMT) analysis and non-CEQA intersection and roadway segment operations analyses, based on discussions with City staff and detailed in the Transportation Analysis Approach Memo attached to this study.

ANALYSIS SCENARIOS

As part of this study, the following scenarios were developed and analyzed:

- Existing (2023) Conditions – This scenario represents existing conditions at the time of the Notice of Preparation. For the CEQA VMT analysis, the estimated 2023 base year SGVCOG Northeast Subarea average VMT was used as the baseline for assessing the General Plan Update's potential VMT impacts. For the non-CEQA traffic operations analysis, local traffic counts were collected to establish existing vehicle operations.
- Cumulative (2045) Conditions – This scenario represents the buildout land uses, densities, and circulation network changes in the city as defined by the current La Verne General Plan, and 2040 forecasts in the region as defined by the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regional travel demand model. For the CEQA VMT analysis, total SGVCOG Northeast Subarea VMT was estimated as the baseline for assessing the General Plan Update's potential cumulative VMT impacts. The Cumulative (2045) Conditions scenario was not utilized for the non-CEQA traffic operations analysis. Note, while this scenario corresponds to 2045 horizon year conditions within the City and Sphere of Influence under the existing (currently adopted) General Plan, it reflects the 2040 SCAG RTP land use forecasts outside of La Verne and its Sphere of Influence.
- Cumulative (2045) Plus Project Conditions – This scenario is consistent with the Cumulative 2045 Conditions described above but with buildout of land uses and densities under La Verne General Plan Update implementation instead of the current General Plan. For the CEQA VMT analysis, the citywide average VMT was estimated to determine the General Plan Update's potential VMT impacts; total SGVCOG Northeast Subarea VMT was estimated to determine the General Plan Update's potential cumulative VMT impacts. For the non-CEQA traffic operations analysis, intersection and roadway segment volumes were forecast to determine the need for long-term improvements. Note, while this scenario corresponds to 2045 horizon year conditions within the City and Sphere of Influence under the proposed General Plan Update, it reflects the 2040 SCAG RTP land use forecasts outside of La Verne and its Sphere of Influence

ANALYSIS METHODOLOGIES

The appropriate metrics, methodologies, and standards for the VMT and non-VMT analysis were developed based on the City's guidelines and in consultation with City staff.

CEQA VMT Analysis

Senate Bill 743 (SB 743) was signed into law in September 2013. It required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Historically, CEQA transportation analyses of individual projects determined impacts in the circulation system in terms of roadway delay and/or capacity at specific locations. SB 743 changes included the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts and identified vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's significant transportation impacts. Since the bill has gone into effect (July 1, 2020), automobile delay, as measured by "level of service" and other similar metrics, no longer constitute a significant environmental effect under CEQA.

In August 2020, the City of La Verne prepared its *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service*, which followed City Council's approval of VMT baselines and thresholds of significance. These serve as the City's transportation analysis guidelines and include methodologies and criteria for evaluating VMT impacts. For land use plans (such as a General Plan), the City requires the analysis of citywide VMT per service population (residents + employees) to determine VMT impacts, and the analysis of total SGVCOG Northeast Subarea VMT to determine cumulative VMT impacts.

The specific thresholds for analyzing land use plans such as specific plans or a general plan are detailed below:

- **Project Impact**: A significant impact would occur if the VMT rate for the plan would exceed the applicable baseline VMT rate.
- **Cumulative Project Impact**: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
- Baseline VMT rate is defined as the SGVCOG Northeast Subarea VMT per applicable service population (residents + employees).

Given these adopted impact thresholds, the following analyses were conducted to determine project and cumulative project impacts:

- **Project Impact**: The citywide and sphere of influence VMT per service population under long-term GPU buildout conditions was estimated using the "with project" cumulative-year travel demand model (incorporating proposed La Verne GPU land uses and circulation system). The existing SGVCOG Northeast Subarea VMT per service population was estimated for year 2023, interpolated between the base-year and future-year travel demand models. A citywide and sphere of influence buildout VMT per service population which exceeds the existing regional VMT per service population would result in a significant project impact finding.
- **Cumulative Project Impact**: The total SGVCOG Northeast Subarea VMT under long-term GPU buildout conditions was estimated using the "with project" version of the cumulative-year travel demand model. The total SGVCOG Northeast Subarea VMT under no project/previous general plan conditions was estimated using a "no project" (previous General Plan) version of the cumulative-year travel demand model. A "with project" regional VMT that exceeds the "no project/previous General Plan" regional VMT would result in a significant cumulative project impact finding.

Non-CEQA Level of Service Analysis

While traditional vehicle delay and capacity metrics are no longer used to determine significant impacts under CEQA, such metrics can still be utilized by local agencies for local planning purposes. The standards and methodologies for the non-CEQA analysis are described below.

Intersections

Weekday AM and PM peak hour intersection operations are analyzed by applying a level of service (LOS) grade ranging from LOS A to LOS F. There are generally two methodologies for analyzing intersection LOS – Intersection Capacity Utilization (ICU) and Highway Capacity Manual (HCM).

Under the ICU methodology, the critical movements and critical movement capacity of a signalized intersection are used to calculate a volume-to-capacity (V/C) ratio. After the V/C ratio is calculated, the ICU methodology assigns an LOS grade representing the quality of intersection operations. LOS grades and corresponding V/C ratios under the ICU methodology are provided in Table 4. Note, the ICU methodology is not applicable to unsignalized (stop-controlled) intersections.

Table 4: Signalized Intersection Level of Service and V/C Ratios (ICU Methodology)

Level of Service	Volume to Capacity Ratio
A	Less than 0.61
B	06.1 to 0.70
C	0.71 to 0.80
D	0.81 to 0.90
E	0.91 to 1.00
F	Greater than 1.00

The HCM methodology assigns an LOS grade to an intersection based on the average control delay for vehicles at the intersection, ranging from LOS A to LOS F; LOS A signifies very slight delay with no approach phase fully utilized while LOS F signifies very high delays and congestion, frequent cycle failures, and long queues. LOS grades and corresponding delay values for signalized and unsignalized intersections are provided in Table 5.

Table 5: Intersection Level of Service and Delay Thresholds (HCM Methodology)

Level of Service	Signalized	Unsignalized
	Average Control Delay Per Vehicle (Seconds)	
A	< 10.0	< 10.0
B	> 10.0 to 20.0	> 10.0 to 15.0
C	> 20.0 to 35.0	> 15.0 to 25.0
D	> 35.0 to 55.0	> 25.0 to 35.0
E	> 55.0 to 80.0	> 35.0 to 50.0
F	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL

According to their guidelines, the City requires ICU analysis at signalized intersections and HCM analysis at unsignalized intersections. The guidelines include the following required parameters for ICU analysis at signalized intersections:

- A minimum clearance interval of 0.10 of green time
- Lane capacities of 1,600 per hour per lane for through and turn lanes
- Lane capacities of 2,880 per hour for dual turn lanes

The guidelines also include the following required parameters for HCM analysis at stop-controlled intersections:

- A peak hour factor (PHF) based on observed conditions shall be used for the existing conditions.
- A PHF of 0.95 shall be used for future conditions.

The City's maximum acceptable level of service is LOS D. For the non-CEQA LOS analysis, intersection LOS under Cumulative (2045) Plus Project conditions was compared to existing (2023) conditions.

Roadway Segments

Weekday daily roadway segment operations are analyzed by applying a level of service (LOS) grade ranging from LOS A to LOS F based on the daily volume/capacity (V/C) ratio. LOS A signifies free-flow traffic and LOS F signifies operations that are over roadway capacity.

The City's guidelines do not include recommended roadway segment capacity values. Therefore, this study utilizes daily capacity values based on the Highway Capacity Manual (HCM). Generalized daily roadway capacities in the HCM were refined based on citywide K-factors and D-factors. A roadway's K-factor is the ratio of the highest peak hour volume to the daily volume; according to the citywide traffic counts, the citywide K-factor is 0.10. A roadway segment's D-factor is the ratio of the higher-volume direction to lower-volume direction; according to the citywide traffic counts, the citywide D-factor is 0.53. Roadway capacities for two-, four-, and six-lane roads were developed to be used in this study as shown in Table 6.

Table 6: Daily Roadway Capacity Values for Arterial Level of Service

	A	B	C	D	E
6 Lane Divided	34,100	39,700	45,400	51,100	56,700
4 Lane Divided	22,700	26,500	30,300	34,100	37,800
4 Lane Undivided	15,200	17,700	20,200	22,700	25,200
2 Lane Divided	11,400	13,300	15,200	17,100	18,900
2 Lane Undivided	7,600	8,900	10,100	11,400	12,600

SOURCE: HIGHWAY CAPACITY MANUAL; KITTELSON & ASSOCIATES, 2023

Daily roadway segment LOS was used to develop recommended roadway segment improvements for segments that are projected to operate at an unacceptable LOS (E or F) under Cumulative (2045) Plus Project conditions.

MODELING APPROACH

The Southern California Association of Governments (SCAG) regional travel demand model was utilized to estimate regional and citywide VMT for the CEQA analysis, and roadway volumes for the non-CEQA analysis. The 2016 RTP/SCS version of the SCAG model was used for the following reasons:

- The 2016 RTP model is consistent with what was used to prepare the City's VMT analysis guidelines and impact thresholds, and is in line with standard practices in the region.
- The 2016 RTP model forms the basis for SGVCOG's online VMT estimating tool. Using the 2016 RTP model for the GPU transportation analysis ensures results for the GPU and for individual development projects are consistent.

The 2016 RTP model includes the A Line extension with a station in the city in the 2040 forecast scenario.

Two versions of the SCAG travel demand model were used: a base year (2012) scenario and a future year (2040) scenario. Land uses within the City and Sphere of Influence in the future year scenarios were updated; two 2040 scenarios were developed for this study. Land uses in the city were modified to reflect the current General Plan for the Cumulative (2045) conditions. Land uses in the city and sphere of influence were also separately modified to reflect the General Plan Update for the Cumulative (2045) Plus Project conditions. Both of these 2040 scenarios were utilized for estimating cumulative VMT with and without General Plan Update implementation, while the Cumulative (2045) Plus Project scenario was utilized to develop traffic forecasts for the LOS analysis with General Plan Update implementation. Existing (2023) traffic volumes and VMT were estimated by interpolating between the base and future year model results.

Section 3 — Existing Conditions

EXISTING CONDITIONS

This section summarizes existing mobility conditions in the City of La Verne related to vehicles, transit, bicycles, pedestrians, freight/goods movement, and traffic operations.

ROADWAY NETWORK

The roadway system in La Verne consists of arterial and collector roadways which serve local and regional traffic demand, including traffic to/from freeways. The existing vehicular facilities in La Verne are discussed below.

FREEWAYS/HIGHWAYS

Freeways that travel through La Verne provide regional east-west connectivity.

Interstate 210 (I-210) is an east-west freeway connecting San Bernardino to San Fernando Valley. I-210 bisects La Verne into northern and southern halves and provides connections to the adjacent cities of San Dimas and Claremont. Within the city, the freeway has three 12-foot general purpose lanes in each direction and one 12-foot high-occupancy vehicle (HOV) (2+ persons) lane in each direction. There are on- and off-ramps within city limits located at Foothill Boulevard and Fruit Street. The posted speed is 65 miles per hour (mph).

LOCAL ROADWAYS

Roadways within La Verne are classified in the current General Plan Transportation Element (1998) as major arterials, secondary arterials, collectors, and local access, defined based on the number of vehicle lanes and vehicle throughput capacity; these classifications are shown in Figure 6.

- **Arterial roadways** are the backbone of a city's circulation network. They connect freeways and major destinations in the city and are used primarily for cross-town travel, commercial vehicle travel and access to collector streets and local streets. Arterials typically provide access to adjacent land uses, but access may be restricted by medians at some locations. Driveways are limited or consolidated to a few locations, and on-street parking may be limited or absent in order to provide the greatest travel capacity within the available right-of-way. In La Verne, **major arterials** have capacity for up to 33,000 average daily traffic, and **secondary arterials** have capacity for up to 22,000 average daily traffic.
- **Collectors** are designed to connect neighborhoods with arterials and local destinations such as Old Town La Verne. They carry a moderate amount of traffic, typically less than 12,500 vehicles per day. These streets typically have four lanes, may have curbed parking, and have traffic signals at major intersections. Intersections with relatively lower volume streets may be four-way or two-way stop controlled.

Individual arterials in La Verne are described below. In general, the east-west roadways provide connections to neighboring cities such as San Dimas and Claremont, and the north-south roadways connect La Verne to Pomona and the San Gabriel Mountains.

Please note that this section describes existing transportation conditions and refers to applicable General Plan roadway classifications from the current Transportation Element. The classifications in the current Transportation Element (Figure 6) are based on the number of vehicle lanes and vehicle throughput capacity, and in many cases proposes a buildout network that may no longer be appropriate for the City's planned land use and transportation conditions. The proposed General Plan Update's Mobility Element proposes an updated set of vehicular classifications based on the number of vehicle lanes (Figure 2).

Arrow Highway is an east-west major arterial in the southern portion of La Verne, that provides a regional connection to Irwindale to the west and Montclair to the east. Within La Verne, the street primarily serves industrial land uses and the LA County Fairgrounds. There are three 11-foot travel lanes in each direction between White Avenue and Walnut Avenue, two westbound and three eastbound travel lanes between White Avenue and Miramonte Drive, and two travel lanes in each direction between Miramonte Drive and Fulton Road. In La Verne, opposite direction travel lanes along Arrow Highway are separated by a raised median. Six-foot sidewalks are present along the south side of the roadway throughout the City and located on the north side of the roadway between Fairplex Drive and Fulton Road. On-street parking is only permitted in some sections between White Avenue and Fulton Road. Arrow Highway does not have any bike facilities within La Verne, but it is a Class III Bike Route west of La Verne, in San Dimas. The posted speed is 45 mph.

Baseline Road is an east-west major arterial generally serving the northern residential area of La Verne. Prior to the final extension of I-210, the freeway had previously terminated at Baseline Road in La Verne. This condition and the planned (now complete) I-210 extension were a primary focus of the City's previous General Plan that was adopted in 1998. There are two 11- to 12-foot travel lanes in each direction, separated by a two-way left-turn median. There are six-foot sidewalks on both sides of the street and on-street parking is permitted along most of the roadway. The posted speed is 40 mph.

Foothill Boulevard is an east-west major arterial serving commercial land uses. Most of the City's retail development is located along Foothill Boulevard and there are a significant number of shopping center ingress and egress points along the corridor. There are two travel lanes in the westbound direction and three travel lanes in the eastbound direction, separated by a raised median. The travel lanes are generally 10 to 11 feet wide, with one segment with a 19-foot lane. There is short a segment between Towne Center Drive and Williams Avenue where there are only two travel lanes in the eastbound direction. Six- to eight-foot sidewalks are provided on both side of the street and on-street parking is permitted between Bradford Street and Williams Avenue. The posted speed is 45 mph.

Puddingstone Drive is an east-west major arterial near the Brackett Field Airport. Puddingstone Drive also provides access to the recently developed Gilead facility, which has its entrance on Wheeler Avenue just north of its intersection with Puddingstone Drive. There is one travel lane in each direction between Walnut Avenue and Wright Avenue. Between Wright Avenue and Fairplex Drive, Puddingstone Drive has two travel lanes in each direction, separated by a raise median. On-street parking is permitted and five- to eight-foot sidewalks are provided on both sides of the roadway along some segments.

San Dimas Canyon Road is a north-south major arterial. There are two sections of San Dimas Canyon Road in La Verne including the segment located between Juanita Avenue and Bonita Avenue, and the segment between Palomares Avenue and Sun Rose Street. There are two 12- to 13-foot travel lanes in each direction. Six- to eight-foot sidewalks are provided on both sides of the roadway and on-street parking is permitted on most sections. The posted speed is 40 mph. A northboundbike lane is present on San Dimas Canyon Road in between the segments in La Verne.

White Street and Fruit Street form a corridor consisting of a north-south major arterial (south of Foothill Boulevard) and secondary arterial (north of Foothill Boulevard), providing a connection to the I-210 freeway and the L.A. County Fairgrounds. Between Foothill Boulevard and Eighth Street and between First Street and Munster Street, White Street has two 11- to 18-foot travel lanes in each direction, separated by a raised median. Between First Street and Sixth Street, White Street has one 11-to 12-foot travel lane in each direction with a two-lane left-turn median. White Street has two northbound travel lanes and one southbound travel lane between Sixth Street and Eighth Street. North of Foothill Boulevard, Fruit Street has two 10- to 24-foot travel lanes in each direction, with a two-way left-turn median along certain sections. Six-foot sidewalks are provided on both sides of White Street and Fruit Street. The posted speed is 35 mph along White Street, which increases to 40 mph on Fruit Street. Class II bike lanes are present on White Avenue between Foothill Boulevard and College Lane, while on-street parking is permitted along some segments of Fruit Street.

Bonita Avenue is an east-west secondary arterial serving the University of La Verne and Old Town La Verne. There are two 11-foot travel lanes in each direction west of Wheeler Avenue, and one 11-foot travel lane in each direction between Wheeler Avenue and Fulton Road. Two-way left-turn medians are provided along sections of Bonita Avenue and on-street parking is permitted along most of the road.

Wheeler Road is a north-south secondary arterial, connecting the southern and northern sections of La Verne and includes an overcrossing at I-210. There are two 10- to 14-foot travel lanes in each direction, separated by a two-way left-turn median. The posted speed is 40 mph. Six- to ten-foot sidewalks are provided along both sides of the roadway, except for the segment between Ancona Drive and Bonita Avenue. The MWD plant is also accessed via Wheeler Road.

Golden Hills Drive is an east-west secondary arterial in the northern residential section of La Verne. There is one 14-foot travel lane in each direction and six-foot sidewalks are provided on both sides of the roadway. On-street parking is allowed along most of the street. The posted speed is 40 mph.

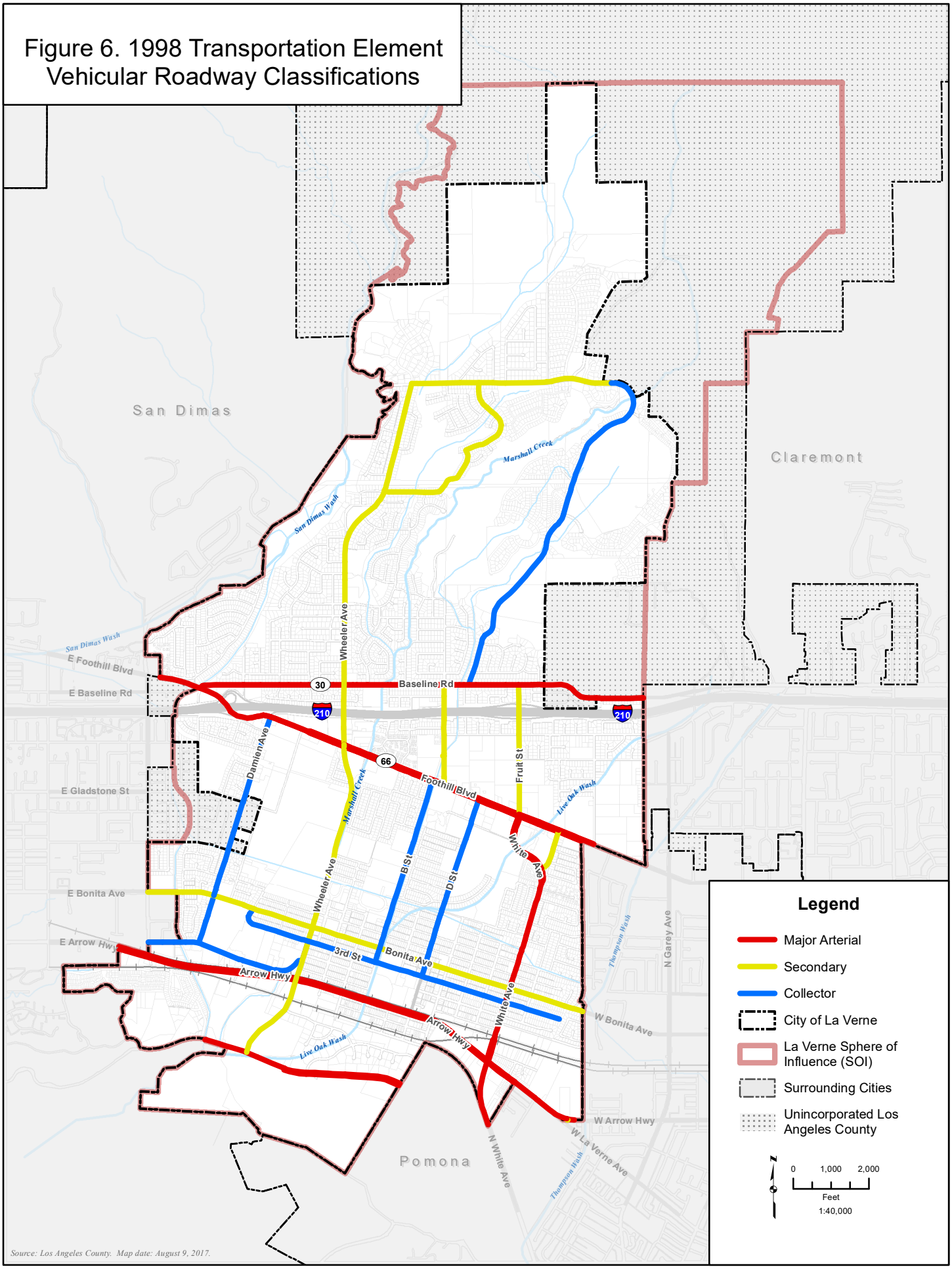
Country Club Drive/Birdie Drive is a north-south secondary arterial in the northern residential section of La Verne. There is one 11- to 12-foot travel lane in each direction. Six- to eight-foot sidewalks are provided on both sides of the roadway and on-street parking is permitted. The posted speed is 25 mph.

Emerald Avenue is a north-south secondary arterial, connecting Baseline Road with Foothill Boulevard with an overcrossing at I-210. There is one 16-foot travel lane in each direction, with a two-way left-turn median. The curb-to-curb width is reduced and the center turn lane is eliminated temporarily approximately 800 feet north of Foothill Boulevard, at a storm channel crossing. On-street parking is permitted along most segments and the posted speed is 35 mph.

Towne Center is a secondary arterial, providing a connection between Foothill Boulevard and White Avenue. There is one 13- to 14-foot travel lane in each direction and six-foot sidewalks are provided on both sides of the roadway. On-street parking is not permitted and the posted speed is 30 mph.

D Street in particular is an important north-south collector street that connects Foothill Boulevard to Old Town La Verne and the University of La Verne. North of Old Town La Verne, the street has one travel lane in each direction, separated by a two-way left-turn median, and allows on-street parking on both sides of the road. Within Old Town La Verne, the street function changes to serve store front retail by providing time-limited marked diagonal parking spaces and sidewalks with landscaping.

Figure 6. 1998 Transportation Element Vehicular Roadway Classifications



TRANSIT SERVICE

Foothill Transit provides bus service within the City of La Verne and to/from adjacent cities. In addition, transit riders also have access to Metrolink and Amtrak commuter rail services in nearby Pomona. LA Metro also plans to provide light rail service with the extension of the A Line. Currently the A Line connects East Los Angeles to Azusa, via Downtown Los Angeles. The extension would connect Azusa to Montclair with a stop in La Verne that will be located north of Arrow Highway and east of E Street. The Pomona Valley Transportation Authority provides shuttle services for local destinations for eligible residents. The various public transit services in and around La Verne as of May 2023 are documented below and shown in Figure 7.

FOOTHILL TRANSIT

Foothill Transit provides bus service in the San Gabriel and Pomona Valleys. It connects La Verne with Claremont to the east and El Monte to the west. Foothill Transit also provides paratransit services, and its buses are equipped with front-loading racks that can hold bicycles.

Bus routes with service throughout the city are shown in Table 7 and Figure 7. Note, Routes 690 and 291-L also served La Verne but were discontinued during the COVID-19 pandemic.

Table 7: Foothill Transit Routes

Route	Hours of Operation	Destinations Served	Peak / Off-Peak Frequency (in Minutes)
188	4:00 AM - 12:56 AM	Azusa Intermodal Transit Center, Citrus College, Azusa Pacific University, Claremont College, Claremont Transit Center, Montclair Transit Center	15-20 / 15-30
197	5:25 AM - 8:55 PM	Montclair Transit Center, Claremont Transit Center, Pomona Fairplex, Pomona Transit Center	30 / 60
291	4:00 AM - 10:39 PM	Bonita High School, Pomona Valley Hospital, Pomona Transit Center	15-20 / 30
492	4:25 AM - 11:11 PM	Montclair Transit Center, Claremont Transit Center, University of La Verne, El Monte Station	20-30 / 60

Source: Foothill Transit, 2023.

Bus stop amenities such as shelters, benches, and bicycle parking can enhance security and comfort for transit riders. Along Foothill Boulevard, bus stops generally include trash receptacles, benches, and covered shelters. Along Bonita Avenue, bus stops generally include trash receptacles and benches; covered shelters are not provided along Bonita Avenue, but street trees do provide some shade.

METROLINK

Metrolink provides heavy-rail, regional transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, San Diego, and Riverside. There are two Metrolink stations that serve La Verne residents. The Fairplex station, part of the San Bernardino line, is only operational during the L.A. County Fair and is located in the southern part of the city, adjacent to the Fairplex. The other Metrolink station, Pomona (North) Station, is located outside of the city boundaries, just west of Gary Street, between Bonita Avenue and Arrow Highway. This station is part of the San Bernardino line that connects to downtown Los Angeles to the west and San Bernardino to the east.

LA METRO

LA Metro provides bus, light rail, and heavy rail service for travel within L.A. County. LA Metro does not currently have bus service within La Verne. In addition, LA Metro does not currently have rail service within La Verne, with the closest LA Metro rail station located at the current terminus of the A Line, the APU/Citrus

College Station in the City of Azusa, about 9 miles west of the City. However, LA Metro is planning to extend light rail service to La Verne. In particular, Phase 2 of the Foothill Extension of the A Line will extend service from Azusa to Montclair and includes a planned station in La Verne near Arrow Highway and E Street.

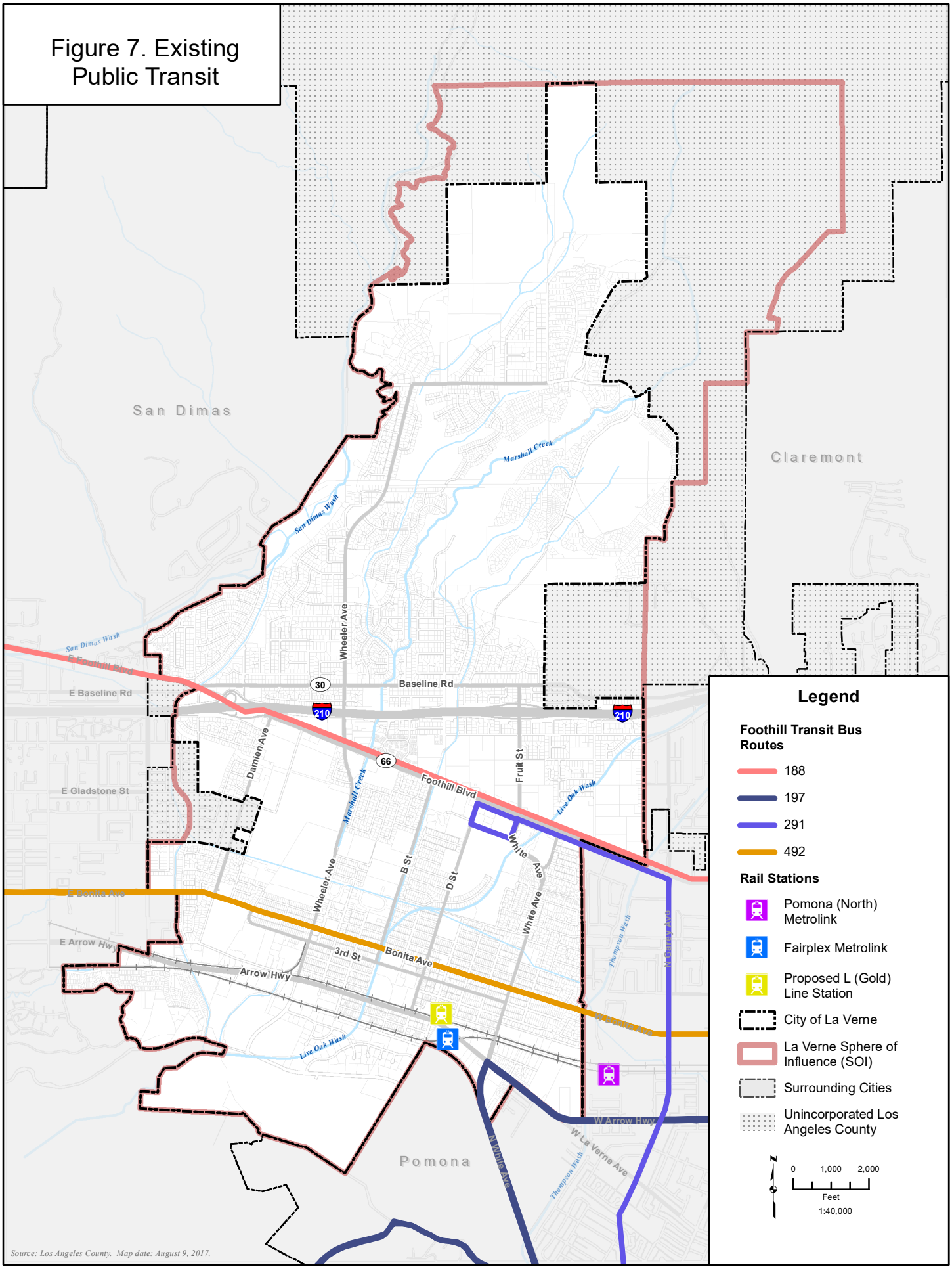
AMTRAK

Amtrak operates intercity and interstate rail service nationwide. Currently, there are no Amtrak stops located within the city, but residents can access Amtrak Sunset Limited Line and Texas Eagle Line at the Pomona Station, located a few miles south of La Verne. Regionally, these lines originate in Los Angeles, connecting to San Bernardino, as well as destinations as far away as New Orleans, Louisiana and Chicago, Illinois.

GET-ABOUT SERVICE

The Pomona Valley Transportation Authority provides Get-About service for senior and disabled residents in La Verne. Senior riders must be 60 years of age or older and disabled riders can be any age. Get-About service requires riders to register for the service. Riders must make a reservation ahead of time, and each one-way trip is $1 within the regular service area and $2 within the extended service area. The shuttle operates Monday through Friday between 6:00 AM and 7:30 PM, Saturday between 8:30 AM and 5:00 PM, and Sunday between 7:30 AM and 5:00 PM.

Figure 7. Existing Public Transit



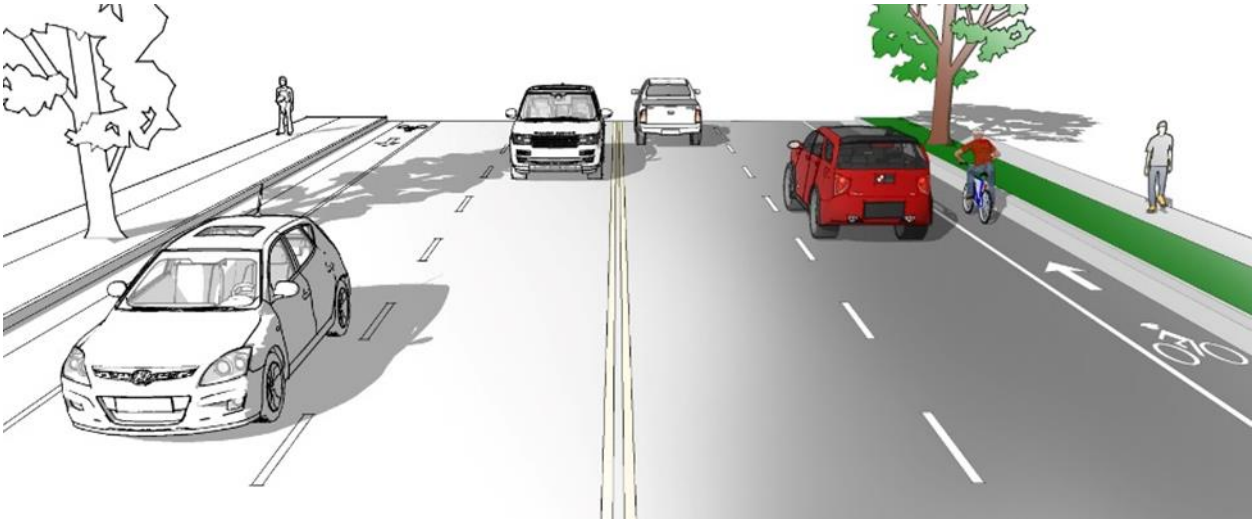
BICYCLE FACILITIES

The City has a bicycle facilities network that consists of off-street trails, on-street dedicated bike lanes, and on-street shared facilities. Figure 3 displays the existing designated bikeways in and around the city.

Bikeways are categorized into four types, as described and depicted in illustrations below.

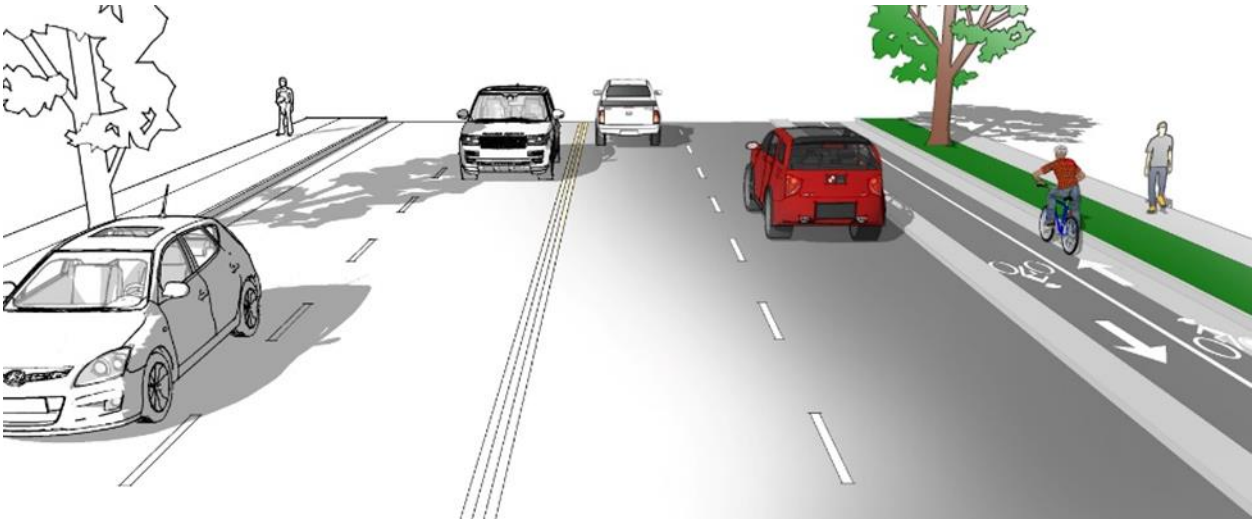
- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.

- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



The bikeway network in the city currently consists of the following facilities:

- Class II parking-adjacent bike lanes along Baseline Road
- Class II bike lanes and parking-adjacent bike lanes along Bonita Avenue
- Class II buffered bike lanes and parking-adjacent bike lanes along Fruit Street, and Class II buffered bike lanes and parking-adjacent bike lanes along White Avenue north of 8th Street
- Class II bike lanes and buffered bike lanes along Wheeler Avenue between Baseline Road and Paseo Avenue
- Class II buffered bike lanes and parking-adjacent bike lanes along Puddingstone Drive east of the Live Oak Wash, and Class III bike route west of the Live Oak Wash
- A Class I facility running parallel along Fairplex Drive from Wright Avenue to the southern city limits

- The Marshall Canyon Trail, a multi-use trail open to bicyclists, pedestrians, and equestrians. This unpaved trail extends diagonally through the city and varies between a flood control channel and a natural dirt trail
- The Bixby Drive and Chelsea Drive bicycle/pedestrian bridges over the I-210 freeway

PEDESTRIAN CONDITIONS

The City of La Verne provides several types of facilities and amenities that support walking in the city. The availability and quality of pedestrian vary throughout the city and can be analyzed using the following key factors:

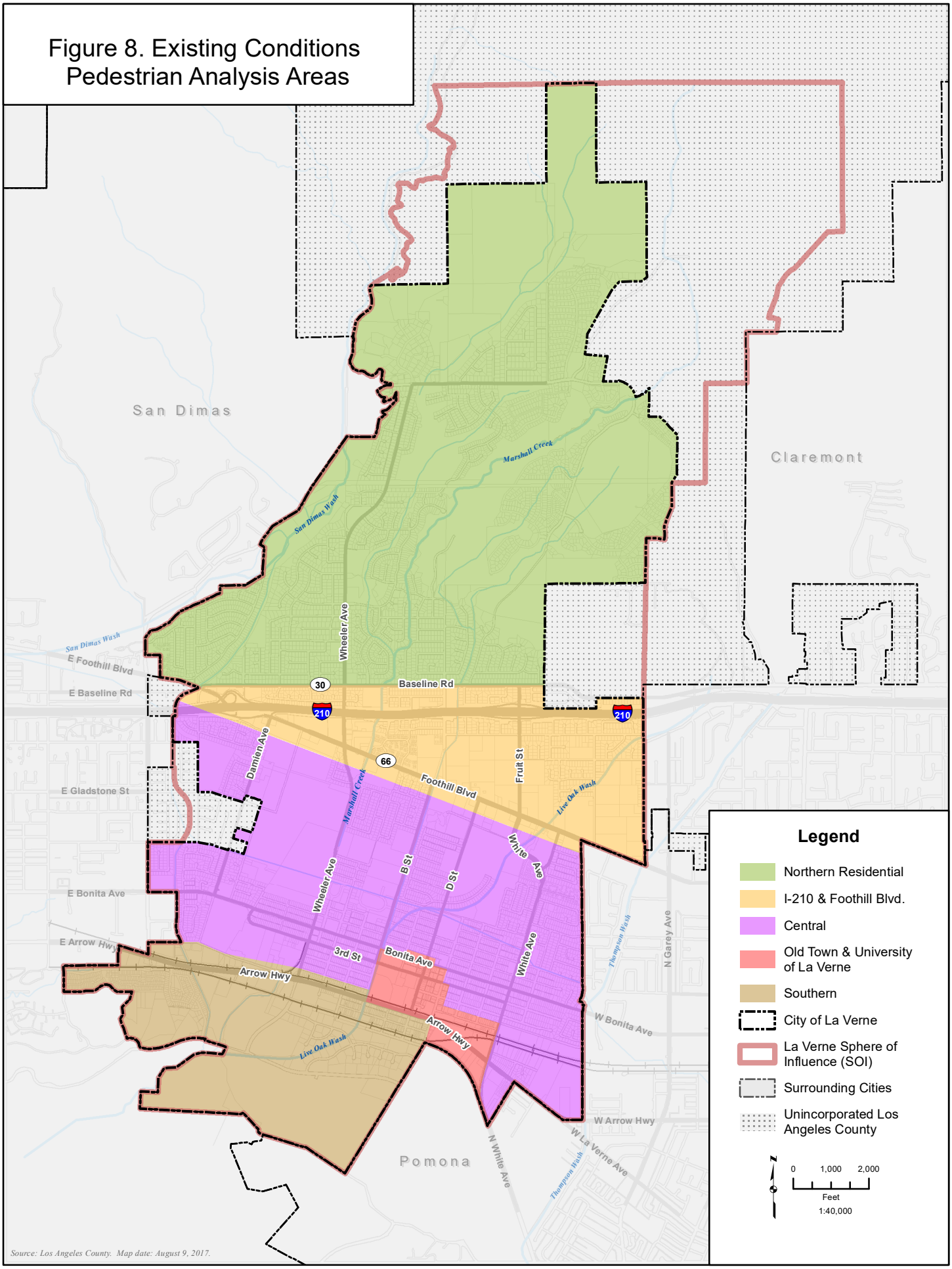
- **Sidewalk Availability/Continuity**: Sidewalk availability is core to supporting walkability and safety separating pedestrians from vehicles and other modes. In addition, it is important that sidewalks are present on both sides of the roadway and are available along the entire segment rather than end midblock.
- **Sidewalk Conditions**: Cracked, broken, or otherwise damaged sidewalks can pose a safety hazard and discourage walking.
- **Crosswalk Availability**: Marked crosswalks can safely accommodate pedestrians that need to cross streets. A lack of marked crosswalks could hinder walkability since pedestrians need to travel greater distances to reach a safe marked crossing point. Drivers may also be less likely to yield to intersections at unmarked crossings.
- **Shading**: Shading, whether natural or artificial, can encourage walking in areas such as Southern California which are relatively warm with limited rainfall, especially in the summer.
- **Grade**: Steep hills and ravines can discourage walking, especially for pedestrians with limited mobility.
- **Buffers**: Buffers which provide separation between pedestrians and moving vehicles can help improve the walking experience, and can include landscaping, parked vehicles, and bulbouts, which serve to both reduce pedestrian crossing distances at intersections and as a traffic calming measure.
- **Amenities**: In addition to physical facilities that accommodate walking, useful or interesting amenities along sidewalks create a more interesting walking environment and increase pedestrian comfort. Amenities can include sidewalk-adjacent retail and restaurants, landscaping, and street furniture.

Existing pedestrian conditions in La Verne were analyzed for five sections of the city, each with distinctive pedestrian conditions, as shown on Figure 8 and Table 8.

Table 8: Summary of Pedestrian Facility Conditions

	Sidewalk Availability	Sidewalk Conditions	Crosswalk Availability	Shading	Flat Grade	Buffer	Amenities
Northern La Verne	+	+	–	+	–	+	–
I-210/ Foothill Boulevard	+	+	–	+	+	+	+
Central La Verne	–	+	+	+	+	+	–
Old Town/ University of La Verne	+	+	+	+	+	+	+
Southern La Verne	–	+	+	+	+	+	–

Figure 8. Existing Conditions Pedestrian Analysis Areas



NORTHERN LA VERNE

The portion of La Verne north of Baseline Road is primarily residential and includes parks and nature areas. Primary roadways in this area consist of Wheeler Avenue, Golden Hills Road, and Esperanza Drive. Pedestrian facilities in this area are discussed below:

- **Sidewalk Availability/Continuity**: Residential neighborhood streets consistently provide sidewalks. There a sidewalk gap on s Esperanza Drive east of Stephens Ranch Road.
- **Sidewalk Conditions**: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.
- **Crosswalk Availability**: Crosswalk availability is limited across Wheeler Avenue, Golden Hills Road, and Esperanza Drive.
- **Shading**: Shading is provided by ample residential landscaping.
- **Grade**: The neighborhoods north of Baseline Road contain several steep hills. In addition, there is an overall grade increase approaching the northern city limit.
- **Buffers**: Buffers consist of parallel parking on local neighborhood streets
- **Amenities**: Given the residential nature, the primary pedestrian amenity in this area is landscaping. Several neighborhood parks and Marshall Canyon are accessible to pedestrians.

I-210/FOOTHILL BOULEVARD

The portion of La Verne that surrounds I-210 (roughly bound by Foothill Boulevard and Baseline Road) primarily consists of residential (including two mobile home parks) and retail uses. In addition to I-210, primary roadways in this area include Foothill Boulevard, Baseline Road, Wheeler Avenue, and Fruit Street. Note, this area includes Caltrans facilities (for example, I-210 ramp intersections and Foothill Boulevard). Pedestrian facilities in this area are discussed below:

- **Sidewalk Availability/Continuity**: Sidewalks are provided on major roads except for a short gap on Baseline Road. Sidewalks are also provided in residential areas outside of the mobile home parks.
- **Sidewalk Conditions**: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.
- **Crosswalk Availability**: While marked and high-visibility crosswalks are provided at major intersections, some intersections have faded markings. The I-210 interchanges also lack facilities at a number of locations: Crosswalks are not provided for crossing Fruit Street and the I-210 Eastbound off-ramp onto Foothill Drive.
- **Shading**: Some shading is provided by tree landscaping.
- **Grade**: Grade in this area is generally flat.
- **Buffers**: Buffers consist of parallel parking on Baseline Road and local neighborhood streets and landscaping on portions of Foothill Boulevard.
- **Amenities**: Amenities consist of landscaping and attractive sidewalk paving along Foothill Boulevard. However, retail uses along Foothill Boulevard are not sidewalk-facing.

CENTRAL LA VERNE

The portion of central La Verne south of Foothill Boulevard and north of Arrow Highway (excluding Old Town La Verne and University of La Verne) is primarily residential (including mobile home communities), schools (including Bonita High School), parks, and recreational facilities. The La Verne Civic Center is also located in this area. A Metropolitan Water District (MWD) water treatment plant is located on Wheeler Avenue. Primary roadways in this area consist of Wheeler Avenue, White Avenue, and Bonita. Pedestrian facilities in this area are discussed below:

- **Sidewalk Availability/Continuity**: Improvements have recently been constructed as part of the future A Line station; however, there are still sidewalk gaps in this area. Sidewalks are generally provided on both sides on neighborhood streets, but there are some gaps, including around the MWD plant.

- **Sidewalk Conditions**: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.
- **Crosswalk Availability**: Marked crosswalks are available at major intersections, but there are few opportunities to cross major roads for long stretches at minor road intersections.
- **Shading**: Shading in this area is provided by abundant landscaping.
- **Grade**: Grade in this area is generally flat.
- **Buffers**: Buffers consist of parallel parking on neighborhood streets, White Avenue, and Bonita Avenue. Bonita Avenue and several neighborhood streets also include landscaped buffers.
- **Amenities**: Given its residential nature, the only pedestrian amenity in this area is landscaping.

OLD TOWN/UNIVERSITY OF LA VERNE

Old Town La Verne and the University of La Verne campus encompass an area roughly bound by B Street to the west, Bonita Avenue to the north, Arrow Highway to the south, and E Street to the east, as well as residential and industrial uses on First Street and the location of the future LA Metro A Line station on Arrow Highway. Destinations in this area include University of La Verne, restaurants, and shops. Pedestrian facilities in this area are discussed below:

- **Sidewalk Availability/Continuity**: There is sidewalk coverage in this area, except for a small industrial portion to the east along First Street and along Arrow Highway. The University of La Verne also provides a comprehensive internal walkway network.
- **Sidewalk Conditions**: Sidewalks are in good condition, free of cracks or uplifts.
- **Crosswalk Availability**: Marked crosswalks are provided at most but not all intersections. Painted and planted bulbouts (paired with diagonal street parking) are provided in the west portion of the area.
- **Shading**: Ample shading is provided by tree landscaping.
- **Grade**: Old Town La Verne is generally flat with no grade.
- **Buffers**: Buffers include street parking (diagonal and parallel) and landscaping.
- **Amenities**: Pedestrian-facing amenities include landscaping, restaurants, retail, and street furniture.

SOUTHERN LA VERNE

The southernmost portion of La Verne, including areas along Arrow Highway and extending to the southern city limits, consists primarily of industrial and residential uses to the west and office and industrial uses to the east. Bracket Field Airport is located to the south of Puddingstone Drive. Primary roadways in this area include Arrow Highway, Puddingstone Drive, and Wheeler Avenue. Pedestrian facilities in this area are discussed below:

- **Sidewalk Availability/Continuity**: Sidewalks are not provided on the north side of Arrow Highway. In addition, there are gaps in the sidewalk network on Wheeler Avenue and Puddingstone Drive and on roadways internal to office complexes east of Wheeler Avenue.
- **Sidewalk Conditions**: Sidewalks (when provided) are generally in good condition, free of cracks or uplifts.
- **Crosswalk Availability**: Marked crosswalks are provided at most major intersections, including those along Arrow Highway.
- **Shading**: Shading in this area is provided by abundant landscaping.
- **Grade**: Grade in this area is generally flat.
- **Buffers**: Buffers consist of landscaping and street parking (where allowed).
- **Amenities**: Given the industrial and office nature, the only pedestrian amenity in this area is landscaping.

OTHER PEDESTRIAN FACILITIES

In addition to sidewalks and crosswalks throughout the city, pedestrians are supported by two bicycle/pedestrian bridges over I-210, located at Bixby Drive and Chelsea Drive. Pedestrians can also utilize

the Marshall Canyon Trail, which extends diagonally through the city and provides pedestrian, bicyclist, and equestrian access. The concrete trail runs parallel to a flood control channel south of Orangewood Street before changing to a natural trail in the north.

FREIGHT/GOODS MOVEMENT

The Surface Transportation Assistance Act (STAA) of 1982 defines a network of state facilities as truck routes which accommodate large trucks. STAA-designated truck routes in La Verne consist of I-210 and Foothill Boulevard south of Baseline Road. In addition, the STAA encourages local governments to designate truck routes on local roadways beyond those described in the STAA in order to facilitate safe and efficient truck travel at the local level. According to the City of La Verne Municipal Code, the following local roadways are designated truck routes for vehicles exceeding three tons:

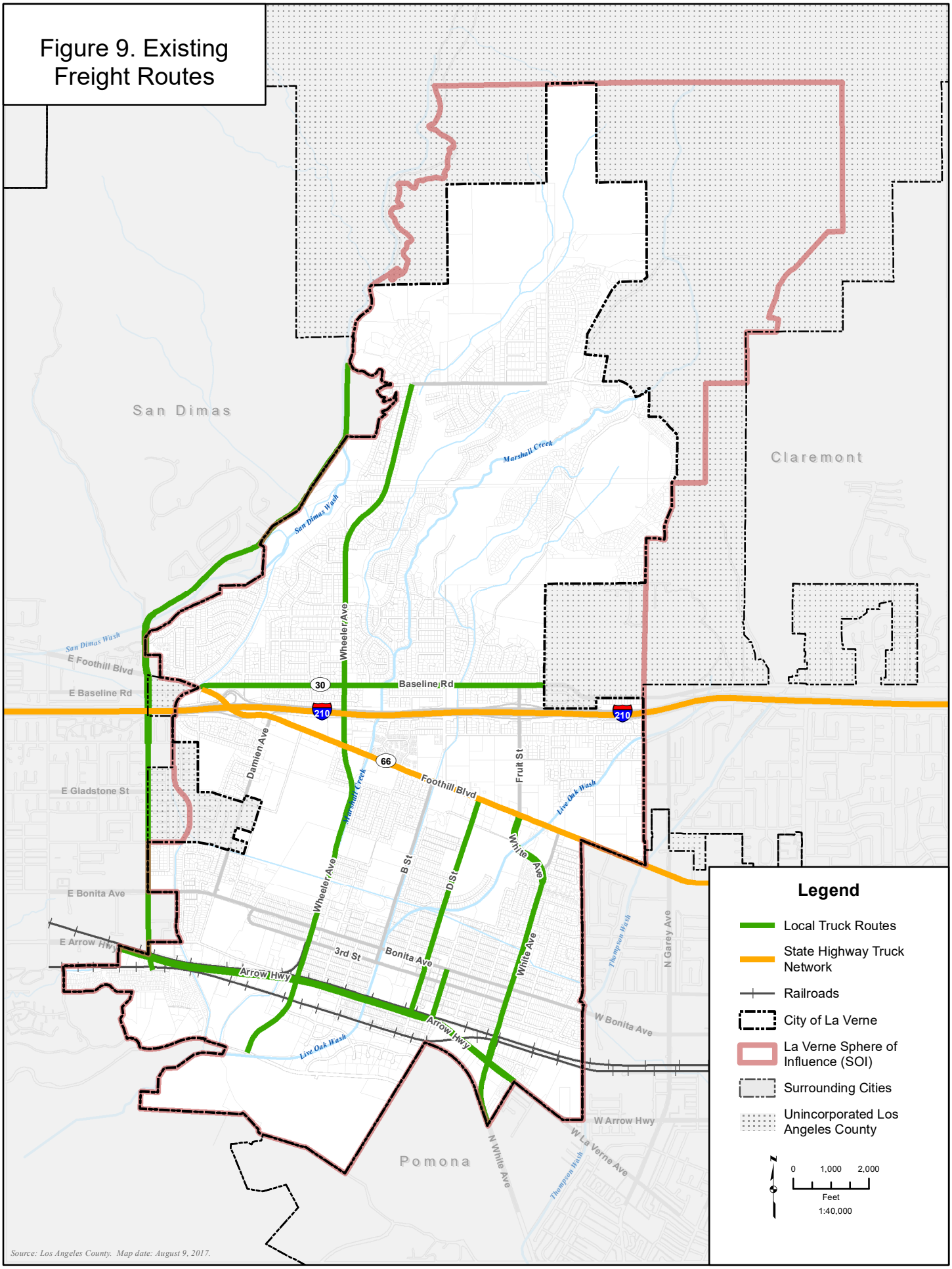
- D Street between Arrow Highway and Foothill Boulevard
- E Street between Bonita Avenue and the south city limits
- Arrow Highway
- Baseline Road
- Wheeler Avenue
- Foothill Boulevard
- San Dimas Canyon Road
- White Avenue

It should be noted that while Foothill Boulevard is described as a truck route in the City Municipal Code, it is already a state-designated truck route. In addition, San Dimas Canyon Road is not fully within La Verne. However, the City of San Dimas Municipal Code also designates San Dimas Canyon Road as a truck route within the city.

Additionally, goods movement in La Verne and the surrounding area is supported by the Atchison Topeka & Santa Fe Railroad and Southern Pacific Railroad freight railways in the southern portion of the city by Arrow Highway. One track parallel to Wheeler Avenue provides direct rail access for the Metropolitan Water District facility in the city. However, these rail facilities are not major regional freight facilities and are not included in SCAG main line rail network.

The city's freight movement network is shown in Figure 9.

Figure 9. Existing Freight Routes



EXISTING TRAFFIC CONDITIONS

This section summarizes existing daily levels of service for the study intersections and roadway segments shown in Table 2 and Table 3, based on March 2023 traffic counts and lane configurations. Existing lane configurations, traffic controls, and weekday AM and PM peak hour volumes are provided in Appendix 4.

LEVEL OF SERVICE METHODOLOGIES AND STANDARDS

As detailed in the Introduction section of this report, study intersections are analyzed at the weekday AM peak hour and PM peak hour levels utilizing the ICU methodology for signalized intersections and HCM methodology for unsignalized intersections, consistent with the City's guidelines. Study roadway segments are analyzed at the daily level. The daily roadway capacities for roadway segments were developed based on the HCM and shown in Table 6.

For this analysis, LOS D is used as the acceptable LOS standard.

EXISTING LEVELS OF SERVICE

Existing weekday AM and PM peak hour LOS for the 28 study intersections are shown in Table 8. Existing AM and PM peak hour volumes, traffic controls, and lane geometries are shown in Appendix 4.

Table 9: Existing Intersection LOS

Intersection		Traffic Control	AM Peak Hour		PM Peak Hour	
			V/C (Delay)	LOS	V/C (Delay)	LOS
1	Golden Hills Road & Wheeler Avenue	AWSC	(10.0)	B	(9.3)	A
2	Esperanza Drive & Stephens Ranch Road	AWSC	(7.9)	A	(7.9)	A
3	Baseline Road & Foothill Boulevard	Signal	0.484	A	0.635	B
4	Foothill Boulevard & I-210 WB Off Ramp	Signal	0.427	A	0.461	A
5	Foothill Boulevard & Damien Avenue	Signal	0.594	A	0.531	A
6	Baseline Road & Wheeler Avenue	Signal	0.524	A	0.519	A
7	Foothill Boulevard & Wheeler Avenue	Signal	0.602	B	0.646	B
8	Baseline Avenue & Emerald Avenue	Signal	0.439	A	0.452	A
9	Baseline Avenue & Esperanza Drive	Signal	0.473	A	0.451	A
10	Baseline Avenue & Fruit Street	Signal	0.439	A	0.490	A
11	I-210 WB Ramps & Fruit Street	Signal	0.683	B	0.503	A
12	I-210 EB Ramps & Fruit Street	Signal	0.583	A	0.532	A
13	Foothill Boulevard & B Street	SSSC	**(>50.0)**	**F**	**(>50.0)**	**F**
14	Foothill Boulevard & Emerald Avenue	Signal	0.502	A	0.519	A
15	Foothill Boulevard & D Street	Signal	0.517	A	0.605	B
16	Foothill Boulevard & Fruit Street	Signal	0.583	A	0.693	B
17	Bonita Avenue & Damien Avenue	Signal	0.886	D	0.666	B
18	Bonita Avenue & Wheeler Avenue	Signal	0.763	C	0.633	B
19	Bonita Avenue & B Street	Signal	0.696	B	0.521	A
20	Bonita Avenue & D Street	Signal	0.667	B	0.627	B
21	Bonita Avenue & White Avenue	Signal	0.881	D	**0.984**	**E**
22	Arrow Highway & Wheeler Avenue	Signal	0.506	A	0.598	A
23	Puddingstone Drive & Wheeler Ave	SSSC	(11.3)	B	(11.4)	B
24	Arrow Highway & B Street	SSSC	(17.4)	C	(27.3)	D
25	Arrow Highway & D Street	Signal	0.358	A	0.426	A
26	Arrow Highway & E Street/Fairplex Drive	Signal	0.468	A	0.565	A
27	Puddingstone Drive & Fairplex Drive	Signal	0.404	A	0.351	A
28	Arrow Highway & White Avenue	Signal	0.631	B	0.745	C

Notes: Bolded text indicates unacceptable LOS. AWSC denotes all-way stop and SSSC denotes side-street stop control.
Source: Kittelson & Associates, 2023

As shown in the table, all intersections operate acceptably at LOS D or better with the exception of the following:

- **Foothill Boulevard & B Street** (a side-street stop-controlled intersection) operates unacceptably at LOS F during the AM and PM peak hours
- **Bonita Avenue & White Avenue** (a signalized intersection) operates unacceptably at LOS E during the PM peak hour

Existing weekday daily peak hour LOS for the 24 study roadway segments are shown in Table 10. As shown in the table, all roadway segments operate acceptably at LOS D or better at the daily level, with the exception of the following:

- **White Avenue between Bonita Avenue and Arrow Highway** (a 2-lane divided roadway segment) operates unacceptably and over its daily capacity at LOS F.

Table 10: Existing Roadway Segment LOS

Roadway	Segment	Roadway Type	ADT	LOS
Arrow Highway	San Dimas Canyon Road to Wheeler Avenue	6D	16,532	A
	White Avenue to Miramonte Drive	4D	19,885	A
B Street	Foothill Boulevard and Bonita Avenue	2U	3,529	A
Baseline Road	Foothill Boulevard to Wheeler Avenue	4D	10,552	A
	Emerald Avenue to Fruit Street	4D	13,649	A
Bonita Avenue	Damien Avenue to Wheeler Avenue	3D	12,081	A
	D Street to White Street	2U	11,063	D
D Street	Foothill Boulevard to Bonita Avenue	2D	8,794	A
Damien Avenue	Bonita Avenue to Juanita Avenue	2U	6,542	A
Fairplex Drive	Puddingstone Drive to Arrow Highway	4D	11,351	A
Foothill Boulevard	Damien Avenue to Wheeler Avenue	5D	23,179	A
	Emerald Avenue to Fruit Street	5D	24,241	A
	Fruit Street to Towne Center Drive	5D	22,240	A
Emerald Avenue	Essex Avenue to Genesee Drive	2D	5,195	A
Esperanza Road	Baseline Road to Stephens Ranch Road	2U	6,225	A
Fruit Street	Bowdoin Street to Foothill Boulevard	4D	21,078	A
Golden Hills Road	Cll Aragon to Via Dicha	2U	3,116	A
Wheeler Avenue	Baseline Road to Oakridge Drive	4D	11,308	A
	Baseline Road to Foothill Boulevard	4D	11,992	A
	Foothill Boulevard to Bonita Avenue	4U	9,778	A
	Puddingstone Drive to Arrow Highway	4D	2,669	A
	Bonita Avenue to Arrow Highway	4U	10,306	A
White Avenue	Foothill Boulevard to Bonita Avenue	4D	19,729	A
	Bonita Avenue to Arrow Highway	2D	**21,052**	**F**

Notes: Bolded text indicates unacceptable LOS.
Roadway Type refers to number of through lanes and divided (D) or undivided (U).
ADT denotes Average Daily Traffic.
Source: Kittelson & Associates, 2023

EXISTING VEHICLE MILES TRAVELED

Table 11 shows the existing VMT levels in the City and its Sphere of Influence as well as for the SGVCOG Northeast Subarea. The existing VMT was estimated by interpolating between outputs generated by the base and future year SCAG models. Two types of VMT were determined:

- **Total VMT**: This calculation represents the total daily VMT that starts and/or ends within a boundary (such as the City of La Verne) but does not include VMT that travels through an area without starting or stopping there.
- **VMT per Service Population**: This calculation represents the VMT for all trips that originate or end within an area, divided by that area's service population (residents + employees).

As shown in Table 11, the City and Sphere of Influence's existing VMT per service population is approximately 4.6% higher than the regional average.

Table 11: Existing (2023) VMT

Area	Total VMT	VMT per Service Population
City of La Verne and Sphere of Influence	1,445,600	29.76
SGVCOG Northeast Subarea	8,966,701	28.46

Source: Kittelson & Associates, 2023

Section 4 — Regulatory Setting

REGULATORY SETTING

This section summarizes applicable federal, state, regional, and local plans pertinent to the City of Gardena. This information provides a context for the transportation impact discussion related to the project's consistency with applicable policies, plans, laws, and regulations.

FEDERAL

AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Public Right-of-Way Accessibility Guidelines (PROWAG) was published in the Federal Register in 2023; the guidelines will be mandatory after they are adopted for enforcement by the Department of Justice and the Department of Transportation under Title II of the ADA.

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The Federal Highway Administration (FHWA) is a federal agency that focuses on national highway programs. FHWA administers and manages federal highway programs and establishes national standards. The FHWA publishes the Manual on Uniform Traffic Control Devices (MUTCD) which specifies the standards for street markings, traffic signals, and street signs in the United States. The California Department of Transportation (Caltrans) developed the California MUTCD based on the FHWA MUTCD. Caltrans published the 2014 edition, Revision 8 on January 11, 2024.

STATE

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

The California Department of Transportation (Caltrans) is the state agency that provides funding and oversight for all modes of transportation, and is responsible for managing the state's highway system in California. One of its duties is the construction and maintenance of the state highway system. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities or require access to a state highway, Caltrans requires encroachment permits before such activity may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and levels of services at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

Additionally, the following Caltrans procedures and directives are relevant to transportation improvements along the State highway system near Gardena:

- Caltrans recently updated its transportation analysis guidelines to reflect a statewide shift from level of service (LOS) to vehicle miles traveled (VMT). Caltrans has provided guidance in three recent publications: Vehicle Miles Traveled-Focused Transportation Impact Study Guide (May 2020), Transportation Analysis Under CEQA: Evaluating Transportation Impacts of State Highway System Projects (September 2020), and Transportation Analysis Framework: Evaluating Transportation Impacts of State Highway System Projects (September 2020).

- Traffic Safety Bulletin 20-02-R1 (Interim Local Development Intergovernmental Review Safety Review Practitioners Guide) provide instructions to Caltrans staff, lead agencies, developers, and consultants conducting safety reviews for proposed land use projects and plan affecting the state highway system. This guidance establishes the safety impact review expectations for Caltrans and lead agencies to comply with CEQA. This guidance is part of the shift away from using LOS or other similar metrics to assess transportation impacts.
- The Caltrans Project Development Procedures Manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
    - Caltrans Deputy Directive 64 (2001) requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices.
    - Caltrans Deputy Directive 64-R1 (2014) requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the state highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.
- Caltrans Director's Policy 22 (2001) establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.
- Caltrans, as a responsible agency under the California Environmental Quality Act (CEQA), is available for early consultation on a project to provide guidance on applicable transportation analysis methodologies or other transportation related issues and is responsible for reviewing the traffic impact study for errors and omissions pertaining to the state highway facilities.

OPR GENERAL PLAN GUIDELINES

The Governor's Office of Planning and Research (OPR) publishes General Plan Guidelines as a "how to" for cities and counties developing their general plans. OPR released its comprehensive updated guidelines in 2017, which includes legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources. For each general plan element, the guidelines discuss statutory requirements in detail, provide recommended policy language, and include examples of city and county general plans that have adopted similar policies.

ASSEMBLY BILL 32, SENATE BILL 32 AND SENATE BILL 375

Assembly Bill (AB) 32, also known as the Global Warming Solutions Act of 2006, committed California to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline. In 2016, Senate Bill (SB) 32 added a new target: reducing statewide emissions to 40 percent below 1990 levels by 2030.

SB 375 provides guidance for curbing emissions from cars and light trucks to help California comply with AB 32. There are five major components to SB 375:

- ARB will guide the adoption of GHG emission targets to be met by each Metropolitan Planning Organization (MPO) in the state.

- MPOs are required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting these regional targets. The SCS must be consistent with the Regional Transportation Plan (RTP).
- Regional housing elements and transportation plans must be synchronized on eight-year schedules. Also, the SCS and Regional Housing Needs Assessment (RHNA) must be consistent with each other.
- CEQA is streamlined for preferred development types such as mixed-use projects and transit-oriented developments (TODs) if they meet specific requirements.
- MPOs must use transportation and air emission modeling methodologies consistent with California Transportation Commission (CTC) guidelines.

CALIFORNIA COMPLETE STREETS ACT OF 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act took effect in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs. In 2010, OPR released guidelines for compliance with this legislation which provide direction on how circulation elements can best plan for a variety of travel modes such as transit, walking, bicycling, and freight.

SENATE BILL 743

As previously discussed, SB 743 eliminated auto delay, LOS, and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant. OPR published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to provide recommendations for jurisdictions to apply VMT metrics and thresholds compliant with SB 743. OPR's advisory includes recommendations pertaining to screening criteria, metrics, and significant impact thresholds. OPR's recommendations are not binding and lead agencies ultimately have the discretion to set or apply their own significance thresholds, provided they are based on significant evidence.

For land use and transportation projects, SB 743-compliant CEQA analysis became mandatory on July 1, 2020. The City of La Verne developed guidelines for transportation impact analyses consistent with SB 743 in August 2020, which are discussed earlier in this study under "analysis methodologies."

ASSEMBLY BILL 417

In October 2013, AB 417 created a statutory CEQA exemption for bicycle plans in urbanized areas. Before the passage of this bill, cities and counties that prepared bicycle plans were required to carry out a CEQA review. AB 417 exempts the following types of bicycle projects in an urbanized area:

- Restriping of streets and highways
- Bicycle parking and storage
- Signal timing to improve intersection operations
- Signage for bicycles, pedestrians, and vehicles

However, not all bicycle plans are exempt if certain conditions are met (e.g., a new Class I bicycle trail through a sensitive natural area).

REGIONAL AND COUNTY

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

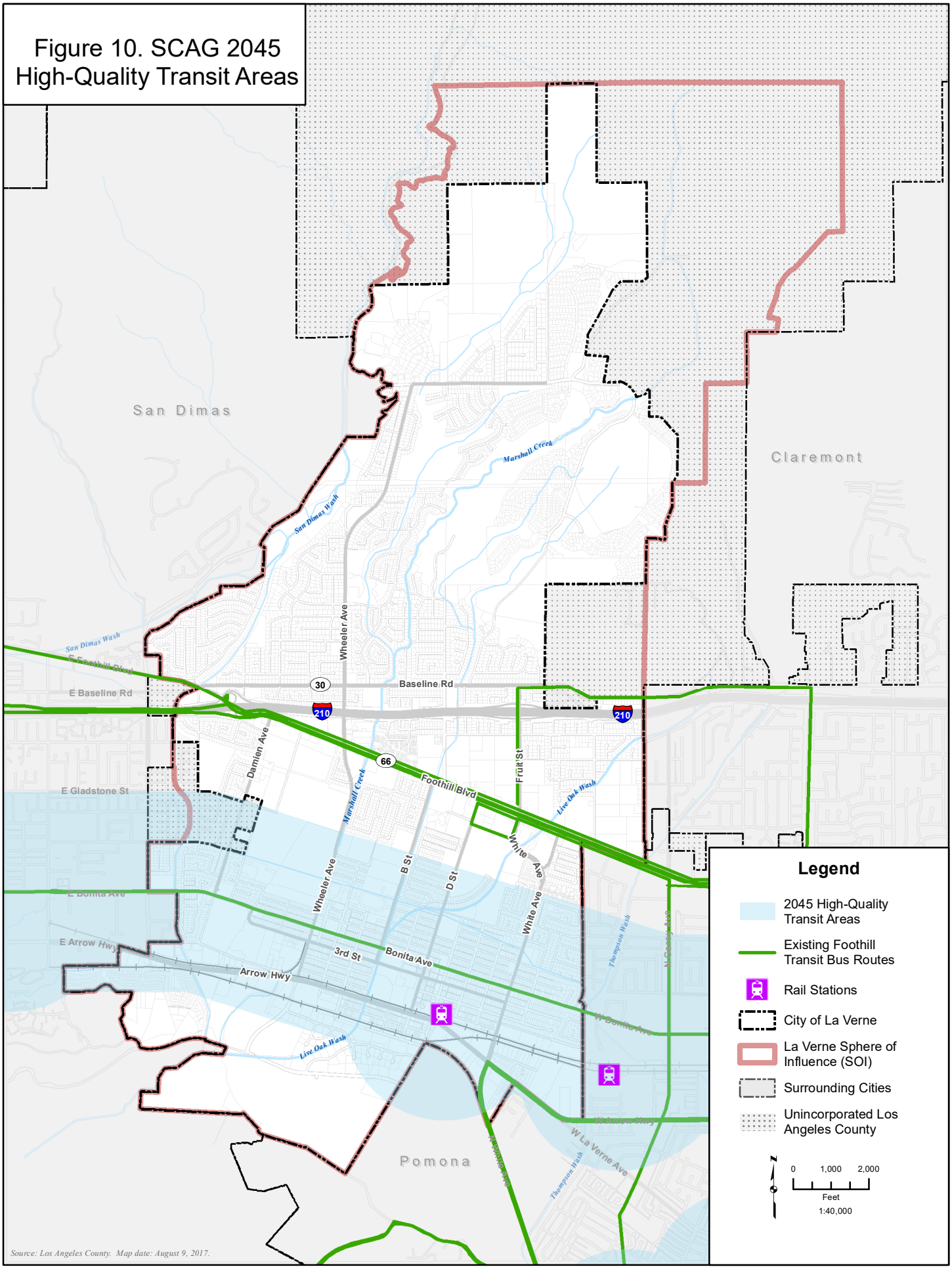
SCAG is a federally designated MPO and is made up of six counties and 191 cities. SCAG develops long-range regional transportation plans including sustainable communities' strategies and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management Plans.

On May 7, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy). The plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal outlines more than $638 billion in transportation system investments in the region through 2045, and charts a path toward a more mobile, sustainable, and prosperous region. As shown in Figure 10, SCAG anticipates the half-mile area along Bonita Avenue, around the Pomona (North) Metrolink Station, and around the planned La Verne A Line Station to be a high-quality transit area by the year 2045, based on planned transit improvements. High-quality transit areas are defined as areas within a half-mile of at least one of the following:

- **Major transit stop:** A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
- **High-quality transit corridor (HQTC):** A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

SCAG also develops and maintains the regional travel demand model. Several local and county agencies have developed subregional travel demand models based on the SCAG model.

Figure 10. SCAG 2045 High-Quality Transit Areas



LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LA METRO)

The Los Angeles County Metropolitan Transportation Agency (LA Metro) coordinates transportation planning efforts throughout Los Angeles County and programs local, regional, state, and federal funding for project implementation. As the county's transportation planning agency, LA Metro administers two funding programs funded by sales tax measures. Measure R, a half-cent sales tax to finance new transportation projects and programs, took effect July 2009 and is expected to generate $40 billion in new local sales tax revenues over 30 years. In November 2016, voters approved Measure M, which made Measure R permanent and added an additional half-cent sales tax.

In 2020, LA Metro updated its Long-Range Transportation Plan (LRTP), last adopted in 2009. The LRTP is a long-range policy document that guides transportation funding decisions for LA County's transportation system over a 25-year horizon. The plan lays out a strategy for meeting transportation needs for all users in LA County and includes projects and other improvements for new and existing freeways, local streets, and public transit (paratransit, buses, rails, ferries), as well as facilities and programs to support bicycling and walking.

LA Metro has several countywide planning efforts that outline regional networks and provide guidance on best practices. These plans include the Countywide Multimodal Arterial Plan, Countywide Goods Movement Plan, Short Range Transportation Plan, Active Transportation Strategic Plan, and the First Last Mile Strategic Plan.

LA Metro does not currently provide service to La Verne, but Phase 2 of the planned Foothill Extension of the A Line (formerly Gold Line) will extend service from Glendora to Montclair and will include a station within La Verne near Arrow Highway and E Street. As part of the station planning, LA Metro prepared a First/Last Mile Plan to improve access to this and other stations for pedestrians, cyclists, bus riders and others. The plan includes a recommended first/last mile project list for the station area to improve access, with improvements such as shared-use paths and other bikeways, enhanced/new bus stops, bike parking and bikeshare, visual enhancements and public art, new/improved sidewalks, new/improved crossings, street trees, sidewalk lighting, and pick-up/drop-off areas,

FOOTHILL TRANSIT

Foothill Transit is a local transportation agency providing bus transit and paratransit service between downtown Los Angeles and San Bernardino County. Foothill Transit works with LA Metro and other transportation agencies to improve transit service in the region. In April 2021, Foothill Transit kicked off a Comprehensive Operational Analysis (COA) of the agency's transit network, operations, and policies. Branded as Foothill Transit Forward, the COA examines Foothill Transit service to identify improvements that would enhance customer travel, improve efficiency, and strengthen connections to other transit providers. The COA includes a recommended network with improvements to improve ridership and enhance mobility; Foothill Transit will begin implementing the recommended network in 2023. The recommended network includes a new bus connection to the A Line station in La Verne

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG)

The City of La Verne is a member of the San Gabriel Valley Council of Governments (SGVCOG). SGVCOG is a regional government planning agency that aims to maximize the quality of life in the San Gabriel Valley. It is a joint powers authority consisting of 31 incorporated cities, unincorporated communities in Los Angeles County Supervisorial Districts 1 and 5, and three San Gabriel Valley municipal water districts. SGVCOG encompasses more than 374 square miles and has more than 2 million residents. SGVCOG collaborates with member agencies on several mobility-related efforts, including:

- SR-57/SR-60 Confluence Project
- Alameda Corridor-East Project

- East SGV Sustainable Multimodal Improvement Project
- Measure M Subregional Program (MSP) Funding Program Administration
- SGV Transit Feasibility Study
- GoSGV Regional Bikeshare Program

SGVCOG is also assisting member cities with implementing SB 743. In addition to helping cities such as La Verne prepare their updated SB 743-consistent transportation analysis guidelines, SGVCOG maintains an online regional VMT analysis tool (https://apps.fehrandpeers.com/SGVCOGVMT/) that can be used to conduct VMT analysis for certain land use development projects. SGVCOG has also embarked on a regional VMT mitigation program, explore methodologies for jurisdictions to mitigate VMT impacts through implementing actions that reduce VMT across the San Gabriel Valley region.

LOCAL

LA VERNE GENERAL PLAN UPDATE

As part of the La Verne General Plan Update, the Mobility Element provides the framework for decisions concerning the city's multimodal transportation system, which includes vehicular, public transit, bicycle, pedestrian, and other modes of travel. The goals detailed in the updated Mobility Element are noted below.

- **Goal M-1: Traffic Flow** – A community served by a roadway network with sufficient traffic flow on arterial roadways and minimized adverse traffic effects on residential neighborhoods.
- **Goal M-2: Complete Streets** – A community with a well-designed and built transportation network that is safe, accessible, comfortable, and convenient for all transportation modes and users.
- **Goal M-3: Parking** – A community with an adequate parking supply to support local businesses' vibrancy and residents' quality of life.
- **Goal M-4: Safety** – A community featuring a transportation and circulation system that is safe for all users.
- **Goal M-5: Public Transit** – A community with a comprehensive public transportation system.
- **Goal M-6: Pedestrian, Bicycle, and Equestrian** – A community with a comprehensive network of pedestrian, bicycle, and equestrian facilities.
- **Goal M-7: Goods Movement** – A community that integrates safe and efficient goods movement into the local transportation network.
- **Goal M-8: Funding** – A community with a well-funded and fiscally sound transportation system.
- **Goal M-9: Vehicle Miles Traveled** – A community with reduced citywide vehicle miles traveled per capita that contributes to regional and statewide greenhouse gas emission targets.
- **Goal M-10: Regional Circulation** – A City that coordinates with neighboring jurisdictions and regional agencies to ensure regional consistency and efficient circulation.

LA VERNE ACTIVE TRANSPORTATION PLAN

The City of La Verne recently prepared an ATP. The ATP is guided by the following vision:

> *The City of La Verne will be a place where any resident, visitor, or employee is able to walk, bike, and roll to destinations throughout the city. The City will provide a convenient and safe place to walk and bike, creating a welcoming environment, and establish a culture that encourages active transportation.*

The ATP establishes the City's comprehensive approach to improving walking, biking, and rolling in La Verne. It provides an action plan for goals, actions, improvement projects, and programs intended to encourage walking, biking, and rolling throughout the city. The ATP identifies facility needs that will enhance the safety and comfort of biking and walking for every resident, employee, and visitor of La Verne regardless of age, income, background, or ability.

The ATP's recommended walking and bicycling improvements, which have been incorporated into the updated Mobility Element, are shown in Figure 3 and Figure 4.

LA VERNE SPECIFIC PLANS

Specific plans in La Verne adopted prior to 2010 include the Rancho Esperanza Specific Plan (approved 1987), Foothill Boulevard Specific Plan (amended 1999), and the Specific Plan for Lordsburg (2004), Arrow Corridor Specific Plan (2006), and the Puddingstone La Venture Specific Plan (2009).

The Old Town La Verne Specific Plan was developed in 2013 in anticipation of expansion of the University of La Verne and transit-oriented development related to the future La Verne A Line Station. The specific plan established a vision for the area and the development standards, design standards and guidelines and land use regulations for implementing the vision.

The specific plan identifies the primary street functions for the area, including pedestrian, bikeway, transit, and auto corridors. Several streets have multiple functions. In anticipation of the Metro A Line extension, the Old Town La Verne Specific Plan proposes bikeways and pedestrian improvements to facilitate connectivity between Old Town, the A Line Station, the University of La Verne, and the Fairplex. These include:

- Class III bikeways on low traffic streets to connect the A Line Station, Old Town, and the University of La Verne along Third Street (C Street to E Street), C Street (Second Street to Third Street), Second Street (C Street to E Street), E Street (Third Street to Arrow Highway), and First Street (E Street to White Avenue).
- An off-street Class I bikeway connecting with the A Line Station, Old Town, and Fairplex.
- A pedestrian bridge from First Street to the future A Line platform.
- Pedestrian enhancements along D Street, First Street, and Arrow Highway.

UNIVERSITY OF LA VERNE MASTER PLAN

The University of La Verne Master Plan was developed in 2016 as the next step to the university's 2020 Strategic Vision. The plan consists of a phased physical development plan and policy plan for technology and facility investments. Transportation improvements include pedestrian promenades, directional signage, and traffic calming. The plan also identifies the circulation plan by mode, adding connections off-site to the Metro A Line Station.

CITY OF LA VERNE TRANSPORTATION STUDY GUIDELINES FOR VEHICLE MILES TRAVELED AND LEVEL OF SERVICE

In August 2020, the City of La Verne prepared its *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service*, which followed City Council's approval of VMT baselines and thresholds of significance. These serve as the City's SB 743-consistent transportation analysis guidelines and provide guidance for both CEQA and non-CEQA transportation assessments. The guidelines include the following information:

- VMT screening criteria for land use projects
- VMT metrics, thresholds, and significant impact criteria for land use projects
- VMT metrics, thresholds, and significant impact criteria for land use plans (such as Specific Plans or the City's General Plan)
- VMT metrics, thresholds, and significant impact criteria for transportation projects
- Requirements and methodologies for analyzing roadway operation effects of land use projects

Section 5 — Level of Service Analysis

LEVEL OF SERVICE ANALYSIS

This chapter provides an assessment of roadway segment and intersection operations for the long-term buildout Cumulative (2045) Plus Project Conditions. While vehicle delay and capacity metrics are no longer used to determine significant impacts under CEQA, such metrics can still be utilized by local agencies for local planning purposes. Therefore, this chapter provides roadway segment and intersection level of service for informational purposes. LOS for these facilities is compared to existing conditions; where needed, recommended improvements are provided to bring operations to acceptable levels and attain the City's goals for traffic flow and system efficiency.

TRAFFIC VOLUME FORECASTING

Long-range 2045 plus project daily traffic volumes for the study roadway segments and AM/PM peak hour traffic volumes for the study intersections were developed using the SCAG travel demand model. Traffic volume outputs were extracted from the base year scenario and future year (plus project) scenario. The growth between the base year and future year volume outputs for each individual road segment was then applied to the existing traffic counts to develop the Cumulative (2045) Plus Project traffic volume forecasts for the study roadway segments and intersections. Cumulative (2045) Plus Project lane configurations, traffic controls, and weekday AM and PM peak hour volumes are provided in Appendix 6.

Note, while the 2023 traffic counts were used for the existing conditions traffic operations analysis presented earlier in this report, 2017 traffic counts were used as the base for applying model growth and developing 2040 traffic forecasts. Generally, 2023 citywide traffic levels were noticeably lower than 2017 traffic levels, likely due to continued effects of the COVID-19 pandemic, such as an increase in remote working that lowers commute traffic levels. Since future forecasts are developed by applying travel demand model growth to traffic counts, and the travel demand model represents what would be "normal" non-COVID travel patterns, it was deemed more appropriate to utilize the 2017 traffic counts as the base to which model growth was applied to obtain future condition volumes. However, due to the observed growth in volumes at the Puddingstone Drive & Wheeler Ave intersection between 2017 and 2023, 2023 volumes were used for developing that intersection's 2040 forecasts instead of 2017 volumes.

ASSUMED FUTURE ROADWAY IMPROVEMENTS

As part of both the travel demand modeling and the roadway segment and intersection operational analyses, roadway improvements were included as part of the 2045 assumptions. These improvements are sourced from the LA Metro A Line's environmental documentation, which include the following pre-SB 743 mitigation measures at the study locations which have yet to be implemented:

- **White Avenue between 1st Street and 6th Street** – Restripe to create two lanes in the northbound direction and one lane in the southbound direction, as well as a dedicated median turn lane and bike facilities.
- **Bonita Avenue & White Avenue** – Change northbound approach from 1 left turn lane and 1 thru/right lane to 1 left turn lane, 1 thru lane, and 1 thru/right lane.
- **Arrow Highway & D Street** – Change westbound approach from 1 left turn lane, 2 thru lanes, and 1 thru/right lane to 1 left turn lane, 3 thru lanes, and 1 right turn lane.
- **Arrow Highway & E Street** – Change northbound approach from 1 left turn lane, 1 thru lane, and 1 right turn lane to 2 left turn lanes, 1 thru lane, and 1 thru/right lane. Change westbound approach from 1 left turn lane, 2 thru lanes, and 1 thru/right lane to 1 left turn lane, 3 thru lanes, and 1 right turn lane.
- **Arrow Highway & White Avenue** – Change northbound approach from 1 left turn lane, 1 thru lane, and 1 thru/right lane to 1 left turn lane, 2 thru lanes, and 1 right turn lane. Change southbound

approach from 1 left turn lane, 1 thru lane, and 1 thru/right lane to 1 left turn lane, 2 thru lanes, and 1 right turn lane.

ROADWAY SEGMENT ANALYSIS

Daily roadway segment volumes and operations under the Cumulative (2045) Plus Project scenario are shown in Table 12. The daily roadway segment LOS was used to identify recommended roadway segment improvements for segments that would operate at an unacceptable LOS (E or F) under Cumulative (2045) Plus Project conditions.

Under Cumulative (2045) Plus Project conditions, the roadway segment listed below is projected to operate beyond the standard LOS D at the daily level. Recommended improvements for this roadway segment are provided later in this chapter.

- **Bonita Avenue between D Street and White Street** (a 2-lane undivided roadway segment) would operate unacceptably and over its daily capacity at LOS F.

Table 12: Cumulative (2045) Plus Project Roadway Segment Level of Service

Roadway	Segment	Existing			2045 Plus Project		
		Roadway Type	ADT	LOS	Roadway Type	ADT	LOS
Arrow Highway	San Dimas Canyon Road to Wheeler Avenue	6D	16,532	A	6D	37,800	B
	White Avenue to Miramonte Drive	4D	19,885	A	4D	32,400	D
B Street	Foothill Boulevard and Bonita Avenue	2U	3,529	A	2U	4,500	A
Baseline Road	Foothill Boulevard to Wheeler Avenue	4D	10,552	A	4D	18,300	A
	Emerald Avenue to Fruit Street	4D	13,649	A	4D	20,500	A
Bonita Avenue	Damien Avenue to Wheeler Avenue	3D	12,081	A	3D	13,600	A
	D Street to White Street	2U	11,063	D	2U	**14,100**	**F**
D Street	Foothill Boulevard to Bonita Avenue	2D	8,794	A	2D	9,600	A
Damien Avenue	Bonita Avenue to Juanita Avenue	2U	6,542	A	2U	6,600	A
Fairplex Drive	Puddingstone Drive to Arrow Highway	4D	11,351	A	4D	16,600	A
Foothill Boulevard	Damien Avenue to Wheeler Avenue	5D	23,179	A	5D	28,500	B
	Emerald Avenue to Fruit Street	5D	24,241	A	5D	30,400	B
	Fruit Street to Towne Center Drive	5D	22,240	A	5D	28,400	A
Emerald Avenue	Essex Avenue to Genesee Drive	2D	5,195	A	2D	5,900	A
Esperanza Road	Baseline Road to Stephens Ranch Road	2U	6,225	A	2U	6,300	A
Fruit Street	Bowdoin Street to Foothill Boulevard	4D	21,078	A	4D	22,000	A
Golden Hills Road	Cll Aragon to Via Dicha	2U	3,116	A	2U	3,600	A
Wheeler Avenue	Baseline Road to Oakridge Drive	4D	11,308	A	4D	13,000	A
	Baseline Road to Foothill Boulevard	4D	11,992	A	4D	12,100	A
	Foothill Boulevard to Bonita Avenue	4U	9,778	A	4U	12,300	A
	Puddingstone Drive to Arrow Highway	4D	2,669	A	4D	4,400	A
	Bonita Avenue to Arrow Highway	4U	10,306	A	4U	11,100	A
White Avenue	Foothill Boulevard to Bonita Avenue	4D	19,729	A	4D	20,100	A
	Bonita Avenue to Arrow Highway	2D	**21,052**	**F**	3D	18,400	B

Notes: Bolded text indicates unacceptable LOS.
Roadway Type refers to number of through lanes and divided (D) or undivided (U).
ADT denotes average daily traffic.
Source: Kittelson & Associates, 2023

INTERSECTION ANALYSIS

The weekday AM and PM peak hour intersection turning movement volumes, traffic controls, and lane configurations for Cumulative (2045) Plus Project conditions are provided in Appendix 6. LOS calculation sheets are provided in Appendix 7. The AM and PM operations under the Cumulative (2045) Plus Project conditions are shown in Table 12.

Peak hour intersection LOS was used to identify recommended improvements for intersections that would exceed the City's standard of LOS D.

Table 13: Cumulative (2045) Plus Project Intersection Level of Service

Intersection		Traffic Control	Peak Hour	Existing		2045 Plus Project		Change
				V/C (Delay)	LOS	V/C (Delay)	LOS	
1	Golden Hills Road & Wheeler Avenue	AWSC	AM	(10.0)	B	14.0	B	4.0
			PM	(9.3)	A	10.4	B	1.1
2	Esperanza Drive & Stephens Ranch Road	AWSC	AM	(7.9)	A	9.3	A	1.4
			PM	(7.9)	A	9.2	A	1.3
3	Baseline Road & Foothill Boulevard	Signal	AM	0.484	A	0.739	C	0.255
			PM	0.635	B	**0.961**	**E**	0.326
4	Foothill Boulevard & I-210 WB Off Ramp	Signal	AM	0.427	A	0.619	B	0.192
			PM	0.461	A	0.488	A	0.027
5	Foothill Boulevard & Damien Avenue	Signal	AM	0.594	A	0.593	A	-0.001
			PM	0.531	A	0.642	B	0.111
6	Baseline Road & Wheeler Avenue	Signal	AM	0.524	A	0.575	A	0.051
			PM	0.519	A	0.672	B	0.153
7	Foothill Boulevard & Wheeler Avenue	Signal	AM	0.602	B	0.625	B	0.023
			PM	0.646	B	0.776	C	0.130
8	Baseline Avenue & Emerald Avenue	Signal	AM	0.439	A	0.484	A	0.045
			PM	0.452	A	0.678	B	0.226
9	Baseline Avenue & Esperanza Drive	Signal	AM	0.473	A	0.534	A	0.061
			PM	0.451	A	0.781	C	0.330
10	Baseline Avenue & Fruit Street	Signal	AM	0.439	A	0.550	A	0.111
			PM	0.490	A	0.797	C	0.307
11	I-210 WB Ramps & Fruit Street	Signal	AM	0.683	B	0.751	C	0.068
			PM	0.503	A	0.648	B	0.145
12	I-210 EB Ramps & Fruit Street	Signal	AM	0.583	A	0.660	B	0.077
			PM	0.532	A	0.779	C	0.247
13	Foothill Boulevard & B Street	SSSC	AM	**(>50.0)**	**F**	**(>50.0)**	**F**	(>50.0)
			PM	**(>50.0)**	**F**	**(>50.0)**	**F**	(>50.0)
14	Foothill Boulevard & Emerald Avenue	Signal	AM	0.502	A	0.550	A	0.048
			PM	0.519	A	0.672	B	0.153
15	Foothill Boulevard & D Street	Signal	AM	0.517	A	0.584	A	0.067
			PM	0.605	B	0.703	C	0.098
16	Foothill Boulevard & Fruit Street	Signal	AM	0.583	A	0.619	B	0.036
			PM	0.693	B	0.800	C	0.107
17	Bonita Avenue & Damien Avenue	Signal	AM	0.886	D	**0.931**	**E**	0.045
			PM	0.666	B	**1.031**	**F**	0.365
18	Bonita Avenue & Wheeler Avenue	Signal	AM	0.763	C	0.800	C	0.037
			PM	0.633	B	0.791	C	0.158
19	Bonita Avenue & B Street	Signal	AM	0.696	B	0.744	C	0.048
			PM	0.521	A	0.619	B	0.098
20	Bonita Avenue & D Street	Signal	AM	0.667	B	0.756	C	0.089
			PM	0.627	B	0.850	D	0.223
21	Bonita Avenue & White Avenue	Signal	AM	0.881	D	**0.994**	**E**	0.113
			PM	**0.984**	**E**	**1.050**	**F**	0.066

Intersection		Traffic Control	Peak Hour	Existing		2045 Plus Project		Change
				V/C (Delay)	LOS	V/C (Delay)	LOS	
22	Arrow Highway & Wheeler Avenue	Signal	AM	0.506	A	0.613	B	0.107
			PM	0.598	A	0.765	C	0.167
23	Puddingstone Drive & Wheeler Ave	SSSC	AM	(11.3)	B	10.9	B	-0.4
			PM	(11.4)	B	14.1	B	2.7
24	Arrow Highway & B Street	SSSC	AM	(17.4)	C	29.2	D	11.8
			PM	(27.3)	D	**(>50.0)**	**F**	(>50.0)
25	Arrow Highway & D Street	Signal	AM	0.358	A	0.465	A	0.107
			PM	0.426	A	0.669	B	0.243
26	Arrow Highway & E Street/Fairplex Drive	Signal	AM	0.468	A	0.668	B	0.200
			PM	0.565	A	0.799	C	0.234
27	Puddingstone Drive & Fairplex Drive	Signal	AM	0.404	A	0.388	A	-0.016
			PM	0.351	A	0.541	A	0.190
28	Arrow Highway & White Avenue	Signal	AM	0.631	B	0.722	C	0.091
			PM	0.745	C	**0.943**	**E**	0.198

Notes: Bolded text indicates unacceptable LOS.
AWSC denotes all-way stop control. SSSC denotes side-street stop control.
Source: Kittelson & Associates, 2023

Under Cumulative (2045) Plus Project conditions, the following intersections are projected to operate below the standard LOS D:

- **Baseline Road & Foothill Boulevard** (a signalized intersection) would operate unacceptably at LOS E during the PM peak hour.
- **Foothill Boulevard & B Street** (a side-street stop-controlled intersection) would operate unacceptably at LOS F during the AM and PM peak hours.
- **Bonita Avenue & Damien Avenue** (a signalized intersection) would operate unacceptably at LOS E during the AM peak hour and LOS F during the PM peak hour.
- **Bonita Avenue & White Avenue** (a signalized intersection) would operate unacceptably at LOS E during the AM peak hour and LOS F during the PM peak hour.
- **Arrow Highway & B Street** (a side-street stop-controlled intersection) would operate unacceptably at LOS F during the PM peak hour.
- **Arrow Highway & White Avenue** (a signalized intersection) would operate unacceptably at LOS E during the PM peak hour.

Recommended intersection improvements are provided later in this chapter for these intersections.

RECOMMENDED IMPROVEMENTS

Based on the LOS analysis results and the operational standards outlined earlier in this chapter, recommended roadway segment and intersection improvements were developed to accommodate Cumulative (2045) Plus Project traffic levels, and to attain the City's goals for traffic flow and system efficiency.

RECOMMENDED ROADWAY SEGMENT IMPROVEMENTS

Roadway segment improvements are recommended to accommodate daily traffic levels under the Cumulative (2045) Plus Project scenario. These improvements consist of installing one or more through lanes on each segment. As land use projects throughout the City are approved and developed, the City should continue to monitor conditions along these segments to determine the appropriate timing and/or level of improvement along these facilities, and implement improvements as appropriate.

- **Bonita Avenue between D Street and White Street**: Under Cumulative (2045) Plus Project conditions, this segment would degrade from acceptable LOS D to unacceptable LOS F at the daily level. With the addition of a center turn lane or a second through travel lane in either direction, this segment would operate acceptably at LOS C. However, this segment, which travels through Old Town La Verne, includes bike lanes, on-street parking, and landscaped sidewalks. The addition of a travel lane would necessitate the removal of some of these elements. Therefore, improving this roadway segment's LOS may conflict with other City goals and policies.

RECOMMENDED INTERSECTION IMPROVEMENTS

Intersection improvements are recommended to accommodate AM and PM peak hour traffic levels under the Cumulative (2045) Plus Project scenario. These improvements consist of intersection lane geometry changes and/or signalization. Similar to the recommended roadway segment improvements, as land use projects throughout the City are approved and developed, the City should continue to monitor conditions at these intersections to determine the appropriate timing and/or level of improvement along these facilities.

The following intersection improvements could be implemented to improve operations to acceptable LOS D or better:

- **Baseline Road & Foothill Boulevard:** This intersection is projected to operate unacceptably at LOS E during the PM peak hour. This intersection would operate acceptably at LOS C with the installation of a second eastbound left turn lane. However, this and other improvements at the intersections may be infeasible due to the intersection's skewed geometry, which could prevent the installation of a second receiving lane.
- **Foothill Boulevard & B Street:** This side-street stop-controlled intersection is projected to operate unacceptably at LOS F during the AM and PM peak hours. This intersection would operate acceptably at LOS A during both the AM And PM peak hours with the installation of a traffic signal. Peak hour signal warrants would be met during both peak hours.
- **Bonita Avenue & Damien Avenue:** This intersection is projected to operate unacceptably at LOS E during the AM peak hour and LOS F during the PM peak hour. This intersection would operate acceptably at LOS C during the AM peak hour and LOS D during the PM peak hour with the installation of a westbound right-turn lane and a northbound right-turn lane. However, these and other improvements at the intersection may be infeasible since the intersection is built out and includes other facilities such as improved bicycle facilities and on-street parking.
- **Bonita Avenue & White Avenue:** This signalized intersection is projected to operate unacceptably at LOS E during the AM peak hour and LOS F during the PM peak hour. This intersection would operate acceptably at LOS C during the AM peak hour and LOS D during the PM peak hour with the installation of a second southbound through lane and a westbound right-turn lane. However, these improvements may be infeasible since existing right-of-way is utilized by improved walking and bicycling facilities. In addition, available right-of-way along this intersection's northern and southern legs are likely to be utilized by other planned improvements. These include a second northbound through lane (from the LA Metro A Line EIR) and planned bikeways from the City's ATP.
- **Arrow Highway & B Street:** This side-street stop-controlled intersection is projected to operate unacceptably at LOS F during the PM peak hour. This intersection would operate acceptably at LOS A with the installation of a traffic signal. However, peak hour signal warrants would not be met, indicating that additional delays on Arrow Highway with installation of a traffic signal may be more significant than reductions in delays for the lower number of vehicles on B Street
- **Arrow Highway & White Avenue:** This intersection is projected to operate unacceptably at LOS E during the PM peak hour. This intersection would operate acceptably at LOS D with the installation of an eastbound right-turn lane. However, these and other improvements at the intersection may be infeasible since the intersection is built out and right-of-way acquisition may be required.

Section 6 — Transportation Impact Analysis

TRANSPORTATION IMPACT ANALYSIS

This transportation impact analysis assesses La Verne's transportation system relative to the state's CEQA guidelines.

SIGNIFICANT IMPACT THRESHOLDS

VMT IMPACTS

For the purposes of this transportation impact analysis, the VMT impact criteria are as follows:

- **Project Impact**: A significant impact would occur if the VMT rate for the plan would exceed the applicable baseline VMT rate.
- **Cumulative Project Impact**: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.

Baseline VMT rate is defined as the SGVCOG Northeast Subarea VMT per applicable service population (residents + employees).

OTHER TRANSPORTATION IMPACTS

In addition to VMT, additional transportation-related impact criteria are as follows:

- The project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The project results in inadequate emergency access.

ITEM 1: VMT

The total VMT and total VMT per service population for the SGVCOG Northeast Subarea and for the City and its Sphere of Influence are shown in Table 14. VMT estimates were developed for existing (2023) conditions, long-term buildout conditions under the current General Plan, and long-term buildout conditions under the proposed General Plan Update.

Table 14: VMT Comparison

Metric	Existing	Current General Plan Buildout	Proposed General Plan Update Buildout
SGVCOG Northeast Subarea			
Total VMT	8,966,701	8,999,588	9,037,571
VMT per Service Population	28.46	26.75	26.62
City of La Verne and Sphere of Influence			
Total VMT	1,445,600	1,457,475	1,509,493
VMT per Service Population	29.76	28.08	27.47

Source: Kittelson & Associates, 2023

A significant project VMT impact would occur if the citywide and sphere of influence VMT per service population under long-term GPU buildout conditions exceeds the existing SGVCOG Northeast Subarea VMT per service population.

As shown in Table 14, the citywide and sphere of influence VMT per service population under long-term GPU buildout conditions is estimated to be 27.47; the SGVCOG Northeast subarea baseline VMT per service population is estimated to be 28.46. The VMT rate for the plan would not exceed the applicable baseline VMT rate. Therefore, the proposed project's VMT impacts would be considered **less-than-significant**.

A significant cumulative VMT impact would occur if the total SGVCOG Northeast Subarea VMT under long-term GPU buildout conditions exceeds the total SGVCOG Northeast Subarea VMT under no project/previous general plan conditions. As shown in Table 14, the total SGVCOG Northeast Subarea VMT under long-term GPU buildout conditions is estimated to be 9,037,571; the total SGVCOG Northeast Subarea VMT under no project/previous general plan conditions is estimated to be 8,999,588. The total SGVCOG Northeast Subarea VMT under long-term GPU buildout conditions would exceed the total SGVCOG Northeast Subarea VMT under no project/previous general plan conditions. Therefore, the proposed project would result in a **significant cumulative VMT impact**.

The proposed General Plan land use patterns and intensities, as well as its proposed policies, include a multitude of components that will reduce VMT. In addition to increased development in areas of projected high-quality transit service such as the future LA Metro A Line station, the General Plan's inclusion of the ATP provides for the implementation of facilities that will encourage walking and biking within and through La Verne. Individual development projects will also be required to conduct VMT analyses based on guidelines and thresholds established by the City, including mitigating significant VMT impacts through transportation demand management (TDM) strategies and other mitigation measures. While such measures are likely to result in less-than-significant VMT impacts when considered at an individual project level, they cannot be guaranteed and it is not possible to fully quantify or mitigate VMT impacts for all potential development at a citywide level as part of a programmatic General Plan. In addition, the cumulative VMT impacts extend beyond the City's boundaries, meaning that mitigation measures that would reduce regional VMT outside the La Verne planning boundaries cannot be guaranteed. Therefore, the project's cumulative VMT impacts would be considered **significant and unavoidable**.

ITEM 2: TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES

A significant project impact would occur if the project conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Each of these modes and facilities is reviewed for impacts below.

ROADWAYS

As detailed in this report, roadways are projected to generally operate at or below capacity. As land use projects throughout the City are approved and developed, the City will continue to monitor conditions at vehicular facilities to determine the appropriate timing and/or level of improvement along those facilities. In addition, the City can request project-specific circulation analyses once specific land use development projects are undergoing their review and approval processes.

The Mobility Element developed as part of the General Plan update contains policies in support of roadway operations and traffic flow. These policies include:

- **M-1.1 Vehicle Level of Service (LOS).** Strive to maintain acceptable vehicular level of service along City facilities using methodologies consistent with the City's Transportation Study Guidelines.
    - Given the unique residential context around Old Town La Verne, and to maintain the area's character, lower levels of service may be deemed acceptable along portions of Bonita Avenue and White Avenue adjacent to Old Town La Verne.
- **M-1.2 Traffic System Management.** Continue to invest in Traffic System Management (TSM), signal maintenance and coordination to facilitate the efficient movement of vehicles and minimize delay through the City utilizing existing roadway facilities.

- **M-1.4 Development-Related Traffic Impacts.** Ensure that new development in the City does not adversely affect adjacent traffic flow and operations.
- **M-1.6 Arterial Roadway Network.** In order to accommodate existing and future needs due to land use growth and shifts in travel patterns, strive to implement the buildout roadway network based on the classifications mapped in Figure X. Roadway classifications are defined by the number of vehicular lanes provided, and can include other features such as landscaped medians, center turn lanes, on-street parking, and bike lanes.
    - Major Arterials consist of six travel lanes (three in each direction) and a landscaped median.
    - Secondary Arterials consist of four travel lanes (two in each direction) and are either divided (with a median or enter turn lane) or undivided (with centerline striping).
    - Collectors consist of two travel lanes (one and each direction) and are either divided (with a center turn lane) or undivided (with or without centerline striping).
- **M-2.5 Eliminate Gaps.** Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.
- **M-7.3 Roadway Design.** Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.
- **M-10.1 Caltrans Coordination.** Continue to coordinate with Caltrans to reduce the effects of I-210 ramp traffic on City roads.

TRANSIT, BICYCLE, AND PEDESTRIAN

In addition to proposed vehicular roadway classifications (defined by the number of through vehicle lanes), the updated Mobility Element references and incorporates the Active Transportation Plan (ATP) networks of recommended bicycling and walking improvements, with facilities that will improve non-motorized accessibility and connectivity throughout the city.

As detailed in this report, roadways are projected to generally operate at or below capacity, helping to avoid the negative effects of vehicle traffic (e.g., excessive queues) on transit operations and on walking and bicycling conditions.

The updated General Plan also proposes development within existing and future high-quality transit areas, which can encourage less driving and more transit, bike-to-transit, and walk-to-transit trips.

The Mobility Element developed as part of the General Plan update contains policies that support access to and the performance of public transit, bicycle, and pedestrian facilities. These policies include:

- **M-2.1 Complete Streets for Roadway Projects**. Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.
- **M-2.2 Local and Regional Collaboration**. Cooperate and collaborate with regional and local partners, stakeholders, and agencies to ensure the implementation of Complete Streets within and connecting to the City.
- **M-2.3 Best Practices and Design Guidance**. Monitor and strive to follow the best and latest design standards for implementing Complete Streets in the City.
- **M-2.4 Context Sensitivity**. Consider the land use and design context of the surrounding areas when designing Complete Streets.
- **M-2.5 Eliminate Gaps**. Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.
- **M-2.6 Streetscape Improvements**. Create an attractive transportation network by providing streetscape improvements such as landscaping, benches, lighting, street furniture and public art in the Old Town area, University of La Verne area, Metro A Line Station Area, and other pedestrian-oriented areas in the City.

- **M-2.7 ADA Accessibility**. Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City.
- **M-2.8 Safe Routes to School**. Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.
- **M-2.9 Effects of New Technologies on Complete Streets**. Monitor the development of new technologies (e.g., scootershare and bikeshare) and the potential impacts on designing a transportation network that accommodates all modes and users.
- **M-4.1 Safe Rail Crossings**. Work with rail agencies and operators to ensure the rail crossings in the City are safe for vehicles, pedestrians, and bicyclists and explore opportunities to implement grade separation where desirable.
- **M-4.5 Bicyclist and Pedestrian Safety**. Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes.
- **M-5.1 Transit Use**. Support programs encouraging public transit use by people living in, working in, or visiting La Verne.
- **M-5.2 Improve Local Public Transit Service**. Work with Foothill Transit and other local public transit providers to improve local transit service in the City.
- **M-5.3 Improve Bus Stops**. Work with Foothill Transit to improve bus stop amenities along roads in La Verne that have local transit service.
- **M-5.4 Paratransit Service**. Work with local transit and other providers to support paratransit service for seniors and persons with disabilities.
- **M-5.5 Metrolink Service**. Monitor and participate in any future regional discussions pertaining to changes in Metrolink service in the area and station facilities.
- **M-5.6 Metro A Line Service**. Work with LA Metro to ensure Metro A Line service (including headways and service hours) are sufficient to meet the needs of transit commuters to and from La Verne and do not overly impact vehicular crossings.
- **M-5.7 Metro A Line Station**. Work with LA Metro and the Foothill A Line Construction Authority to ensure the planned station in La Verne is consistent with the City's Complete Streets, active transportation, and parking policies.
- **M-5.8 Effects of New Technologies on Transit Use**. Monitor the development of new technologies (such as rideshare and microtransit) and the potential effects on transit demand and the way users access public transit.
- **M-5.9 Transit to and from University of La Verne**. Work collaboratively with the University of La Verne to determine the most effective ways to encourage transit use by students and staff, such as shuttles between campus and the planned Metro A Line station in La Verne.
- **M-6.1 Active Transportation Plan**. Maintain and implement the Active Transportation Plan (ATP) to provide active transportation facilities that can serve as an alternative to automobiles, including the ATP's walking and bicycling facility recommendations as shown in Figure X and Figure X.
- **M-6.2 Active Transportation Facilities on Foothill Boulevard**. Coordinate with Caltrans to explore the appropriate bicycle and pedestrian facility improvements on Foothill Boulevard through the City.
- **M-6.3 Connectivity to Metro A Line**. Coordinate with LA Metro and the Foothill A Line Construction Authority to ensure suitable first-last mile facilities are provided to facilitate non-vehicular access to the planned Metro A Line station.
- **M-6.4 Effects of New Technologies on Active Transportation**. Monitor the development of new technologies (such as bikeshare, scootershare, and electric bikes) and the potential effects on non-vehicular travel and mode choice in La Verne.
- **M-6.5 Marshall Canyon Trail**. Work with the County of Los Angeles to ensure the Marshall Canyon Trail is open and maintained and that access to and from the trail, including equestrian access, is facilitated within the City.
- **M-6.6 Sidewalk and Bikeway Gaps**. Identify and eliminate gaps in sidewalks and bikeways in the City in order to create a connected and complete active transportation network.

- **M-6.7 Coordination with Adjacent Cities**. Coordinate its bikeways system and pedestrian facilities (including trails and sidewalks) to be consistent with and connected to regional facilities and facilities in adjacent jurisdictions.
- **M-6.8 Bicycle/Pedestrian Facilities at New Developments**. Encourage new residential and non-residential developments in the city to provide safe and attractive bicycle and pedestrian facilities, such as secure bicycle parking, pedestrian-scale lighting, street furniture, landscaping, and other improvements.
- **M-6.9 Effective Roadway Projects**. Consider the implementation of projects within the ATP when roadways are being rehabilitated or resurfaced.
- **M-6.10 Bicycling and Walking to University of La Verne**. Work collaboratively with the University of La Verne to ensure walking and bicycling options to different destinations in the City are facilitated for students and staff.
- **M-10.1 Neighboring Jurisdictions**. Coordinate the City's vehicular facilities, Complete Street treatments, active transportation facilities, and goods movement network to be consistent with those in neighboring jurisdictions.

Therefore, the proposed project's impacts related to transit, roadway, bicycle, and pedestrian facilities would be considered **less-than-significant**.

ITEM 3: GEOMETRIC DESIGN AND INCOMPATIBLE USE HAZARDS

A significant project impact would occur if the project substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The types of uses included within the city of La Verne as part of the General Plan Update are generally similar to existing and surrounding uses and thereby are compatible with the existing uses in the Plan area and in the surrounding area.

In addition, the Mobility Element developed as part of the General Plan update contains policies in support of roadway network safety and reducing design hazards, including:

- **M-2.1 Complete Streets for Roadway Projects**. Apply Complete Streets principles to all new transportation improvements impacting the public right-of-way.
- **M-2.4 Context Sensitivity**. Consider the land use and design context of the surrounding areas when designing Complete Streets.
- **M-2.5 Eliminate Gaps**. Continue to identify and eliminate gaps in networks serving automobiles, bicyclists, pedestrians, transit users, equestrians, and other users. Remove natural and man-made barriers to accessibility and connectivity.
- **M-2.7 ADA Accessibility**. Ensure the City's transportation network is safe, accessible, and consistent with the Americans with Disabilities Act (ADA), to allow mobility-impaired users, such as disabled persons and seniors, to safely travel within and beyond the City.
- **M-2.8 Safe Routes to School**. Work with the Bonita Unified School District and other schools in the City to establish a Safe Routes to School Program, allowing parents and children the opportunity to walk, bike, or roll to schools within the City.
- **M-4.1 Safe Rail Crossings**. Work with rail agencies and operators to ensure the rail crossings in the City are safe for vehicles, pedestrians, and bicyclists and explore opportunities to implement grade separation where desirable.
- **M-4.2 Traffic Calming**. Support traffic calming strategies in residential areas to slow traffic through residential neighborhoods and divert traffic to arterial roads.
- **M-4.3 New Project Access and Safety**. Ensure that new projects follow best design practices and guidelines to reduce conflicts between circulation system users.
- **M-4.4 I-210 Crossings**. Work with Caltrans to ensure safe conditions continue to be provided at the I-210 crossings and ramps in the City.

- **M-4.5 Bicyclist and Pedestrian Safety**. Develop safe and convenient bicycle and pedestrian facilities and crossings that reduce conflicts with other modes.
- **M-4.6 Safe Transportation to and from University of La Verne**. Work collaboratively with the University of La Verne to ensure that the transportation needs of students and staff (such as rideshare hailing at City curbsides) are accommodated safely.
- **M-4.7 Public Education**. Work with the Police Department and other groups to implement safety-related community classes and awareness campaigns.
- **M-7.1 Truck Traffic on Local Streets**. Continue to discourage truck traffic within residential neighborhoods.
- **M-7.2 Local Truck Routes**. Maintain a network of local truck routes to facilitate goods movement to regional roads and to discourage the use of residential roads.
- **M-7.3 Roadway Design**. Maintain roadway design standards to facilitate access to light industrial and manufacturing areas along designated truck routes.

Furthermore, the Genera Plan is a programmatic level document. As individual sites are developed and undergo City review and approval, the City can require site plan, access, and circulation analysis to ensure that neither on-site designs nor the interaction with City streets will result in geometric design feature hazards.

Therefore, the proposed project's impacts related to geometric design and incompatible use hazards would be considered **less-than-significant**.

ITEM 4: EMERGENCY ACCESS

A significant project impact would occur if the results in inadequate emergency access. Note, the General Plan is a programmatic level document; emergency accessibility is typically assessed at the project level. As individual sites are developed and undergo City review and approval, the City can require site plan, access, and circulation analysis to ensure that neither on-site designs nor the interaction with City streets will result in inadequate emergency access.

In addition, the Mobility Element developed as part of the General Plan update contains policies in support of emergency access along local roads, including:

- **M-1.1 Vehicle Level of Service (LOS).** Strive to maintain acceptable vehicular level of service along City facilities using methodologies consistent with the City's Transportation Study Guidelines.
    - Given the unique residential context around Old Town La Verne, and to maintain the area's character, lower levels of service may be deemed acceptable along portions of Bonita Avenue and White Avenue adjacent to Old Town La Verne.
- **M-1.2 Traffic System Management.** Continue to invest in Traffic System Management (TSM), signal maintenance and coordination to facilitate the efficient movement of vehicles and minimize delay through the City utilizing existing roadway facilities.
- **M-1.4 Development-Related Traffic Impacts.** Ensure that new development in the City does not adversely affect adjacent traffic flow and operations.
- **M-1.5 Effects of New Technologies on Traffic Flow.** Monitor the development of new technologies (such as autonomous vehicles and rideshare) and the potential local effects on vehicular facilities and operations.
- **M-1.6 Arterial Roadway Network.** In order to accommodate existing and future needs due to land use growth and shifts in travel patterns, strive to implement the buildout roadway network based on the classifications mapped in Figure X. Roadway classifications are defined by the number of vehicular lanes provided, and can include other features such as landscaped medians, center turn lanes, on-street parking, and bike lanes.
    - Major Arterials consist of six travel lanes (three in each direction) and a landscaped median.
    - Secondary Arterials consist of four travel lanes (two in each direction) and are either divided (with a median or enter turn lane) or undivided (with centerline striping).

Collectors consist of two travel lanes (one and each direction) and are either divided (with a center turn lane) or undivided (with or without centerline striping).

- **M-10.1 Caltrans Coordination.** Continue to coordinate with Caltrans to reduce the effects of I-210 ramp traffic on City roads.

Therefore, the proposed project's impacts related to emergency access would be considered **less-than-significant**.

Section 7 — Conclusions

CONCLUSIONS

SIGNIFICANT TRANSPORTATION IMPACTS

The California Environmental Quality Act (CEQA) transportation impact analysis of the Plan found a significant cumulative impact for the following topic:

- Vehicle miles traveled (VMT)

The California Environmental Quality Act (CEQA) transportation impact analysis of the Plan found no impacts for the following topics:

- Transit, roadway, bicycle, and pedestrian facilities
- Geometric design and incompatible use hazards
- Emergency access

LOCAL ROADWAY OPERATIONS

In addition to the transportation analysis conducted under CEQA requirements, Kittelson analyzed roadway segment and intersection operations with Plan implementation, to address the City's goal of providing satisfactory roadway operations and traffic flow within La Verne. Recommended improvements on these facilities were provided to accommodate long-term buildout of vehicular traffic. It is recommended that the City continue to monitor traffic volumes on these and other roadway facilities to determine the timing and extent of any improvements as development projects are implemented in the city.

Recommended improvements were identified for the following roadway segment:

- Bonita Avenue between D Street and White Street

Recommended improvements were identified for the following intersections:

- Baseline Road & Foothill Boulevard
- Foothill Boulevard & B Street
- Bonita Avenue & Damien Avenue
- Bonita Avenue & White Avenue
- Arrow Highway & B Street
- Arrow Highway & White Avenue

Appendix 1 — Transportation Analysis Approach Memo

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Technical Memorandum

May 4, 2023 Project# 21473

To: City of La Verne

From: Michael Sahimi and Tim Erney – Kittelson & Associates, Inc.

CC: Amanda Tropiano – De Novo Planning Group

RE: La Verne General Plan Update/EIR – Transportation Analysis Approach

As part of the citywide General Plan Update (GPU) process, Kittelson will prepare a transportation analysis report which will examine both the GPU's California Environmental Quality Act (CEQA) transportation impacts and non-CEQA transportation effects. This memorandum details the proposed approach for the following aspects of the analysis for City review:

- Updated Existing Traffic Counts
- Analysis Scenarios and Impact Thresholds
- Modeling Approach
- Future Roadway Assumptions

Updated Existing Traffic Counts

The intersection and roadway segment traffic counts for the 2018 existing conditions report were collected in late 2017. In addition to representing pre-COVID conditions, these counts would be more than five years old at the time the draft EIR would be published. The City's *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service* (August 2020) allow counts of up to two years old to be used in transportation studies. In addition, five-year-old counts exceed state-of-the-practice standards for representing existing conditions in transportation studies.

Therefore, new vehicular traffic counts were collected at the 28 study intersections and 24 roadway segments (shown in Figure 1) in March 2023.

Generally, 2023 traffic levels were noticeably lower than 2017. The average percent change for different facility types, times of day, and areas of the city are listed below. The northern part of La Verne generally corresponds to the area along Foothill Boulevard, Baseline Road, around the freeway, and the Wheeler/Golden Hills/Esperanza loop north of Baseline Road. The southern part of La Verne generally corresponds to the area around Bonita Avenue and Arrow Highway.

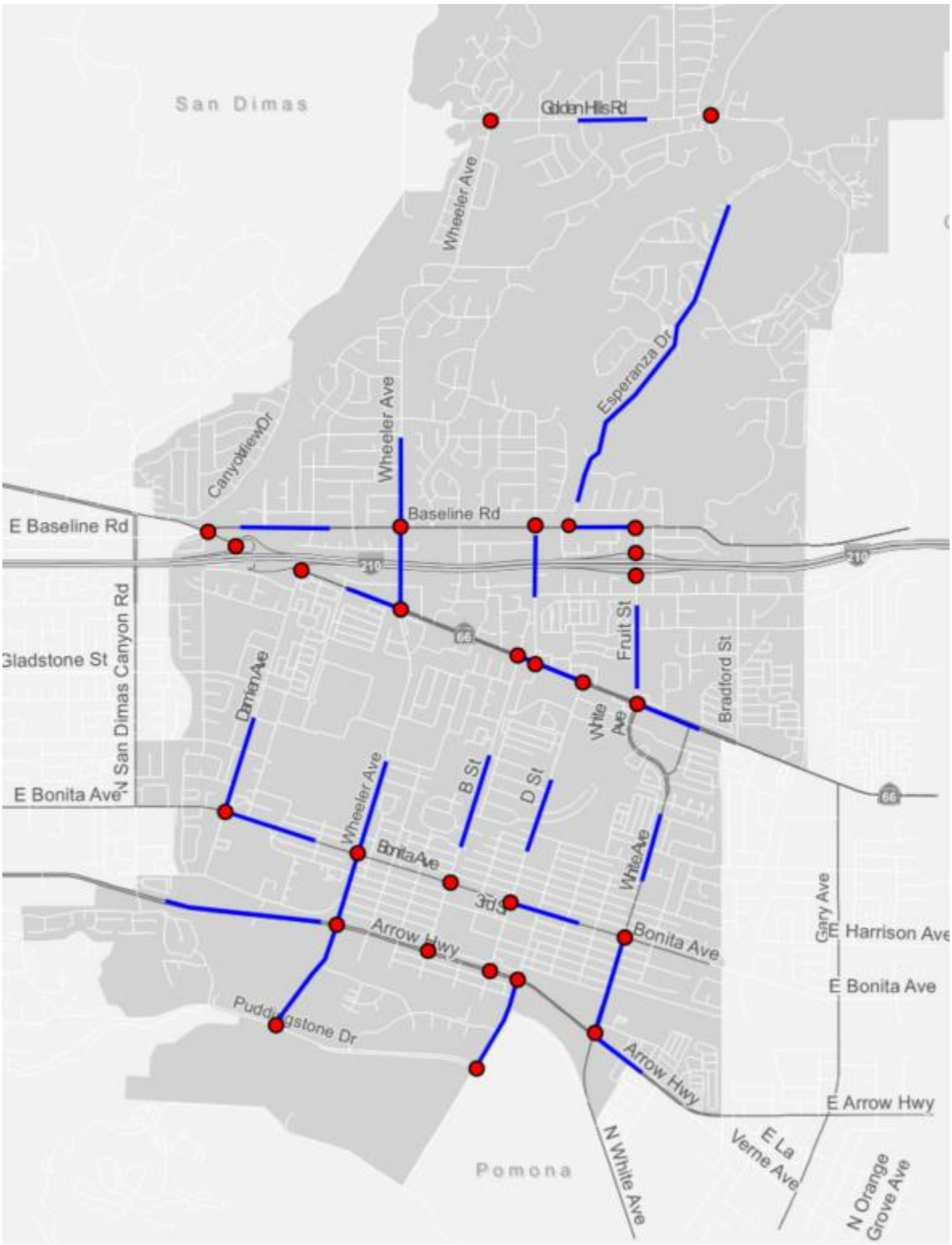
- Average percent change for roadway segments (at the daily level):
    - Northern part of city = - 8%
    - Central part of city = - 2%
    - Southern part of city = - 4%
    - Citywide = - 6%
- Average percent change for intersections (for AM peak hour / for PM peak hour):
    - Northern part of city = - 2% / - 8%
    - Southern part of city = + 9% / - 11%
    - Citywide = + 2% / - 9%

The Wheeler/Puddingstone intersection experienced a substantial increase in traffic volumes between 2017 and 2023, likely due to the fact that the intersection was opened relatively recently at the time the 2017 counts were collected. Excluding that intersection (which represents an outlier that skews the results), the average AM peak hour percent change for intersections in the southern part of the city is -6%, and citywide is -4%.

Citywide traffic levels are generally lower, likely due to continued effects of the COVID-19 pandemic, such as an increase in remote working that lowers commute traffic levels. Given these conditions, the proposed approach to utilizing traffic counts is outlined below:

- Use the 2023 traffic counts for the non-CEQA existing conditions traffic operations analysis. This analysis is not used for CEQA impact analyses, but merely to summarize existing conditions at the time the EIR is prepared. Even if traffic levels eventually correct to pre-COVID levels, the 2023 counts accurately represent existing conditions at this time.
- Use the 2017 traffic counts for the non-CEQA long-term future conditions traffic forecasting and operations analysis. The future traffic volume forecasts serve as inputs for the CEQA air quality, greenhouse gas, and noise impact analyses. In addition, the long-term traffic operations assessment is not a CEQA impact analysis, but is provided as an informational item in the transportation study to inform the City of potential future operational deficiencies. Since future forecasts are developed by applying travel demand model growth to traffic counts, and the travel demand model represents what would be "normal" non-COVID travel patterns, it would be more appropriate to utilize the 2017 traffic counts as the base to which model growth is applied to obtain future condition volumes. Note, due to the growth in volumes at the Wheeler/Puddingstone intersection, 2023 volumes will be used at that intersection instead of 2017 volumes.

Figure 1: Traffic Count Locations



Analysis Scenarios and Impact Thresholds

The City's CEQA thresholds for analyzing the significant transportation impacts of land use plans (such as the GPU) which were adopted by City Council on June 15, 2020, are summarized below:

- **Project Impact**: A significant impact would occur if the VMT rate for the plan would exceed the applicable baseline VMT rate.
- **Cumulative Project Impact**: A significant impact would occur if the project increases total regional VMT compared to cumulative no project conditions.
- Baseline VMT rate is defined as the SGVCOG Northeast Subarea VMT per applicable service population (residents + employees).

Note, the City's transportation study guidelines do not include additional thresholds or guidance for analyzing land use plans.

Given these adopted impact thresholds, the following analyses will be conducted to determine project and cumulative project impacts:

- **Project Impact**: The citywide VMT per service population under long-term GPU buildout conditions will be estimated using the "with project" cumulative-year travel demand model (incorporating proposed La Verne GPU land uses and circulation system). The existing SGVCOG Northeast Subarea VMT per service population will be estimated for year 2023, interpolating between the base-year and cumulative-year (no project) travel demand models. A citywide buildout VMT per service population which exceeds the existing regional VMT per service population will result in a significant project impact finding.
- **Cumulative Project Impact**: The total SGVCOG Northeast Subarea VMT under long-term GPU buildout conditions will be estimated using the "with project" version of the cumulative-year travel demand model. The total SGVCOG Northeast Subarea VMT under no project/previous general plan conditions will be estimated using a "no project" (previous General Plan) version of the cumulative-year travel demand model. A "with project" regional VMT that exceeds the "no project/previous General Plan" regional VMT would result in a significant cumulative project impact finding.
- For informational purposes, we will also estimate the cumulative long-term citywide VMT per service population with and without general plan update implementation.

For the non-CEQA transportation operations assessment, we will compare roadway segment and intersection level of service (LOS) under proposed general plan buildout conditions to existing (2023) conditions. Consistent with the City's guidelines, the ICU methodology will be used for signalized intersections and HCM methodology will be used for unsignalized intersections.

Modeling Approach

The Southern California Association of Governments (SCAG) regional travel demand model will be used for the CEQA VMT analysis and for traffic growth to support the non-CEQA LOS analysis. Currently, there are two versions of the SCAG regional travel demand model available:

- 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) version, with a base year of 2012 and horizon year of 2040
- 2020 RTP/SCS version, with a base year of 2016 and a horizon year of 2045

Our proposed approach is to utilize the 2016 RTP/SCS model. This is the recommended approach for the following reasons:

- The 2016 RTP model is consistent with what was used to prepare the City's VMT analysis guidelines and impact thresholds, and is in line with standard practices in the region.
- The 2016 RTP model forms the basis for SGVCOG's online VMT estimating tool. Using the 2016 RTP model for the GPU transportation analysis ensures results for the GPU and for individual development projects are consistent. SGVCOG's tool will be using the 2016 RTP model at least through 2023.

The 2016 RTP model includes the L (Gold) Line extension with a station in the city. In addition, SCAG projects similar residential and employment growth between the 2016 and 2020 RTPs for the cities surrounding La Verne, as shown in Table 1.

Note, while the base year model represents year 2012 conditions, we will update land uses both within and outside the city to reflect existing 2023 conditions.

Table 1: Comparison of SCAG 2016 RTP/SCS and 2020 RTP/SCS Demographic Growth Forecasts

City	Population		Households		Employment	
	2040	2045	2040	2045	2040	2045
Clairmont	39,400	39,800	13,200	13,700	19,700	20,200
Covina	51,600	50,500	17,200	16,800	29,500	28,900
Diamond Bar	63,900	64,700	21,200	22,400	19,300	19,600
Glendora	54,300	55,700	18,900	19,500	23,000	23,100
Montclair	42,700	49,200	11,600	11,200	19,000	20,900
Pomona	190,400	187,600	51,100	52,800	67,200	63,400
San Dimas	34,500	35,000	12,400	12,300	12,700	12,900

NOTE: 2040 ESTIMATES ARE FROM THE 2016 SCAG RTP/SCS MODEL; 2045 ESTIMATES ARE FROM THE 2020 SCAG RTP/SCS MODEL.

Future Roadway Assumptions

This section discusses existing roadway configurations and the proposed future roadway assumptions. In addition to informing the travel demand modeling and the future roadway analysis, these assumptions will shape the Mobility Element's map of proposed roadway classifications. The following maps are attached to this memo:

- **Figure 2** shows the existing roadway configurations, in terms of number of lanes and whether streets are divided or undivided.
- **Figure 3** is a screenshot from the current General Plan (1998) showing the network of proposed major arterials, secondary arterials, and collectors.
- **Figure 4** also shows the 1998 General Plan's proposed vehicle network, defined by the number of lanes and presence of divider (raised median or center two-way turn lane).
- **Figure 5** shows the SCAG model's buildout roadway assumptions for the city in terms of number of lanes.
- **Figure 6** shows roadway widenings proposed as part of the L Line extension EIR.

As shown in the figures, the current General Plan proposes a network that consists of three classes of roads, each with their own cross-section: Major Arterial (6 lanes divided), Secondary Arterial (4 lanes divided), and Collector (2 lanes divided). The current General Plan proposes a vehicular network that provides substantially more capacity (and in turn, more vehicle right-of-way) than what currently exists in the city. The following streets have portions that are underbuilt (in terms of travel lanes) compared to the 1998 General Plan:

- Golden Hills Road from Wheeler Avenue to Hunter Trail – 4 lanes divided

- Country Club Drive/Birdie Drive – 4 lanes divided
- Baseline Road – 6 lanes divided
- Emerald Avenue south of Baseline Road – 4 lanes divided
- Foothill Boulevard – 4 lanes divided
- White Avenue – 6 lanes divided
- Bonita Avenue east of Pattiglen Avenue – 4 lanes divided
- Arrow Highway east of White Avenue – 6 lanes divided
- Puddingstone Drive – 6 lanes divided

In addition, the following streets have portions that currently do not have a divider (either raised median or center turn lane):

- Esperanza Drive
- Damian Avenue
- B Street
- 3rd Street
- Palomares Avenue

The requirements to bring these streets up to the standards of the 1998 General Plan are substantial, often requiring removal of bike lanes and/or on-street parking, or widening the curb-to-curb width.

The SCAG model's 2040 roadway assumptions are shown in Figure 5. As shown in the figure, SCAG's future roadway assumptions are generally in line with what is currently built in terms of number of through lanes, with a few minor exceptions:

- The model does not reflect existing asymmetrical (3-lane) portions of Bonita Avenue and White Avenue.
- The model shows the existing 4-lane segment of White Avenue south of Arrow Highway as a 5-lane segment.
- Country Club Drive/Birdie Drive and Wheeler Avenue south of Arrow Highway are not in the model.

Separately from these efforts, the L (Gold) Line EIR has proposed several vehicle-oriented improvements around the future station location in order to accommodate traffic traveling to/from the station. While the improvements are primarily intersection improvements such as additional turn lanes, the EIR also includes restriping White Avenue between 1st Street and 6th Street, shown in Figure 6. The restriping would add a second northbound travel lane, for a total of two northbound lanes, one southbound lane, and a dedicated center turn lane (3-lane divided cross-section).

The proposed approach for developing the future vehicular roadway network for the Mobility Element roadway classifications map, travel modeling, and technical analysis is as follows:

- Update the Mobility Element and its future roadway classification map to consist of the categories listed below. The classifications should be general and based on the number of through vehicle lanes, with more flexibility regarding the presence of raised medians, two-way center lanes, or specific right-of-way widths. This can provide the City with versatility in implementing and improving the network.
  - **Major Arterials** consist of six travel lanes (three in each direction) and a landscaped median.
  - **Secondary Arterials** consist of four travel lanes (two in each direction) and are either divided (with a median or center turn lane) or undivided (with centerline striping).
  - **Collectors** consist of two travel lanes (one in each direction) and are either divided (with a center turn lane) or undivided (with or without centerline striping).
- Assume existing roadway configurations (number of through lanes and divided or undivided) for the Mobility Element buildout roadway map, travel modeling, and technical analysis, except White Avenue – assume 3-lane divided cross-section for White Avenue between 1st Street and 6th Street, per the L Line EIR.

- The Mobility Element map should call out asymmetrical (+1 lane) portions of Foothill Boulevard, White Avenue, and Bonita Avenue.
- Country Club Drive/Birdie Drive should be removed from the Mobility Element roadway classification map as it is a local residential street.
- The City should maintain a separate map of planned rights-of-way and curb-to-curb widths along City streets, to have as a reference that documents the ultimate reserved right-of-way of City roads that is separate from the Mobility Element's vehicular circulation/thru-lanes map.

The proposed Circulation Element Roadway Classifications map, which also illustrates the future roadway assumptions for the travel demand modeling and technical analysis, is provided as Figure 7.

Figure 2: Existing Roadway Configuration

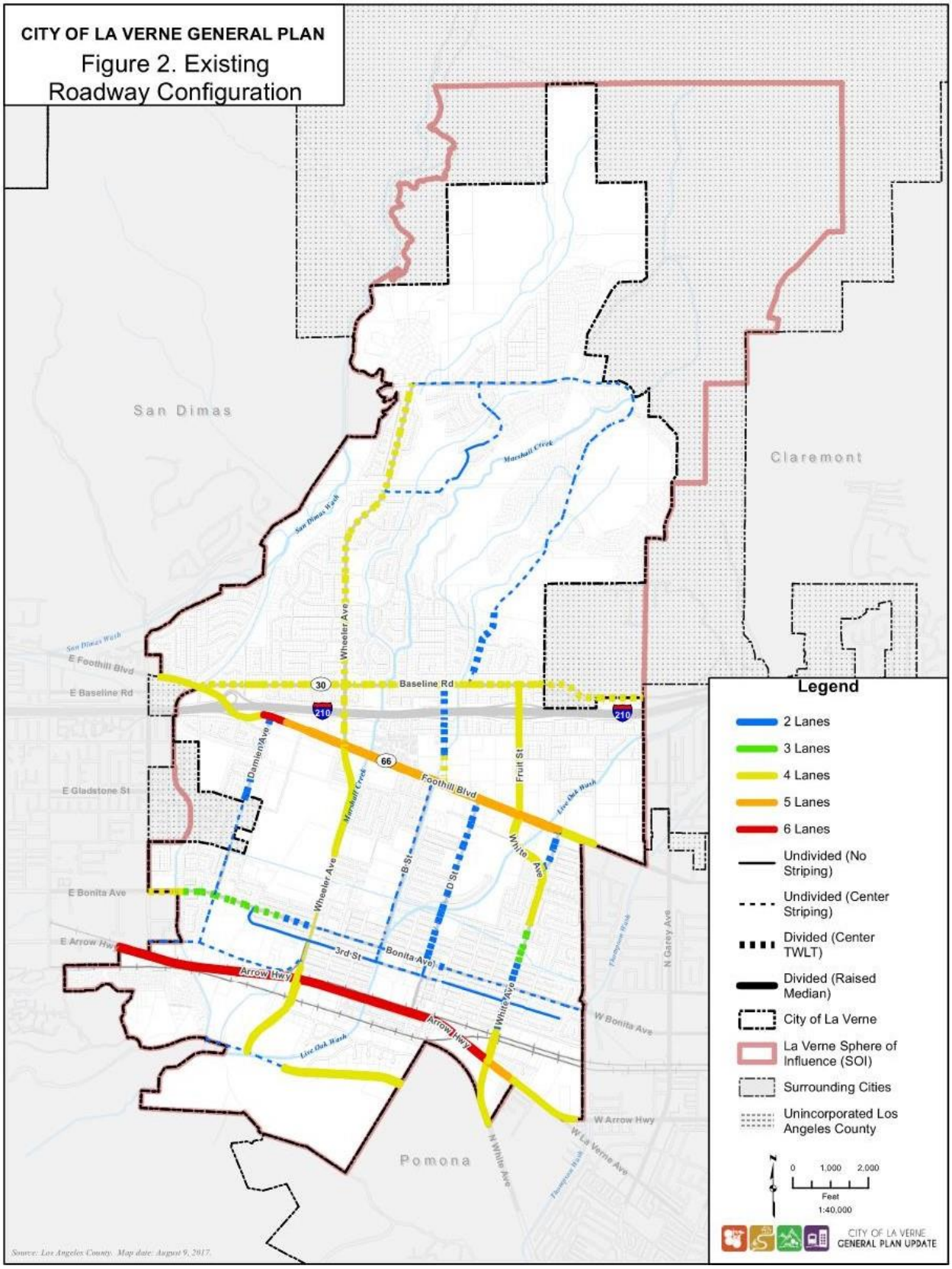


Figure 3: Current General Plan Street Plan

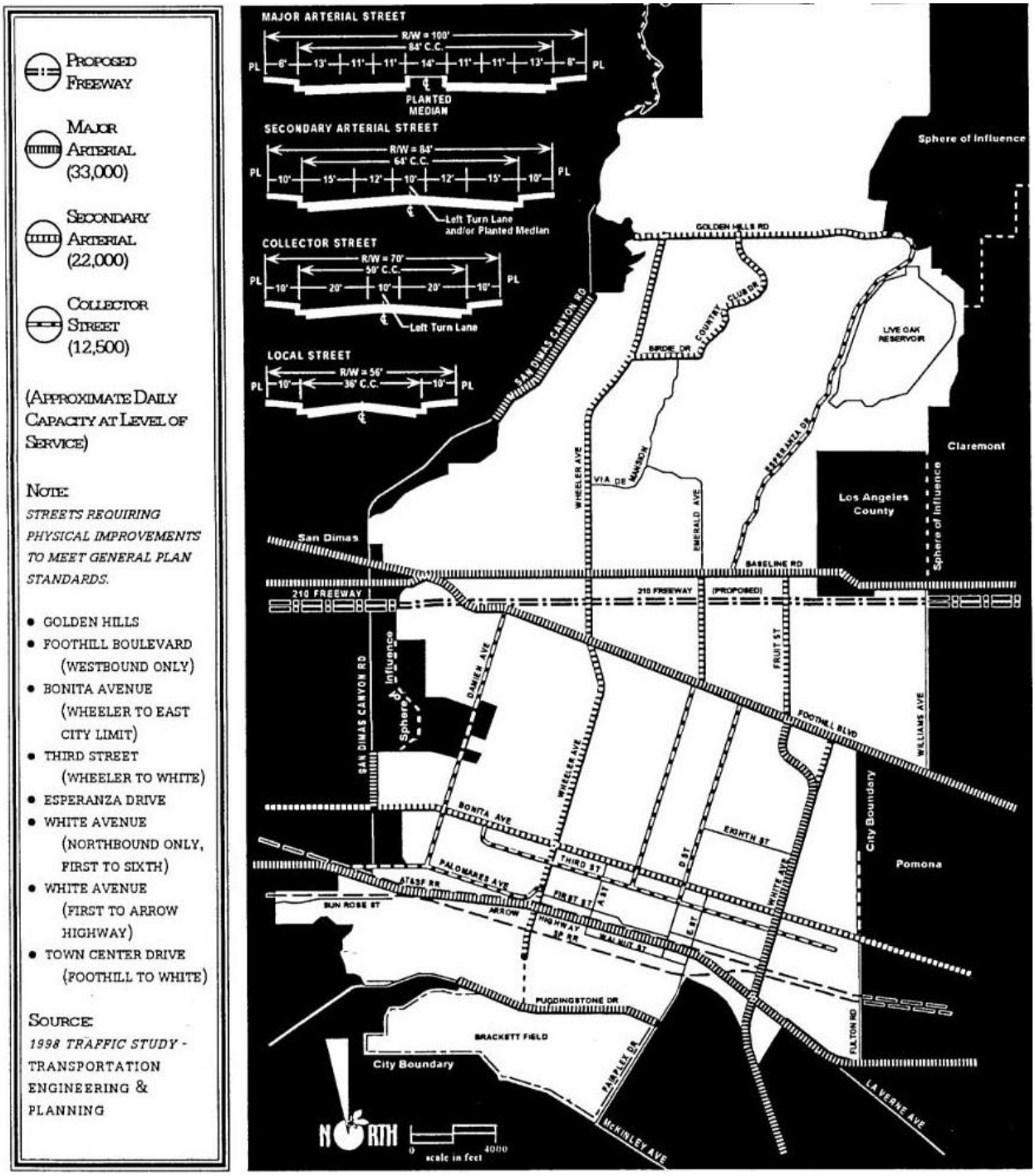


Figure 4: Current Circulation Element Classifications

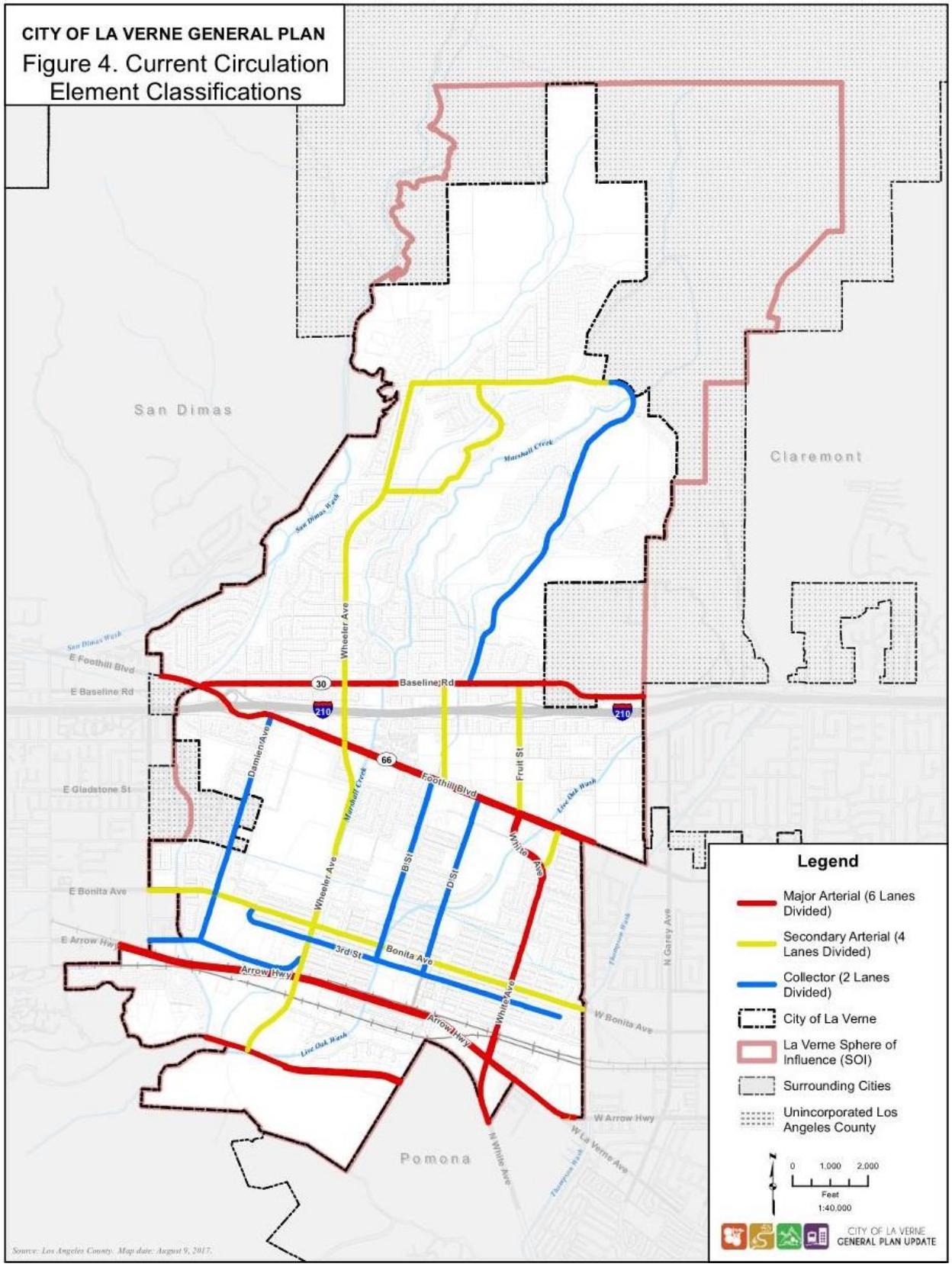


Figure 5: SCAG 2040 Model Assumptions

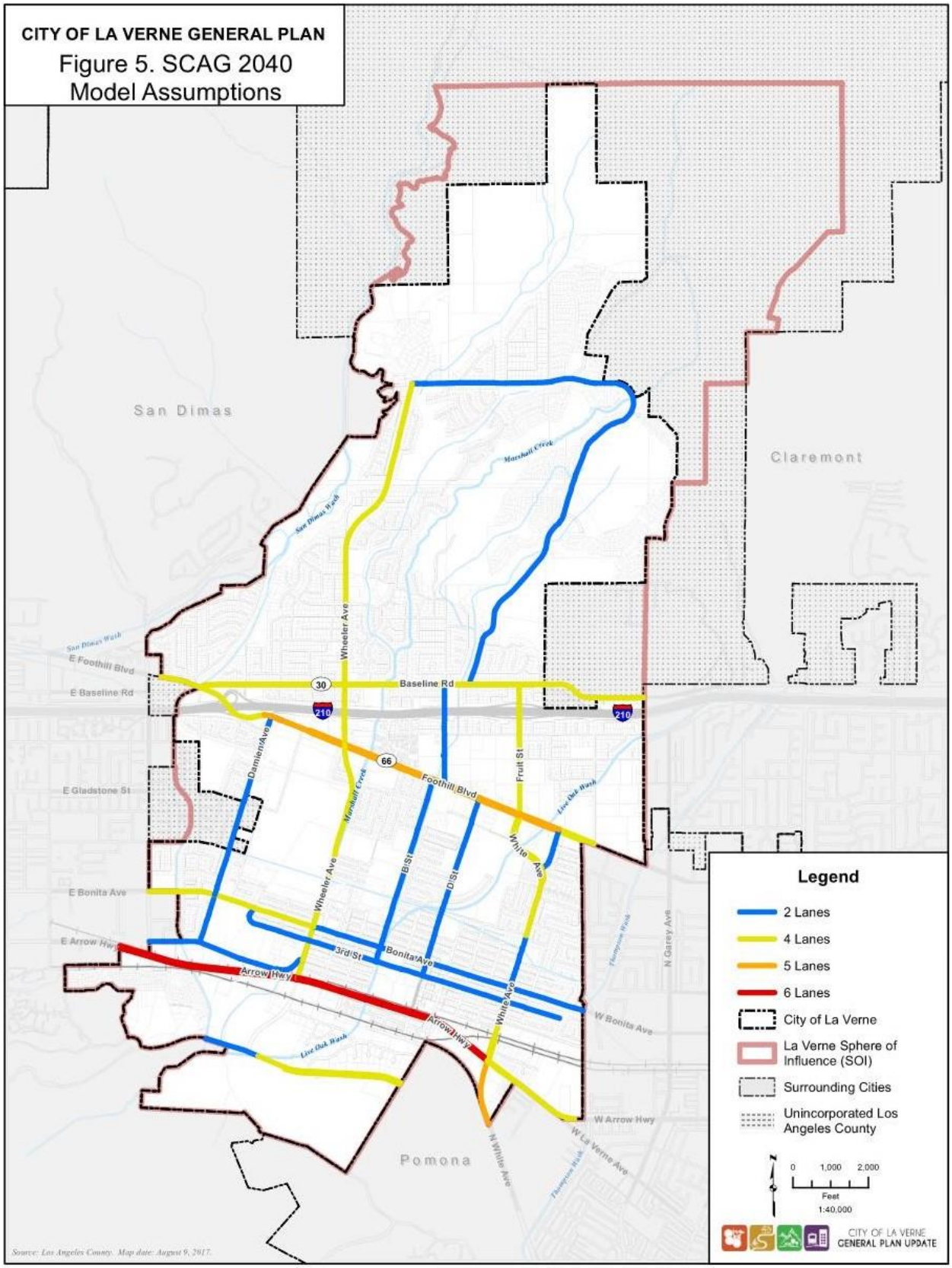


Figure 6: L (Gold) Line Roadway Improvements

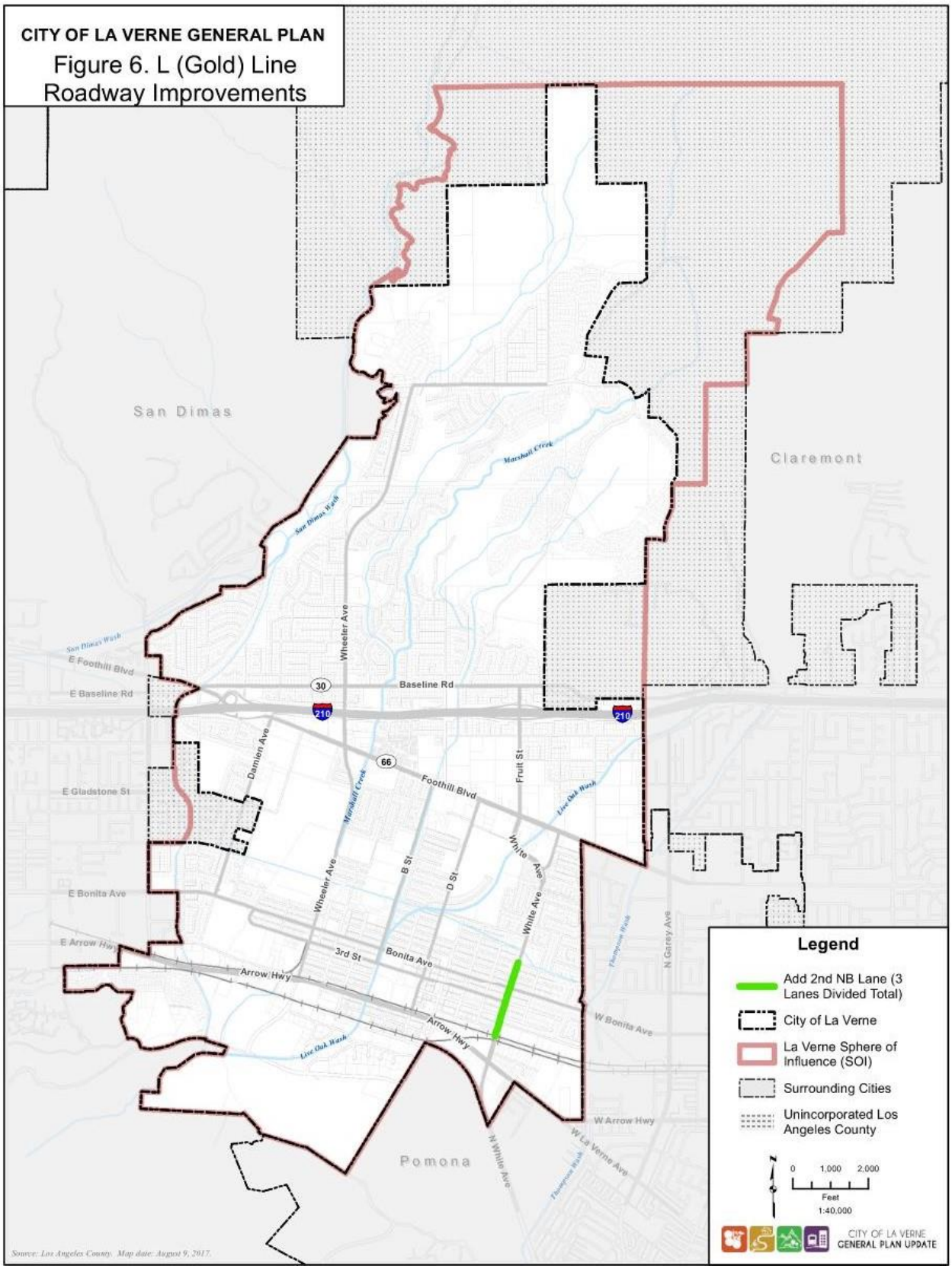
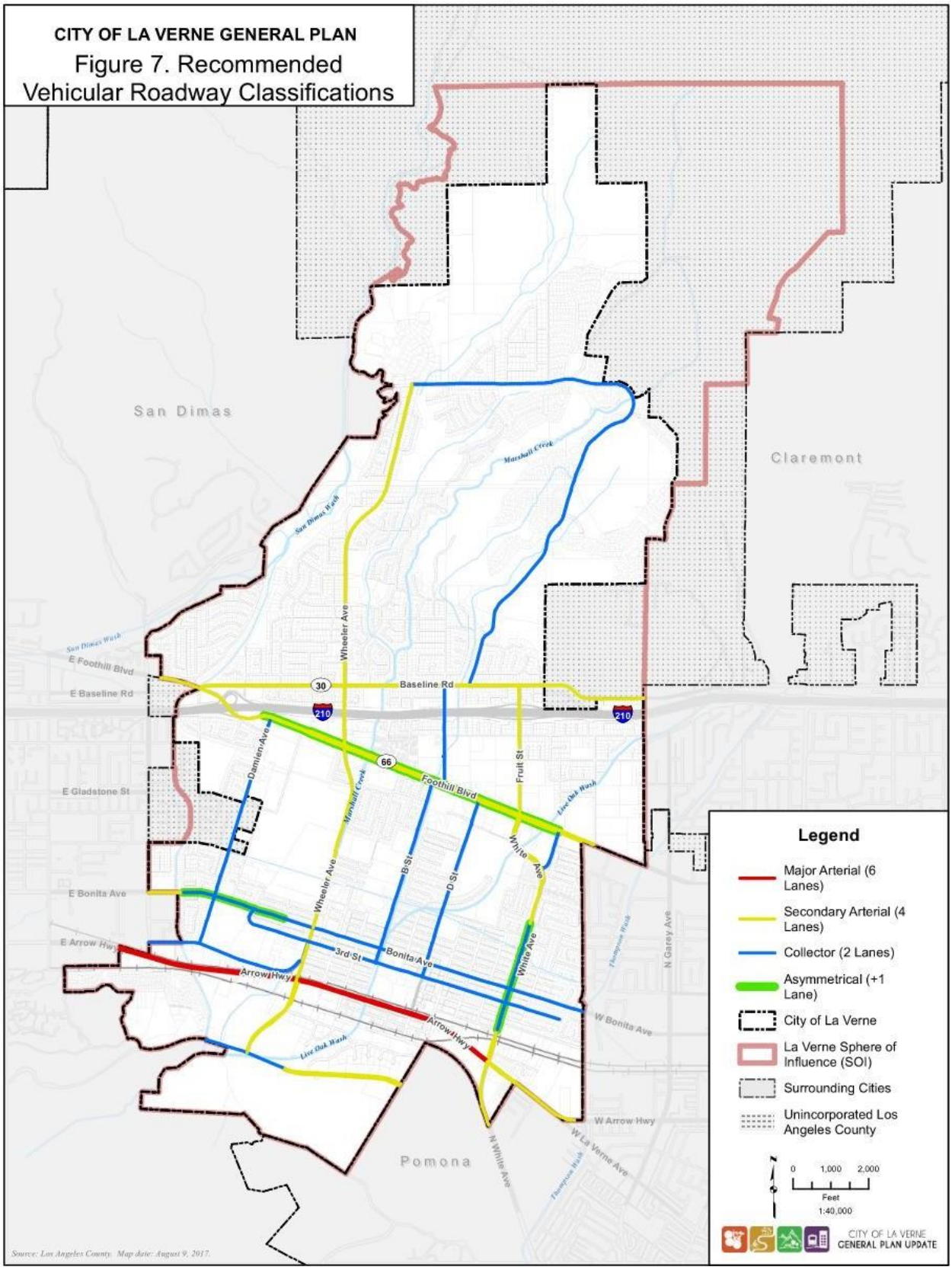


Figure 7: Recommended Vehicular Roadway Classifications



Summary

The proposed approach to utilizing updated existing traffic counts for the technical analysis is as follows:

- Use the 2023 traffic counts for the non-CEQA existing conditions traffic operations analysis. This analysis is not used for CEQA impact analyses, but merely to summarize existing conditions at the time the EIR is prepared.
- Use the 2017 traffic counts for the non-CEQA long-term future conditions traffic forecasting and operations analysis. Since future forecasts are developed by applying travel demand model growth to traffic counts, and the travel demand model represents what would be "normal" non-COVID travel patterns, it would be more appropriate to utilize the 2017 traffic counts as the base to which model growth is applied to obtain future condition volumes.

Consistent with the City's adopted CEQA transportation standards, the following significant impact thresholds will be utilized in the impact analysis:

- **Project Impact**: A significant impact would occur if the citywide VMT per service population under GPU buildout conditions would exceed the existing SGVCOG Northeast Subarea VMT per service population.
- **Cumulative Project Impact**: A significant impact would occur if the project increases total SGVCOG Northeast Subarea VMT compared to cumulative no project/previous plan conditions.

We propose using the 2016 SCAG RTP/SCS travel demand model for the following reasons:

- The 2016 RTP model is consistent with what was used to prepare the City's VMT analysis guidelines and impact thresholds, and is in line with standard practices in the region.
- The 2016 RTP model forms the basis for SGVCOG's online VMT estimating tool. Using the 2016 RTP model for the GPU transportation analysis ensures results for the GPU and for individual development projects are consistent. SGVCOG's tool will be using the 2016 RTP model at least through 2023.
- The 2016 RTP model includes the L (Gold) Line extension with a station in the city.
- SCAG projects similar residential and employment growth between the 2016 and 2020 RTPs for the cities surrounding La Verne.

The proposed approach for developing the future vehicular roadway network for the Mobility Element roadway classifications map, travel modeling, and technical analysis is as follows:

- Update the Mobility Element and its future roadway classification map to consist of the categories listed below. The classifications should be general and based on the number of through vehicle lanes, with more flexibility regarding the presence of raised medians, two-way center lanes, or specific right-of-way widths. This can provide the City with versatility in implementing and improving the network.
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- The City should maintain a separate map of planned rights-of-way and curb-to-curb widths along City streets, to have as a reference that documents the ultimate reserved right-of-way of City roads that is separate from the Mobility Element's vehicular circulation/thru-lanes map.

Appendix 2 — 2023 Traffic Count Data

Prepared by NDS/ATD

VOLUME

Arrow Hwy W/O Wheeler Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,806	6,726	16,532

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		7		22		12:00			121		111		232	
00:15			9		6		15		12:15			121		120		241	
00:30			14		7		21		12:30			141		97		238	
00:45			7	45	5	25	12	70	12:45			136	519	110	438	246	957
01:00			8		5		13		13:00			139		107		246	
01:15			8		2		10		13:15			144		92		236	
01:30			9		8		17		13:30			148		107		255	
01:45			1	26	6	21	7	47	13:45			163	594	93	399	256	993
02:00			8		6		14		14:00			170		104		274	
02:15			7		5		12		14:15			172		109		281	
02:30			6		4		10		14:30			173		116		289	
02:45			2	23	7	22	9	45	14:45			193	708	123	452	316	1160
03:00			3		1		4		15:00			235		100		335	
03:15			7		4		11		15:15			248		114		362	
03:30			6		3		9		15:30			267		129		396	
03:45			10	26	8	16	18	42	15:45			306	1056	104	447	410	1503
04:00			9		6		15		16:00			315		135		450	
04:15			18		9		27		16:15			315		135		450	
04:30			9		24		33		16:30			320		137		457	
04:45			22	58	44	83	66	141	16:45			285	1235	116	523	401	1758
05:00			11		35		46		17:00			332		147		479	
05:15			19		28		47		17:15			269		142		411	
05:30			40		57		97		17:30			250		122		372	
05:45			44	114	65	185	109	299	17:45			275	1126	110	521	385	1647
06:00			39		71		110		18:00			258		104		362	
06:15			53		78		131		18:15			220		98		318	
06:30			73		108		181		18:30			184		105		289	
06:45			76	241	133	390	209	631	18:45			129	791	97	404	226	1195
07:00			73		92		165		19:00			128		67		195	
07:15			99		113		212		19:15			91		64		155	
07:30			114		132		246		19:30			87		59		146	
07:45			123	409	150	487	273	896	19:45			105	411	37	227	142	638
08:00			137		148		285		20:00			75		60		135	
08:15			155		127		282		20:15			75		46		121	
08:30			100		125		225		20:30			52		44		96	
08:45			113	505	103	503	216	1008	20:45			65	267	40	190	105	457
09:00			118		99		217		21:00			60		34		94	
09:15			111		91		202		21:15			56		35		91	
09:30			86		83		169		21:30			44		29		73	
09:45			91	406	86	359	177	765	21:45			42	202	19	117	61	319
10:00			87		77		164		22:00			36		29		65	
10:15			103		84		187		22:15			32		17		49	
10:30			106		88		194		22:30			21		20		41	
10:45			97	393	107	356	204	749	22:45			23	112	27	93	50	205
11:00			114		91		205		23:00			30		21		51	
11:15			105		111		216		23:15			17		14		31	
11:30			119		95		214		23:30			22		12		34	
11:45			119	457	109	406	228	863	23:45			13	82	15	62	28	144
TOTALS				2703		2853		**5556**	**TOTALS**				7103		3873		**10976**
SPLIT %				48.7%		51.3%		**33.6%**	**SPLIT %**				64.7%		35.3%		**66.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,806	6,726	16,532

AM Peak Hour			07:30	07:30	**07:30**	**PM Peak Hour**			15:45	16:30	**16:15**
AM Pk Volume			529	557	**1086**	**PM Pk Volume**			1256	542	**1787**
Pk Hr Factor			0.853	0.928	**0.953**	**Pk Hr Factor**			0.981	0.922	**0.933**
7 - 9 Volume	0	0	914	990	**1904**	**4 - 6 Volume**	0	0	2361	1044	**3405**
7 - 9 Peak Hour			07:30	07:30	**07:30**	**4 - 6 Peak Hour**			16:15	16:30	**16:15**
7 - 9 Pk Volume	0	0	529	557	**1086**	**4 - 6 Pk Volume**	0	0	1252	542	**1787**
Pk Hr Factor	0.000	0.000	0.853	0.928	**0.953**	**Pk Hr Factor**	0.000	0.000	0.943	0.922	**0.933**

Prepared by NDS/ATD

VOLUME

W Arrow Hwy W/O Fair Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,236	9,649	19,885

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		8		23		12:00			138		131		269	
00:15			16		7		23		12:15			135		153		288	
00:30			8		7		15		12:30			123		138		261	
00:45			6	45	6	28	12	73	12:45			149	545	154	576	303	1121
01:00			4		5		9		13:00			156		141		297	
01:15			3		5		8		13:15			181		155		336	
01:30			4		5		9		13:30			169		179		348	
01:45			4	15	5	20	9	35	13:45			151	657	171	646	322	1303
02:00			7		4		11		14:00			183		157		340	
02:15			5		3		8		14:15			186		168		354	
02:30			8		2		10		14:30			242		173		415	
02:45			4	24	6	15	10	39	14:45			209	820	176	674	385	1494
03:00			1		9		10		15:00			220		168		388	
03:15			7		9		16		15:15			228		157		385	
03:30			4		7		11		15:30			263		193		456	
03:45			8	20	14	39	22	59	15:45			255	966	184	702	439	1668
04:00			10		9		19		16:00			287		177		464	
04:15			8		22		30		16:15			265		166		431	
04:30			21		32		53		16:30			331		168		499	
04:45			14	53	65	128	79	181	16:45			311	1194	182	693	493	1887
05:00			25		62		87		17:00			290		189		479	
05:15			12		60		72		17:15			272		165		437	
05:30			24		93		117		17:30			305		181		486	
05:45			51	112	122	337	173	449	17:45			226	1093	173	708	399	1801
06:00			42		97		139		18:00			217		158		375	
06:15			69		88		157		18:15			206		128		334	
06:30			67		138		205		18:30			155		130		285	
06:45			86	264	143	466	229	730	18:45			152	730	117	533	269	1263
07:00			100		127		227		19:00			121		94		215	
07:15			102		195		297		19:15			124		80		204	
07:30			123		268		391		19:30			102		75		177	
07:45			176	501	294	884	470	1385	19:45			102	449	73	322	175	771
08:00			193		221		414		20:00			86		57		143	
08:15			161		166		327		20:15			82		59		141	
08:30			115		163		278		20:30			77		73		150	
08:45			111	580	165	715	276	1295	20:45			81	326	65	254	146	580
09:00			113		159		272		21:00			87		44		131	
09:15			115		129		244		21:15			74		49		123	
09:30			117		112		229		21:30			58		49		107	
09:45			120	465	141	541	261	1006	21:45			53	272	41	183	94	455
10:00			109		108		217		22:00			52		29		81	
10:15			102		123		225		22:15			30		26		56	
10:30			79		120		199		22:30			39		41		80	
10:45			124	414	139	490	263	904	22:45			28	149	18	114	46	263
11:00			120		149		269		23:00			25		18		43	
11:15			112		134		246		23:15			23		11		34	
11:30			112		123		235		23:30			16		10		26	
11:45			120	464	125	531	245	995	23:45			14	78	11	50	25	128
TOTALS				2957		4194		**7151**	**TOTALS**				7279		5455		**12734**
SPLIT %				41.4%		58.6%		**36.0%**	**SPLIT %**				57.2%		42.8%		**64.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,236	9,649	19,885

AM Peak Hour			07:30	07:15	**07:30**	**PM Peak Hour**			16:30	15:30	**16:30**
AM Pk Volume			653	978	**1602**	**PM Pk Volume**			1204	720	**1908**
Pk Hr Factor			0.846	0.832	**0.852**	**Pk Hr Factor**			0.909	0.933	**0.956**
7 - 9 Volume	0	0	1081	1599	**2680**	**4 - 6 Volume**	0	0	2287	1401	**3688**
7 - 9 Peak Hour			07:30	07:15	**07:30**	**4 - 6 Peak Hour**			16:30	16:45	**16:30**
7 - 9 Pk Volume	0	0	653	978	**1602**	**4 - 6 Pk Volume**	0	0	1204	717	**1908**
Pk Hr Factor	0.000	0.000	0.846	0.832	**0.852**	**Pk Hr Factor**	0.000	0.000	0.909	0.948	**0.956**

Prepared by NDS/ATD

VOLUME

B St S/O Peyton Rd

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_011

DAILY TOTALS	NB	SB	EB	WB	Total
	1,667	1,862	0	0	3,529

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	26		34						60	
00:15	0		1						1		12:15	22		31						53	
00:30	3		0						3		12:30	33		27						60	
00:45	0	3	3	6					3	9	12:45	24	105	38	130					62	235
01:00	1		1						2		13:00	37		48						85	
01:15	1		0						1		13:15	26		41						67	
01:30	2		1						3		13:30	24		41						65	
01:45	3	7	1	3					4	10	13:45	23	110	39	169					62	279
02:00	0		1						1		14:00	47		34						81	
02:15	0		0						0		14:15	41		26						67	
02:30	1		1						2		14:30	37		61						98	
02:45	1	2	3	5					4	7	14:45	43	168	34	155					77	323
03:00	0		0						0		15:00	35		28						63	
03:15	0		0						0		15:15	45		35						80	
03:30	0		3						3		15:30	36		36						72	
03:45	0		0	3					0	3	15:45	37	153	32	131					69	284
04:00	0		0						0		16:00	23		25						48	
04:15	0		1						1		16:15	30		26						56	
04:30	0		1						1		16:30	31		25						56	
04:45	0		3	5					3	5	16:45	35	119	22	98					57	217
05:00	3		8						11		17:00	41		25						66	
05:15	2		5						7		17:15	44		26						70	
05:30	4		13						17		17:30	30		18						48	
05:45	3	12	14	40					17	52	17:45	34	149	39	108					73	257
06:00	2		11						13		18:00	36		23						59	
06:15	6		11						17		18:15	28		12						40	
06:30	4		19						23		18:30	19		25						44	
06:45	7	19	25	66					32	85	18:45	17	100	20	80					37	180
07:00	10		25						35		19:00	9		22						31	
07:15	11		32						43		19:15	19		11						30	
07:30	19		43						62		19:30	14		15						29	
07:45	43	83	47	147					90	230	19:45	18	60	11	59					29	119
08:00	79		49						128		20:00	19		14						33	
08:15	84		91						175		20:15	14		8						22	
08:30	17		49						66		20:30	13		16						29	
08:45	15	195	32	221					47	416	20:45	13	59	11	49					24	108
09:00	14		30						44		21:00	12		10						22	
09:15	23		42						65		21:15	10		8						18	
09:30	12		27						39		21:30	2		6						8	
09:45	16	65	27	126					43	191	21:45	8	32	8	32					16	64
10:00	14		15						29		22:00	7		8						15	
10:15	13		22						35		22:15	3		6						9	
10:30	12		23						35		22:30	4		3						7	
10:45	33	72	19	79					52	151	22:45	10	24	2	19					12	43
11:00	34		31						65		23:00	5		3						8	
11:15	26		27						53		23:15	3		1						4	
11:30	31		26						57		23:30	3		4						7	
11:45	23	114	36	120					59	234	23:45	5	16	3	11					8	27
TOTALS		572		821						1393	TOTALS		1095		1041						2136
SPLIT %		41.1%		58.9%						39.5%	SPLIT %		51.3%		48.7%						60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,667	1,862	0	0	3,529

AM Peak Hour	07:30	07:45			07:45	PM Peak Hour	14:00	13:00			14:00
AM Pk Volume	225	236			459	PM Pk Volume	168	169			323
Pk Hr Factor	0.670	0.648			0.656	Pk Hr Factor	0.894	0.880			0.824
7 - 9 Volume	278	368	0	0	646	4 - 6 Volume	268	206	0	0	474
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	16:30	17:00			17:00
7 - 9 Pk Volume	225	236	0	0	459	4 - 6 Pk Volume	151	108	0	0	257
Pk Hr Factor	0.670	0.648	0.000	0.000	0.656	Pk Hr Factor	0.858	0.692	0.000	0.000	0.880

Prepared by NDS/ATD

VOLUME

Baseline Rd W/O Hale Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,932	5,620	10,552

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		4		8		12:00			64		77		141	
00:15			3		5		8		12:15			72		70		142	
00:30			4		3		7		12:30			59		78		137	
00:45			2	13	4	16	6	29	12:45			76	271	97	322	173	593
01:00			3		0		3		13:00			112		96		208	
01:15			2		2		4		13:15			80		63		143	
01:30			1		2		3		13:30			76		70		146	
01:45			1	7	1	5	2	12	13:45			94	362	79	308	173	670
02:00			2		2		4		14:00			102		110		212	
02:15			1		0		1		14:15			101		68		169	
02:30			1		1		2		14:30			100		82		182	
02:45			0	4	3	6	3	10	14:45			99	402	114	374	213	776
03:00			0		2		2		15:00			105		74		179	
03:15			0		1		1		15:15			151		94		245	
03:30			1		3		4		15:30			111		80		191	
03:45			0	1	12	18	12	19	15:45			143	510	85	333	228	843
04:00			3		15		18		16:00			146		78		224	
04:15			1		17		18		16:15			143		77		220	
04:30			1		25		26		16:30			130		78		208	
04:45			3	8	29	86	32	94	16:45			137	556	96	329	233	885
05:00			1		38		39		17:00			146		103		249	
05:15			3		42		45		17:15			157		97		254	
05:30			7		50		57		17:30			145		93		238	
05:45			10	21	62	192	72	213	17:45			169	617	85	378	254	995
06:00			10		71		81		18:00			145		86		231	
06:15			10		72		82		18:15			100		71		171	
06:30			8		88		96		18:30			88		50		138	
06:45			20	48	117	348	137	396	18:45			84	417	66	273	150	690
07:00			19		125		144		19:00			72		45		117	
07:15			38		138		176		19:15			64		45		109	
07:30			57		172		229		19:30			53		38		91	
07:45			104	218	181	616	285	834	19:45			50	239	42	170	92	409
08:00			60		127		187		20:00			58		43		101	
08:15			59		122		181		20:15			51		35		86	
08:30			61		133		194		20:30			25		30		55	
08:45			71	251	128	510	199	761	20:45			38	172	24	132	62	304
09:00			51		102		153		21:00			43		25		68	
09:15			55		105		160		21:15			28		21		49	
09:30			35		104		139		21:30			24		14		38	
09:45			46	187	103	414	149	601	21:45			18	113	17	77	35	190
10:00			48		83		131		22:00			15		17		32	
10:15			51		70		121		22:15			20		14		34	
10:30			48		79		127		22:30			17		11		28	
10:45			43	190	89	321	132	511	22:45			8	60	15	57	23	117
11:00			49		78		127		23:00			10		10		20	
11:15			60		84		144		23:15			6		4		10	
11:30			61		79		140		23:30			5		4		9	
11:45			67	237	74	315	141	552	23:45			7	28	2	20	9	48
TOTALS				1185		2847		4032	TOTALS				3747		2773		6520
SPLIT %				29.4%		70.6%		38.2%	SPLIT %				57.5%		42.5%		61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,932	5,620	10,552

AM Peak Hour			07:45	07:15	07:30	PM Peak Hour			17:00	16:45	17:00
AM Pk Volume			284	618	882	PM Pk Volume			617	389	995
Pk Hr Factor			0.683	0.854	0.774	Pk Hr Factor			0.913	0.944	0.979
7 - 9 Volume	0	0	469	1126	1595	4 - 6 Volume	0	0	1173	707	1880
7 - 9 Peak Hour			07:45	07:15	07:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	284	618	882	4 - 6 Pk Volume	0	0	617	389	995
Pk Hr Factor	0.000	0.000	0.683	0.854	0.774	Pk Hr Factor	0.000	0.000	0.913	0.944	0.979

Prepared by NDS/ATD

VOLUME

Baseline Rd E/O Esperanza Dr

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,412	6,237	13,649

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		7		10		12:00			116		94		210	
00:15			8		5		13		12:15			96		112		208	
00:30			5		7		12		12:30			91		110		201	
00:45			1	17	6	25	7	42	12:45			106	409	97	413	203	822
01:00			6		4		10		13:00			135		112		247	
01:15			4		1		5		13:15			110		93		203	
01:30			4		5		9		13:30			111		114		225	
01:45			2	16	5	15	7	31	13:45			142	498	97	416	239	914
02:00			4		4		8		14:00			147		93		240	
02:15			2		2		4		14:15			142		102		244	
02:30			5		2		7		14:30			142		104		246	
02:45			2	13	3	11	5	24	14:45			151	582	99	398	250	980
03:00			6		5		11		15:00			171		85		256	
03:15			3		9		12		15:15			166		108		274	
03:30			3		3		6		15:30			179		119		298	
03:45			4	16	12	29	16	45	15:45			189	705	128	440	317	1145
04:00			10		4		14		16:00			169		111		280	
04:15			6		7		13		16:15			210		120		330	
04:30			13		8		21		16:30			202		118		320	
04:45			16	45	21	40	37	85	16:45			186	767	105	454	291	1221
05:00			8		11		19		17:00			180		110		290	
05:15			16		26		42		17:15			195		131		326	
05:30			21		34		55		17:30			191		109		300	
05:45			29	74	50	121	79	195	17:45			174	740	122	472	296	1212
06:00			33		39		72		18:00			168		107		275	
06:15			40		53		93		18:15			166		104		270	
06:30			54		71		125		18:30			111		99		210	
06:45			75	202	63	226	138	428	18:45			101	546	96	406	197	952
07:00			94		98		192		19:00			74		85		159	
07:15			84		101		185		19:15			72		57		129	
07:30			141		178		319		19:30			71		75		146	
07:45			173	492	188	565	361	1057	19:45			42	259	49	266	91	525
08:00			124		131		255		20:00			64		60		124	
08:15			117		104		221		20:15			54		48		102	
08:30			97		110		207		20:30			44		69		113	
08:45			91	429	82	427	173	856	20:45			28	190	59	236	87	426
09:00			106		76		182		21:00			37		59		96	
09:15			94		89		183		21:15			29		41		70	
09:30			76		77		153		21:30			32		41		73	
09:45			99	375	79	321	178	696	21:45			29	127	36	177	65	304
10:00			72		83		155		22:00			19		35		54	
10:15			100		71		171		22:15			13		21		34	
10:30			93		68		161		22:30			16		26		42	
10:45			89	354	84	306	173	660	22:45			16	64	13	95	29	159
11:00			118		70		188		23:00			15		15		30	
11:15			95		94		189		23:15			17		16		33	
11:30			131		78		209		23:30			10		7		17	
11:45			99	443	87	329	186	772	23:45			7	49	11	49	18	98
TOTALS				2476		2415		4891	TOTALS				4936		3822		8758
SPLIT %				50.6%		49.4%		35.8%	SPLIT %				56.4%		43.6%		64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,412	6,237	13,649

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:15	15:30	15:45
AM Pk Volume			555	601	1156	PM Pk Volume			778	478	1247
Pk Hr Factor			0.802	0.799	0.801	Pk Hr Factor			0.926	0.934	0.945
7 - 9 Volume	0	0	921	992	1913	4 - 6 Volume	0	0	1507	926	2433
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	555	601	1156	4 - 6 Pk Volume	0	0	778	472	1231
Pk Hr Factor	0.000	0.000	0.802	0.799	0.801	Pk Hr Factor	0.000	0.000	0.926	0.901	0.933

Prepared by NDS/ATD

VOLUME

Bonita Ave W/O Esther Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,490	5,591	12,081

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		9		17		12:00			102		81		183	
00:15			4		4		8		12:15			119		87		206	
00:30			4		6		10		12:30			117		77		194	
00:45			3	19	4	23	7	42	12:45			123	461	70	315	193	776
01:00			1		2		3		13:00			84		91		175	
01:15			4		5		9		13:15			97		92		189	
01:30			2		3		5		13:30			108		96		204	
01:45			5	12	5	15	10	27	13:45			112	401	102	381	214	782
02:00			0		4		4		14:00			141		96		237	
02:15			1		1		2		14:15			132		75		207	
02:30			1		0		1		14:30			134		105		239	
02:45			3	5	0	5	3	10	14:45			133	540	99	375	232	915
03:00			1		1		2		15:00			125		118		243	
03:15			1		0		1		15:15			145		146		291	
03:30			1		2		3		15:30			193		163		356	
03:45			3	6	5	8	8	14	15:45			219	682	111	538	330	1220
04:00			2		1		3		16:00			164		97		261	
04:15			4		8		12		16:15			173		103		276	
04:30			5		9		14		16:30			153		107		260	
04:45			14	25	10	28	24	53	16:45			164	654	119	426	283	1080
05:00			5		14		19		17:00			161		125		286	
05:15			5		14		19		17:15			164		84		248	
05:30			14		30		44		17:30			133		97		230	
05:45			20	44	35	93	55	137	17:45			148	606	92	398	240	1004
06:00			20		38		58		18:00			113		90		203	
06:15			31		34		65		18:15			135		108		243	
06:30			30		31		61		18:30			90		94		184	
06:45			41	122	57	160	98	282	18:45			95	433	76	368	171	801
07:00			35		59		94		19:00			72		54		126	
07:15			74		73		147		19:15			78		68		146	
07:30			109		134		243		19:30			49		51		100	
07:45			226	444	166	432	392	876	19:45			47	246	40	213	87	459
08:00			160		183		343		20:00			43		41		84	
08:15			114		174		288		20:15			60		42		102	
08:30			91		154		245		20:30			38		38		76	
08:45			115	480	125	636	240	1116	20:45			39	180	32	153	71	333
09:00			86		54		140		21:00			32		30		62	
09:15			81		74		155		21:15			29		30		59	
09:30			77		78		155		21:30			20		39		59	
09:45			67	311	66	272	133	583	21:45			23	104	32	131	55	235
10:00			68		60		128		22:00			24		12		36	
10:15			74		79		153		22:15			13		17		30	
10:30			61		49		110		22:30			6		17		23	
10:45			75	278	69	257	144	535	22:45			12	55	17	63	29	118
11:00			91		57		148		23:00			11		13		24	
11:15			89		68		157		23:15			7		11		18	
11:30			79		61		140		23:30			12		10		22	
11:45			87	346	76	262	163	608	23:45			6	36	5	39	11	75
TOTALS				2092		2191		4283	TOTALS				4398		3400		7798
SPLIT %				48.8%		51.2%		35.5%	SPLIT %				56.4%		43.6%		64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,490	5,591	12,081

AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			15:30	15:00	15:15
AM Pk Volume			609	677	1268	PM Pk Volume			749	538	1238
Pk Hr Factor			0.674	0.925	0.809	Pk Hr Factor			0.855	0.825	0.869
7 - 9 Volume	0	0	924	1068	1992	4 - 6 Volume	0	0	1260	824	2084
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:00	16:15	16:15
7 - 9 Pk Volume	0	0	609	677	1268	4 - 6 Pk Volume	0	0	654	454	1105
Pk Hr Factor	0.000	0.000	0.674	0.925	0.809	Pk Hr Factor	0.000	0.000	0.945	0.908	0.966

Prepared by National Data & Surveying Services

VOLUME

Bonita Ave Bet. E St & F St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,706	5,357	11,063

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00			5		5		10		12:00			102		124		226	
0:15			8		4		12		12:15			85		76		161	
0:30			3		2		5		12:30			98		83		181	
0:45			7	23	4	15	11	38	12:45			90	375	106	389	196	764
1:00			5		2		7		13:00			124		80		204	
1:15			2		0		2		13:15			88		73		161	
1:30			3		2		5		13:30			105		81		186	
1:45			4	14	3	7	7	21	13:45			92	409	93	327	185	736
2:00			1		3		4		14:00			119		95		214	
2:15			2		1		3		14:15			100		78		178	
2:30			2		2		4		14:30			124		97		221	
2:45			6	11	1	7	7	18	14:45			155	498	81	351	236	849
3:00			2		3		5		15:00			138		91		229	
3:15			1		4		5		15:15			134		95		229	
3:30			1		0		1		15:30			131		90		221	
3:45			1	5	6	13	7	18	15:45			128	531	81	357	209	888
4:00			2		5		7		16:00			128		95		223	
4:15			5		6		11		16:15			149		96		245	
4:30			5		9		14		16:30			126		102		228	
4:45			11	23	11	31	22	54	16:45			120	523	86	379	206	902
5:00			7		15		22		17:00			137		94		231	
5:15			15		27		42		17:15			139		105		244	
5:30			12		22		34		17:30			143		92		235	
5:45			17	51	36	100	53	151	17:45			130	549	107	398	237	947
6:00			20		41		61		18:00			124		73		197	
6:15			18		53		71		18:15			119		75		194	
6:30			40		72		112		18:30			88		93		181	
6:45			31	109	69	235	100	344	18:45			95	426	60	301	155	727
7:00			42		88		130		19:00			81		60		141	
7:15			46		100		146		19:15			66		54		120	
7:30			73		129		202		19:30			63		33		96	
7:45			108	269	159	476	267	745	19:45			50	260	41	188	91	448
8:00			114		115		229		20:00			59		44		103	
8:15			104		114		218		20:15			52		40		92	
8:30			64		103		167		20:30			55		42		97	
8:45			71	353	121	453	192	806	20:45			48	214	32	158	80	372
9:00			57		70		127		21:00			41		38		79	
9:15			57		75		132		21:15			37		24		61	
9:30			58		65		123		21:30			31		15		46	
9:45			65	237	85	295	150	532	21:45			22	131	25	102	47	233
10:00			58		86		144		22:00			33		17		50	
10:15			50		62		112		22:15			22		26		48	
10:30			64		79		143		22:30			22		11		33	
10:45			72	244	89	316	161	560	22:45			24	101	11	65	35	166
11:00			84		87		171		23:00			10		12		22	
11:15			78		68		146		23:15			9		13		22	
11:30			69		91		160		23:30			9		9		18	
11:45			77	308	106	352	183	660	23:45			14	42	8	42	22	84
TOTALS				1647		2300		3947	TOTALS				4059		3057		7116
SPLIT %				41.7%		58.3%		35.7%	SPLIT %				57.0%		43.0%		64.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,706	5,357	11,063

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			14:45	17:00	17:00
AM Pk Volume			399	517	916	PM Pk Volume			558	398	947
Pk Hr Factor			0.875	0.813	0.858	Pk Hr Factor			0.900	0.930	0.970
7 - 9 Volume	0	0	622	929	1551	4 - 6 Volume	0	0	1072	777	1849
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	399	517	916	4 - 6 Pk Volume	0	0	549	398	947
Pk Hr Factor	0.000	0.000	0.875	0.813	0.858	Pk Hr Factor	0.000	0.000	0.960	0.930	0.970

Prepared by NDS/ATD

VOLUME

D St N/O 11th St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_023

DAILY TOTALS	NB	SB	EB	WB	Total
	4,532	4,262	0	0	8,794

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		9						15		12:00	88		77						165	
00:15	6		6						12		12:15	87		106						193	
00:30	4		8						12		12:30	80		91						171	
00:45	4	20	8	31					12	51	12:45	60	315	76	350					136	665
01:00	4		0						4		13:00	94		83						177	
01:15	5		5						10		13:15	61		76						137	
01:30	0		2						2		13:30	72		92						164	
01:45	3	12	0	7					3	19	13:45	82	309	74	325					156	634
02:00	0		1						1		14:00	91		76						167	
02:15	4		0						4		14:15	102		72						174	
02:30	1		0						1		14:30	122		105						227	
02:45	1	6	1	2					2	8	14:45	115	430	86	339					201	769
03:00	0		1						1		15:00	82		84						166	
03:15	2		1						3		15:15	101		95						196	
03:30	1		0						1		15:30	92		73						165	
03:45	1	4	1	3					2	7	15:45	115	390	85	337					200	727
04:00	1		5						6		16:00	94		79						173	
04:15	1		5						6		16:15	125		88						213	
04:30	3		1						4		16:30	94		74						168	
04:45	1	6	7	18					8	24	16:45	76	389	85	326					161	715
05:00	3		8						11		17:00	110		80						190	
05:15	7		14						21		17:15	84		80						164	
05:30	7		5						12		17:30	92		103						195	
05:45	8	25	5	32					13	57	17:45	106	392	107	370					213	762
06:00	3		14						17		18:00	80		86						166	
06:15	20		17						37		18:15	85		86						171	
06:30	16		23						39		18:30	77		93						170	
06:45	10	49	26	80					36	129	18:45	70	312	75	340					145	652
07:00	35		25						60		19:00	51		60						111	
07:15	43		44						87		19:15	67		60						127	
07:30	57		71						128		19:30	43		64						107	
07:45	88	223	80	220					168	443	19:45	49	210	44	228					93	438
08:00	149		83						232		20:00	34		43						77	
08:15	165		109						274		20:15	34		43						77	
08:30	52		36						88		20:30	36		34						70	
08:45	46	412	44	272					90	684	20:45	43	147	34	154					77	301
09:00	37		53						90		21:00	51		41						92	
09:15	51		42						93		21:15	39		27						66	
09:30	36		40						76		21:30	20		24						44	
09:45	40	164	39	174					79	338	21:45	12	122	22	114					34	236
10:00	38		39						77		22:00	17		15						32	
10:15	46		63						109		22:15	25		17						42	
10:30	64		61						125		22:30	25		15						40	
10:45	53	201	49	212					102	413	22:45	12	79	13	60					25	139
11:00	78		57						135		23:00	13		16						29	
11:15	70		53						123		23:15	7		10						17	
11:30	69		63						132		23:30	7		6						13	
11:45	66	283	55	228					121	511	23:45	5	32	8	40					13	72
TOTALS		1405		1279						2684	TOTALS		3127		2983						6110
SPLIT %		52.3%		47.7%						30.5%	SPLIT %		51.2%		48.8%						69.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,532	4,262	0	0	8,794

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	14:00	17:30			14:30
AM Pk Volume	459	343			802	PM Pk Volume	430	382			790
Pk Hr Factor	0.695	0.787			0.732	Pk Hr Factor	0.881	0.893			0.870
7 - 9 Volume	635	492	0	0	1127	4 - 6 Volume	781	696	0	0	1477
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:15	17:00			17:00
7 - 9 Pk Volume	459	343	0	0	802	4 - 6 Pk Volume	405	370	0	0	762
Pk Hr Factor	0.695	0.787	0.000	0.000	0.732	Pk Hr Factor	0.810	0.864	0.000	0.000	0.894

Prepared by NDS/ATD

VOLUME

Damien Ave N/O Alessandro Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_007

DAILY TOTALS	NB	SB	EB	WB	Total
	3,634	2,908	0	0	6,542

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		0						3		12:00	46		34						80	
00:15	5		3						8		12:15	43		28						71	
00:30	4		9						13		12:30	66		27						93	
00:45	5	17	1	13					6	30	12:45	89	244	28	117					117	361
01:00	2		2						4		13:00	88		128						216	
01:15	4		2						6		13:15	53		52						105	
01:30	1		0						1		13:30	55		46						101	
01:45	1	8	1	5					2	13	13:45	51	247	70	296					121	543
02:00	1		0						1		14:00	119		63						182	
02:15	1		0						1		14:15	73		51						124	
02:30	2		2						4		14:30	77		46						123	
02:45	1	5	0	2					1	7	14:45	74	343	44	204					118	547
03:00	2		1						3		15:00	83		44						127	
03:15	3		2						5		15:15	68		39						107	
03:30	1		2						3		15:30	68		43						111	
03:45	3	9	3	8					6	17	15:45	69	288	38	164					107	452
04:00	6		2						8		16:00	76		44						120	
04:15	2		2						4		16:15	81		47						128	
04:30	3		7						10		16:30	74		45						119	
04:45	7	18	11	22					18	40	16:45	76	307	46	182					122	489
05:00	8		5						13		17:00	117		51						168	
05:15	9		5						14		17:15	92		49						141	
05:30	15		12						27		17:30	94		46						140	
05:45	12	44	18	40					30	84	17:45	77	380	52	198					129	578
06:00	22		16						38		18:00	80		56						136	
06:15	24		20						44		18:15	39		32						71	
06:30	22		22						44		18:30	41		24						65	
06:45	29	97	52	110					81	207	18:45	45	205	37	149					82	354
07:00	34		47						81		19:00	33		33						66	
07:15	58		65						123		19:15	39		33						72	
07:30	81		121						202		19:30	36		22						58	
07:45	126	299	144	377					270	676	19:45	29	137	29	117					58	254
08:00	97		94						191		20:00	31		29						60	
08:15	84		86						170		20:15	36		18						54	
08:30	103		78						181		20:30	24		11						35	
08:45	85	369	91	349					176	718	20:45	39	130	9	67					48	197
09:00	36		51						87		21:00	12		16						28	
09:15	31		33						64		21:15	17		10						27	
09:30	39		23						62		21:30	16		16						32	
09:45	34	140	38	145					72	285	21:45	9	54	10	52					19	106
10:00	32		31						63		22:00	8		13						21	
10:15	35		31						66		22:15	4		9						13	
10:30	24		28						52		22:30	4		10						14	
10:45	33	124	30	120					63	244	22:45	2	18	4	36					6	54
11:00	31		28						59		23:00	7		5						12	
11:15	31		28						59		23:15	3		5						8	
11:30	28		38						66		23:30	1		2						3	
11:45	44	134	26	120					70	254	23:45	6	17	3	15					9	32
TOTALS		1264		1311						2575	TOTALS		2370		1597						3967
SPLIT %		49.1%		50.9%						39.4%	SPLIT %		59.7%		40.3%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,634	2,908	0	0	6,542

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:00	13:00			17:00
AM Pk Volume	410	445			833	PM Pk Volume	380	296			578
Pk Hr Factor	0.813	0.773			0.771	Pk Hr Factor	0.812	0.578			0.860
7 - 9 Volume	668	726	0	0	1394	4 - 6 Volume	687	380	0	0	1067
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	410	445	0	0	833	4 - 6 Pk Volume	380	198	0	0	578
Pk Hr Factor	0.813	0.773	0.000	0.000	0.771	Pk Hr Factor	0.812	0.952	0.000	0.000	0.860

Prepared by NDS/ATD

VOLUME

Fairplex Dr N/O Puddingstone Dr

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_015

DAILY TOTALS	NB	SB	EB	WB	Total
	5,789	5,562	0	0	11,351

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		11						14		12:00	88		90						178	
00:15	8		10						18		12:15	87		89						176	
00:30	6		11						17		12:30	95		85						180	
00:45	5	22	3	35					8	57	12:45	94	364	101	365					195	729
01:00	2		5						7		13:00	84		92						176	
01:15	3		4						7		13:15	95		94						189	
01:30	4		3						7		13:30	102		86						188	
01:45	2	11	2	14					4	25	13:45	102	383	90	362					192	745
02:00	8		2						10		14:00	75		98						173	
02:15	4		2						6		14:15	83		94						177	
02:30	7		5						12		14:30	94		109						203	
02:45	6	25	3	12					9	37	14:45	121	373	95	396					216	769
03:00	5		1						6		15:00	97		104						201	
03:15	2		3						5		15:15	129		83						212	
03:30	11		9						20		15:30	126		153						279	
03:45	11	29	7	20					18	49	15:45	111	463	114	454					225	917
04:00	12		11						23		16:00	120		120						240	
04:15	3		9						12		16:15	118		86						204	
04:30	12		18						30		16:30	136		152						288	
04:45	23	50	19	57					42	107	16:45	142	516	110	468					252	984
05:00	15		20						35		17:00	134		172						306	
05:15	23		33						56		17:15	143		117						260	
05:30	43		31						74		17:30	145		115						260	
05:45	63	144	34	118					97	262	17:45	98	520	67	471					165	991
06:00	24		40						64		18:00	112		89						201	
06:15	33		51						84		18:15	97		101						198	
06:30	59		47						106		18:30	123		64						187	
06:45	83	199	66	204					149	403	18:45	102	434	85	339					187	773
07:00	52		77						129		19:00	66		49						115	
07:15	70		68						138		19:15	66		62						128	
07:30	91		120						211		19:30	47		54						101	
07:45	129	342	114	379					243	721	19:45	40	219	49	214					89	433
08:00	123		124						247		20:00	54		58						112	
08:15	106		115						221		20:15	74		52						126	
08:30	96		70						166		20:30	56		43						99	
08:45	55	380	61	370					116	750	20:45	38	222	34	187					72	409
09:00	77		63						140		21:00	25		40						65	
09:15	72		76						148		21:15	40		35						75	
09:30	49		63						112		21:30	44		35						79	
09:45	66	264	66	268					132	532	21:45	31	140	25	135					56	275
10:00	88		67						155		22:00	24		29						53	
10:15	59		70						129		22:15	15		20						35	
10:30	55		64						119		22:30	16		12						28	
10:45	68	270	65	266					133	536	22:45	18	73	15	76					33	149
11:00	65		71						136		23:00	16		12						28	
11:15	77		72						149		23:15	11		10						21	
11:30	81		68						149		23:30	9		23						32	
11:45	71	294	85	296					156	590	23:45	16	52	11	56					27	108
TOTALS		2030		2039						4069	TOTALS		3759		3523						7282
SPLIT %		49.9%		50.1%						35.8%	SPLIT %		51.6%		48.4%						64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,789	5,562	0	0	11,351

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	454	473			922	PM Pk Volume	564	551			1106
Pk Hr Factor	0.880	0.954			0.933	Pk Hr Factor	0.972	0.801			0.904
7 - 9 Volume	722	749	0	0	1471	4 - 6 Volume	1036	939	0	0	1975
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	454	473	0	0	922	4 - 6 Pk Volume	564	551	0	0	1106
Pk Hr Factor	0.880	0.954	0.000	0.000	0.933	Pk Hr Factor	0.972	0.801	0.000	0.000	0.904

Prepared by NDS/ATD

VOLUME

SR 66/Foothill Blvd E/O Moreno Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,785	11,394	23,179

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		15		32		12:00			171		219		390	
00:15			13		15		28		12:15			219		196		415	
00:30			16		9		25		12:30			233		208		441	
00:45			9	55	11	50	20	105	12:45			193	816	206	829	399	1645
01:00			15		10		25		13:00			170		207		377	
01:15			9		4		13		13:15			230		190		420	
01:30			5		3		8		13:30			216		221		437	
01:45			8	37	7	24	15	61	13:45			191	807	190	808	381	1615
02:00			5		8		13		14:00			194		178		372	
02:15			8		6		14		14:15			210		210		420	
02:30			4		6		10		14:30			189		233		422	
02:45			10	27	3	23	13	50	14:45			215	808	223	844	438	1652
03:00			3		2		5		15:00			211		209		420	
03:15			7		5		12		15:15			198		233		431	
03:30			4		9		13		15:30			306		292		598	
03:45			7	21	7	23	14	44	15:45			372	1087	235	969	607	2056
04:00			16		9		25		16:00			261		189		450	
04:15			5		16		21		16:15			215		228		443	
04:30			9		26		35		16:30			238		184		422	
04:45			29	59	44	95	73	154	16:45			243	957	183	784	426	1741
05:00			24		38		62		17:00			271		230		501	
05:15			22		34		56		17:15			280		207		487	
05:30			31		53		84		17:30			232		191		423	
05:45			35	112	67	192	102	304	17:45			246	1029	191	819	437	1848
06:00			42		73		115		18:00			227		186		413	
06:15			40		72		112		18:15			226		177		403	
06:30			44		97		141		18:30			182		176		358	
06:45			69	195	107	349	176	544	18:45			190	825	180	719	370	1544
07:00			63		117		180		19:00			170		147		317	
07:15			103		139		242		19:15			160		131		291	
07:30			124		186		310		19:30			148		120		268	
07:45			219	509	200	642	419	1151	19:45			167	645	123	521	290	1166
08:00			251		228		479		20:00			125		97		222	
08:15			231		251		482		20:15			112		127		239	
08:30			193		253		446		20:30			111		125		236	
08:45			218	893	194	926	412	1819	20:45			117	465	113	462	230	927
09:00			136		126		262		21:00			126		93		219	
09:15			127		146		273		21:15			96		97		193	
09:30			129		145		274		21:30			52		63		115	
09:45			122	514	138	555	260	1069	21:45			75	349	51	304	126	653
10:00			141		144		285		22:00			64		43		107	
10:15			147		142		289		22:15			44		37		81	
10:30			166		150		316		22:30			44		26		70	
10:45			150	604	161	597	311	1201	22:45			26	178	30	136	56	314
11:00			172		160		332		23:00			32		22		54	
11:15			179		168		347		23:15			29		11		40	
11:30			170		180		350		23:30			18		12		30	
11:45			172	693	153	661	325	1354	23:45			21	100	17	62	38	162
TOTALS				3719		4137		**7856**	**TOTALS**				8066		7257		**15323**
SPLIT %				47.3%		52.7%		**33.9%**	**SPLIT %**				52.6%		47.4%		**66.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,785	11,394	23,179

AM Peak Hour			07:45	07:45	**07:45**	**PM Peak Hour**			15:30	15:00	**15:30**
AM Pk Volume			894	932	**1826**	**PM Pk Volume**			1154	969	**2098**
Pk Hr Factor			0.890	0.921	**0.947**	**Pk Hr Factor**			0.776	0.830	**0.864**
7 - 9 Volume	0	0	1402	1568	**2970**	**4 - 6 Volume**	0	0	1986	1603	**3589**
7 - 9 Peak Hour			07:45	07:45	**07:45**	**4 - 6 Peak Hour**			16:30	16:15	**17:00**
7 - 9 Pk Volume	0	0	894	932	**1826**	**4 - 6 Pk Volume**	0	0	1032	825	**1848**
Pk Hr Factor	0.000	0.000	0.890	0.921	**0.947**	**Pk Hr Factor**	0.000	0.000	0.921	0.897	**0.922**

Prepared by NDS/ATD

VOLUME

SR 66/Foothill Blvd E/O Emerald Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,359	11,882	24,241

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			12		10		22		12:00			230		240		470	
00:15			14		10		24		12:15			244		241		485	
00:30			9		11		20		12:30			239		262		501	
00:45			18	53	5	36	23	89	12:45			228	941	226	969	454	1910
01:00			10		11		21		13:00			250		262		512	
01:15			3		3		6		13:15			253		195		448	
01:30			6		6		12		13:30			204		232		436	
01:45			8	27	10	30	18	57	13:45			223	930	227	916	450	1846
02:00			7		5		12		14:00			232		172		404	
02:15			8		3		11		14:15			230		183		413	
02:30			6		8		14		14:30			235		276		511	
02:45			0	21	0	16	0	37	14:45			238	935	230	861	468	1796
03:00			4		7		11		15:00			284		204		488	
03:15			4		1		5		15:15			306		229		535	
03:30			5		6		11		15:30			316		296		612	
03:45			7	20	9	23	16	43	15:45			312	1218	261	990	573	2208
04:00			11		3		14		16:00			277		239		516	
04:15			8		9		17		16:15			278		214		492	
04:30			8		15		23		16:30			274		224		498	
04:45			16	43	25	52	41	95	16:45			262	1091	250	927	512	2018
05:00			16		29		45		17:00			269		224		493	
05:15			13		28		41		17:15			268		215		483	
05:30			23		21		44		17:30			291		205		496	
05:45			20	72	57	135	77	207	17:45			257	1085	213	857	470	1942
06:00			38		61		99		18:00			255		229		484	
06:15			41		56		97		18:15			243		227		470	
06:30			33		74		107		18:30			211		198		409	
06:45			50	162	76	267	126	429	18:45			197	906	161	815	358	1721
07:00			59		86		145		19:00			177		181		358	
07:15			86		106		192		19:15			178		170		348	
07:30			96		175		271		19:30			142		119		261	
07:45			209	450	207	574	416	1024	19:45			132	629	134	604	266	1233
08:00			258		211		469		20:00			110		123		233	
08:15			206		264		470		20:15			124		100		224	
08:30			103		167		270		20:30			118		108		226	
08:45			156	723	148	790	304	1513	20:45			111	463	116	447	227	910
09:00			139		133		272		21:00			105		79		184	
09:15			141		148		289		21:15			78		80		158	
09:30			135		149		284		21:30			90		75		165	
09:45			122	537	167	597	289	1134	21:45			64	337	71	305	135	642
10:00			141		170		311		22:00			57		72		129	
10:15			159		149		308		22:15			47		29		76	
10:30			144		166		310		22:30			40		30		70	
10:45			184	628	191	676	375	1304	22:45			27	171	31	162	58	333
11:00			179		177		356		23:00			36		28		64	
11:15			202		191		393		23:15			34		17		51	
11:30			214		200		414		23:30			26		14		40	
11:45			202	797	186	754	388	1551	23:45			24	120	20	79	44	199
TOTALS				3533		3950		7483	TOTALS				8826		7932		16758
SPLIT %				47.2%		52.8%		30.9%	SPLIT %				52.7%		47.3%		69.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,359	11,882	24,241

AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			15:00	15:15	15:15
AM Pk Volume			915	929	1844	PM Pk Volume			1218	1025	2236
Pk Hr Factor			0.938	0.886	0.920	Pk Hr Factor			0.964	0.866	0.913
7 - 9 Volume	0	0	1173	1364	2537	4 - 6 Volume	0	0	2176	1784	3960
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	776	857	1626	4 - 6 Pk Volume	0	0	1091	927	2018
Pk Hr Factor	0.000	0.000	0.752	0.812	0.865	Pk Hr Factor	0.000	0.000	0.981	0.927	0.978

Prepared by NDS/ATD

VOLUME

SR 66/Foothill Blvd E/O Fruit St/N White Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,333	10,907	22,240

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			20		14		34		12:00			206		213		419	
00:15			15		12		27		12:15			207		221		428	
00:30			18		8		26		12:30			222		207		429	
00:45			13	66	5	39	18	105	12:45			222	857	192	833	414	1690
01:00			13		9		22		13:00			200		206		406	
01:15			10		9		19		13:15			244		210		454	
01:30			6		6		12		13:30			206		215		421	
01:45			9	38	10	34	19	72	13:45			218	868	208	839	426	1707
02:00			7		5		12		14:00			237		193		430	
02:15			6		7		13		14:15			216		192		408	
02:30			7		9		16		14:30			213		192		405	
02:45			2	22	6	27	8	49	14:45			236	902	187	764	423	1666
03:00			5		10		15		15:00			234		197		431	
03:15			0		6		6		15:15			242		191		433	
03:30			3		7		10		15:30			244		184		428	
03:45			7	15	12	35	19	50	15:45			289	1009	200	772	489	1781
04:00			7		8		15		16:00			261		210		471	
04:15			5		20		25		16:15			231		211		442	
04:30			9		23		32		16:30			241		198		439	
04:45			16	37	31	82	47	119	16:45			235	968	224	843	459	1811
05:00			12		30		42		17:00			267		202		469	
05:15			16		39		55		17:15			261		219		480	
05:30			19		45		64		17:30			252		184		436	
05:45			31	78	60	174	91	252	17:45			260	1040	185	790	445	1830
06:00			34		63		97		18:00			244		160		404	
06:15			32		74		106		18:15			202		176		378	
06:30			48		98		146		18:30			173		157		330	
06:45			49	163	107	342	156	505	18:45			201	820	166	659	367	1479
07:00			49		104		153		19:00			174		144		318	
07:15			71		119		190		19:15			160		129		289	
07:30			79		162		241		19:30			131		107		238	
07:45			104	303	214	599	318	902	19:45			147	612	130	510	277	1122
08:00			135		194		329		20:00			141		89		230	
08:15			114		181		295		20:15			119		107		226	
08:30			119		148		267		20:30			115		85		200	
08:45			141	509	151	674	292	1183	20:45			94	469	82	363	176	832
09:00			116		141		257		21:00			109		71		180	
09:15			118		158		276		21:15			100		79		179	
09:30			135		139		274		21:30			96		72		168	
09:45			125	494	168	606	293	1100	21:45			74	379	51	273	125	652
10:00			128		166		294		22:00			73		67		140	
10:15			139		162		301		22:15			48		37		85	
10:30			150		164		314		22:30			53		35		88	
10:45			169	586	151	643	320	1229	22:45			38	212	37	176	75	388
11:00			170		169		339		23:00			34		18		52	
11:15			178		203		381		23:15			35		25		60	
11:30			209		166		375		23:30			30		22		52	
11:45			203	760	200	738	403	1498	23:45			27	126	27	92	54	218
TOTALS				3071		3993		**7064**	**TOTALS**				8262		6914		**15176**
SPLIT %				43.5%		56.5%		**31.8%**	**SPLIT %**				54.4%		45.6%		**68.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,333	10,907	22,240

AM Peak Hour			11:45	11:45	**11:45**	**PM Peak Hour**			17:00	16:00	**16:30**
AM Pk Volume			838	841	**1679**	**PM Pk Volume**			1040	843	**1847**
Pk Hr Factor			0.944	0.951	**0.978**	**Pk Hr Factor**			0.974	0.941	**0.962**
7 - 9 Volume	0	0	812	1273	**2085**	**4 - 6 Volume**	0	0	2008	1633	**3641**
7 - 9 Peak Hour			08:00	07:30	**07:45**	**4 - 6 Peak Hour**			17:00	16:00	**16:30**
7 - 9 Pk Volume	0	0	509	751	**1209**	**4 - 6 Pk Volume**	0	0	1040	843	**1847**
Pk Hr Factor	0.000	0.000	0.902	0.877	**0.919**	**Pk Hr Factor**	0.000	0.000	0.974	0.941	**0.962**

Prepared by NDS/ATD

VOLUME

Emerald Ave S/O Genesee Ave

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_019

DAILY TOTALS	NB	SB	EB	WB	Total
	2,640	2,555	0	0	5,195

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	47		41						88	
00:15	3		0						3		12:15	45		42						87	
00:30	2		1						3		12:30	52		37						89	
00:45	0	5	0	1					0	6	12:45	54	198	53	173					107	371
01:00	2		0						2		13:00	48		69						117	
01:15	2		0						2		13:15	47		46						93	
01:30	2		1						3		13:30	47		41						88	
01:45	1	7	1	2					2	9	13:45	47	189	41	197					88	386
02:00	0		0						0		14:00	37		48						85	
02:15	1		0						1		14:15	58		35						93	
02:30	1		0						1		14:30	77		51						128	
02:45	1	3	0						1	3	14:45	54	226	48	182					102	408
03:00	1		1						2		15:00	38		63						101	
03:15	0		1						1		15:15	44		74						118	
03:30	0		0						0		15:30	75		69						144	
03:45	0	1	1	3					1	4	15:45	83	240	50	256					133	496
04:00	0		1						1		16:00	63		48						111	
04:15	0		1						1		16:15	61		47						108	
04:30	2		0						2		16:30	52		38						90	
04:45	2	4	4	6					6	10	16:45	67	243	61	194					128	437
05:00	3		1						4		17:00	68		55						123	
05:15	3		5						8		17:15	58		59						117	
05:30	3		4						7		17:30	61		61						122	
05:45	4	13	3	13					7	26	17:45	52	239	48	223					100	462
06:00	7		6						13		18:00	56		64						120	
06:15	3		9						12		18:15	59		58						117	
06:30	9		14						23		18:30	65		46						111	
06:45	16	35	13	42					29	77	18:45	56	236	27	195					83	431
07:00	17		16						33		19:00	52		26						78	
07:15	19		32						51		19:15	37		21						58	
07:30	47		50						97		19:30	36		17						53	
07:45	41	124	102	200					143	324	19:45	23	148	12	76					35	224
08:00	31		126						157		20:00	28		14						42	
08:15	64		88						152		20:15	25		19						44	
08:30	27		22						49		20:30	18		6						24	
08:45	23	145	25	261					48	406	20:45	17	88	10	49					27	137
09:00	27		29						56		21:00	21		14						35	
09:15	17		28						45		21:15	11		6						17	
09:30	30		37						67		21:30	15		6						21	
09:45	25	99	33	127					58	226	21:45	17	64	10	36					27	100
10:00	27		31						58		22:00	12		7						19	
10:15	26		34						60		22:15	4		8						12	
10:30	39		34						73		22:30	6		2						8	
10:45	36	128	30	129					66	257	22:45	6	28	2	19					8	47
11:00	30		32						62		23:00	7		3						10	
11:15	39		49						88		23:15	4		1						5	
11:30	41		43						84		23:30	1		3						4	
11:45	54	164	38	162					92	326	23:45	1	13	2	9					3	22
TOTALS		728		946						1674	TOTALS		1912		1609						3521
SPLIT %		43.5%		56.5%						32.2%	SPLIT %		54.3%		45.7%						67.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,640	2,555	0	0	5,195

AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	15:30	15:00			15:15
AM Pk Volume	198	366			549	PM Pk Volume	282	256			506
Pk Hr Factor	0.917	0.726			0.874	Pk Hr Factor	0.849	0.865			0.878
7 - 9 Volume	269	461	0	0	730	4 - 6 Volume	482	417	0	0	899
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	183	366	0	0	549	4 - 6 Pk Volume	254	236	0	0	490
Pk Hr Factor	0.715	0.726	0.000	0.000	0.874	Pk Hr Factor	0.934	0.967	0.000	0.000	0.957

Prepared by NDS/ATD

VOLUME

Esperanza Dr S/O Oak Canyon Ln

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_017

DAILY TOTALS	NB	SB	EB	WB	Total
	3,060	3,165	0	0	6,225

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		2						4		12:00	50		58						108	
00:15	2		1						3		12:15	41		58						99	
00:30	1		0						1		12:30	42		57						99	
00:45	3	8	1	4					4	12	12:45	46	179	33	206					79	385
01:00	2		0						2		13:00	47		34						81	
01:15	5		2						7		13:15	44		56						100	
01:30	0		0						0		13:30	53		58						111	
01:45	1	8	1	3					2	11	13:45	53	197	46	194					99	391
02:00	1		0						1		14:00	58		51						109	
02:15	1		0						1		14:15	46		70						116	
02:30	1		0						1		14:30	63		61						124	
02:45	0	3	0						0	3	14:45	66	233	69	251					135	484
03:00	0		3						3		15:00	64		66						130	
03:15	0		0						0		15:15	58		60						118	
03:30	0		1						1		15:30	60		72						132	
03:45	1	1	4	8					5	9	15:45	91	273	59	257					150	530
04:00	2		3						5		16:00	71		48						119	
04:15	5		4						9		16:15	54		62						116	
04:30	2		3						5		16:30	76		61						137	
04:45	2	11	4	14					6	25	16:45	74	275	64	235					138	510
05:00	0		6						6		17:00	73		43						116	
05:15	6		11						17		17:15	70		62						132	
05:30	8		14						22		17:30	71		60						131	
05:45	8	22	20	51					28	73	17:45	82	296	58	223					140	519
06:00	9		26						35		18:00	73		60						133	
06:15	15		27						42		18:15	62		56						118	
06:30	14		30						44		18:30	59		40						99	
06:45	23	61	39	122					62	183	18:45	51	245	35	191					86	436
07:00	13		53						66		19:00	55		32						87	
07:15	20		46						66		19:15	42		18						60	
07:30	20		95						115		19:30	24		18						42	
07:45	38	91	80	274					118	365	19:45	37	158	10	78					47	236
08:00	69		85						154		20:00	36		13						49	
08:15	38		72						110		20:15	28		22						50	
08:30	53		76						129		20:30	39		19						58	
08:45	46	206	59	292					105	498	20:45	27	130	12	66					39	196
09:00	33		58						91		21:00	38		6						44	
09:15	45		44						89		21:15	24		15						39	
09:30	31		62						93		21:30	24		14						38	
09:45	26	135	50	214					76	349	21:45	22	108	6	41					28	149
10:00	37		49						86		22:00	16		8						24	
10:15	35		46						81		22:15	20		7						27	
10:30	43		59						102		22:30	15		7						22	
10:45	34	149	49	203					83	352	22:45	10	61	5	27					15	88
11:00	48		43						91		23:00	8		5						13	
11:15	49		41						90		23:15	8		6						14	
11:30	43		49						92		23:30	4		2						6	
11:45	46	186	64	197					110	383	23:45	4	24	1	14					5	38
TOTALS		881		1382						2263	TOTALS		2179		1783						3962
SPLIT %		38.9%		61.1%						36.4%	SPLIT %		55.0%		45.0%						63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,060	3,165	0	0	6,225

AM Peak Hour	08:00	07:30			07:45	PM Peak Hour	17:00	14:45			17:15
AM Pk Volume	206	332			511	PM Pk Volume	296	267			536
Pk Hr Factor	0.746	0.874			0.830	Pk Hr Factor	0.902	0.927			0.957
7 - 9 Volume	297	566	0	0	863	4 - 6 Volume	571	458	0	0	1029
7 - 9 Peak Hour	08:00	07:30			07:45	4 - 6 Peak Hour	17:00	16:00			16:30
7 - 9 Pk Volume	206	332	0	0	511	4 - 6 Pk Volume	296	235	0	0	523
Pk Hr Factor	0.746	0.874	0.000	0.000	0.830	Pk Hr Factor	0.902	0.918	0.000	0.000	0.947

Prepared by NDS/ATD

VOLUME

Fruit St S/O Amherst St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_005

DAILY TOTALS	NB	SB	EB	WB	Total
	10,644	10,434	0	0	21,078

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	11		10						21		12:00	173		185						358	
00:15	10		11						21		12:15	162		160						322	
00:30	4		12						16		12:30	191		189						380	
00:45	5	30	13	46					18	76	12:45	140	666	174	708					314	1374
01:00	4		18						22		13:00	192		182						374	
01:15	9		9						18		13:15	178		185						363	
01:30	5		8						13		13:30	179		172						351	
01:45	5	23	4	39					9	62	13:45	194	743	158	697					352	1440
02:00	4		4						8		14:00	177		158						335	
02:15	11		3						14		14:15	208		179						387	
02:30	8		3						11		14:30	226		164						390	
02:45	6	29	4	14					10	43	14:45	226	837	157	658					383	1495
03:00	11		5						16		15:00	182		168						350	
03:15	15		1						16		15:15	196		174						370	
03:30	10		5						15		15:30	250		171						421	
03:45	16	52	10	21					26	73	15:45	247	875	189	702					436	1577
04:00	13		4						17		16:00	233		137						370	
04:15	21		15						36		16:15	202		169						371	
04:30	33		28						61		16:30	225		166						391	
04:45	32	99	35	82					67	181	16:45	214	874	187	659					401	1533
05:00	22		24						46		17:00	210		165						375	
05:15	51		45						96		17:15	204		173						377	
05:30	60		46						106		17:30	205		183						388	
05:45	56	189	78	193					134	382	17:45	195	814	167	688					362	1502
06:00	64		71						135		18:00	160		187						347	
06:15	58		64						122		18:15	178		190						368	
06:30	88		98						186		18:30	160		171						331	
06:45	90	300	135	368					225	668	18:45	180	678	153	701					333	1379
07:00	104		128						232		19:00	131		137						268	
07:15	120		150						270		19:15	136		123						259	
07:30	174		188						362		19:30	112		80						192	
07:45	192	590	234	700					426	1290	19:45	122	501	97	437					219	938
08:00	160		255						415		20:00	105		129						234	
08:15	191		232						423		20:15	150		105						255	
08:30	158		171						329		20:30	123		77						200	
08:45	127	636	192	850					319	1486	20:45	106	484	84	395					190	879
09:00	114		169						283		21:00	77		65						142	
09:15	108		138						246		21:15	79		79						158	
09:30	129		143						272		21:30	93		92						185	
09:45	139	490	157	607					296	1097	21:45	62	311	64	300					126	611
10:00	121		148						269		22:00	65		59						124	
10:15	127		158						285		22:15	49		49						98	
10:30	123		143						266		22:30	48		46						94	
10:45	139	510	133	582					272	1092	22:45	25	187	29	183					54	370
11:00	153		131						284		23:00	18		33						51	
11:15	152		163						315		23:15	26		37						63	
11:30	160		200						360		23:30	27		26						53	
11:45	164	629	192	686					356	1315	23:45	26	97	22	118					48	215
TOTALS		3577		4188						7765	TOTALS		7067		6246						13313
SPLIT %		46.1%		53.9%						36.8%	SPLIT %		53.1%		46.9%						63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,644	10,434	0	0	21,078

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	15:30	12:30			15:30
AM Pk Volume	717	909			1626	PM Pk Volume	932	730			1598
Pk Hr Factor	0.934	0.891			0.954	Pk Hr Factor	0.932	0.966			0.916
7 - 9 Volume	1226	1550	0	0	2776	4 - 6 Volume	1688	1347	0	0	3035
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:30
7 - 9 Pk Volume	717	909	0	0	1626	4 - 6 Pk Volume	874	708	0	0	1544
Pk Hr Factor	0.934	0.891	0.000	0.000	0.954	Pk Hr Factor	0.938	0.947	0.000	0.000	0.963

Prepared by NDS/ATD

VOLUME

Golden Hills Rd Bet. Cll Aragon & Brydon Rd

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,621	1,495	3,116

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			37		28		65	
00:15			1		1		2		12:15			25		20		45	
00:30			0		0		0		12:30			32		22		54	
00:45			2	5	1	2	3	7	12:45			32	126	46	116	78	242
01:00			0		0		0		13:00			37		23		60	
01:15			1		1		2		13:15			25		26		51	
01:30			0		1		1		13:30			30		27		57	
01:45			0	1	0	2	0	3	13:45			26	118	28	104	54	222
02:00			0		0		0		14:00			51		20		71	
02:15			0		0		0		14:15			34		30		64	
02:30			0		0		0		14:30			36		28		64	
02:45			0		0		0		14:45			39	160	23	101	62	261
03:00			1		0		1		15:00			41		28		69	
03:15			0		0		0		15:15			27		30		57	
03:30			0		0		0		15:30			30		24		54	
03:45			0	1	3	3	3	4	15:45			24	122	25	107	49	229
04:00			1		1		2		16:00			30		30		60	
04:15			1		4		5		16:15			27		27		54	
04:30			0		1		1		16:30			35		26		61	
04:45			6	8	0	6	6	14	16:45			38	130	21	104	59	234
05:00			2		2		4		17:00			23		28		51	
05:15			3		6		9		17:15			43		36		79	
05:30			5		2		7		17:30			27		43		70	
05:45			14	24	8	18	22	42	17:45			34	127	40	147	74	274
06:00			8		14		22		18:00			26		24		50	
06:15			8		14		22		18:15			17		14		31	
06:30			7		15		22		18:30			25		18		43	
06:45			5	28	14	57	19	85	18:45			18	86	15	71	33	157
07:00			17		11		28		19:00			19		13		32	
07:15			13		20		33		19:15			17		9		26	
07:30			22		47		69		19:30			22		5		27	
07:45			44	96	47	125	91	221	19:45			12	70	11	38	23	108
08:00			43		31		74		20:00			17		5		22	
08:15			32		18		50		20:15			20		9		29	
08:30			20		38		58		20:30			12		5		17	
08:45			26	121	32	119	58	240	20:45			8	57	7	26	15	83
09:00			23		23		46		21:00			7		7		14	
09:15			20		20		40		21:15			11		13		24	
09:30			23		34		57		21:30			5		3		8	
09:45			20	86	25	102	45	188	21:45			10	33	7	30	17	63
10:00			24		21		45		22:00			11		3		14	
10:15			22		22		44		22:15			3		6		9	
10:30			27		33		60		22:30			6		1		7	
10:45			26	99	30	106	56	205	22:45			3	23	1	11	4	34
11:00			24		23		47		23:00			5		2		7	
11:15			25		24		49		23:15			4		2		6	
11:30			14		19		33		23:30			3		2		5	
11:45			24	87	27	93	51	180	23:45			1	13	1	7	2	20
TOTALS				556		633		1189	TOTALS				1065		862		1927
SPLIT %				46.8%		53.2%		38.2%	SPLIT %				55.3%		44.7%		61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,621	1,495	3,116

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			14:00	17:00	17:00
AM Pk Volume			141	145	284	PM Pk Volume			160	147	274
Pk Hr Factor			0.801	0.771	0.780	Pk Hr Factor			0.784	0.855	0.867
7 - 9 Volume	0	0	217	244	461	4 - 6 Volume	0	0	257	251	508
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	141	145	284	4 - 6 Pk Volume	0	0	139	147	274
Pk Hr Factor	0.000	0.000	0.801	0.771	0.780	Pk Hr Factor	0.000	0.000	0.808	0.855	0.867

Prepared by NDS/ATD

VOLUME

Wheeler Ave S/O Ruggles St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_001

DAILY TOTALS	NB	SB	EB	WB	Total
	5,551	5,757	0	0	11,308

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		1						8		12:00	98		80						178	
00:15	7		3						10		12:15	89		107						196	
00:30	7		3						10		12:30	108		83						191	
00:45	2	23	4	11					6	34	12:45	100	395	86	356					186	751
01:00	6		1						7		13:00	104		90						194	
01:15	2		3						5		13:15	83		93						176	
01:30	1		0						1		13:30	106		84						190	
01:45	1	10	1	5					2	15	13:45	121	414	81	348					202	762
02:00	5		1						6		14:00	114		132						246	
02:15	2		2						4		14:15	107		98						205	
02:30	0		3						3		14:30	108		89						197	
02:45	2	9	0	6					2	15	14:45	103	432	131	450					234	882
03:00	0		1						1		15:00	95		100						195	
03:15	2		2						4		15:15	97		118						215	
03:30	1		3						4		15:30	98		106						204	
03:45	4	7	6	12					10	19	15:45	138	428	98	422					236	850
04:00	2		6						8		16:00	131		122						253	
04:15	1		14						15		16:15	121		85						206	
04:30	0		16						16		16:30	106		92						198	
04:45	7	10	21	57					28	67	16:45	127	485	98	397					225	882
05:00	7		29						36		17:00	108		91						199	
05:15	1		31						32		17:15	111		91						202	
05:30	9		26						35		17:30	133		94						227	
05:45	15	32	31	117					46	149	17:45	119	471	109	385					228	856
06:00	17		40						57		18:00	140		121						261	
06:15	17		52						69		18:15	124		90						214	
06:30	24		65						89		18:30	113		101						214	
06:45	24	82	73	230					97	312	18:45	78	455	82	394					160	849
07:00	32		86						118		19:00	101		55						156	
07:15	46		108						154		19:15	83		35						118	
07:30	106		173						279		19:30	74		36						110	
07:45	161	345	230	597					391	942	19:45	69	327	30	156					99	483
08:00	85		204						289		20:00	53		59						112	
08:15	86		117						203		20:15	51		27						78	
08:30	72		96						168		20:30	64		28						92	
08:45	79	322	106	523					185	845	20:45	47	215	20	134					67	349
09:00	62		90						152		21:00	55		21						76	
09:15	62		65						127		21:15	44		20						64	
09:30	63		83						146		21:30	48		19						67	
09:45	62	249	90	328					152	577	21:45	28	175	12	72					40	247
10:00	55		71						126		22:00	26		12						38	
10:15	62		85						147		22:15	18		14						32	
10:30	66		94						160		22:30	20		6						26	
10:45	65	248	83	333					148	581	22:45	14	78	4	36					18	114
11:00	60		99						159		23:00	11		6						17	
11:15	70		76						146		23:15	16		8						24	
11:30	83		90						173		23:30	13		5						18	
11:45	78	291	100	365					178	656	23:45	8	48	4	23					12	71
TOTALS		1628		2584						4212	TOTALS		3923		3173						7096
SPLIT %		38.7%		61.3%						37.2%	SPLIT %		55.3%		44.7%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,551	5,757	0	0	11,308

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	17:30	14:45			17:30
AM Pk Volume	438	724			1162	PM Pk Volume	516	455			930
Pk Hr Factor	0.680	0.787			0.743	Pk Hr Factor	0.921	0.868			0.891
7 - 9 Volume	667	1120	0	0	1787	4 - 6 Volume	956	782	0	0	1738
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	438	724	0	0	1162	4 - 6 Pk Volume	485	397	0	0	882
Pk Hr Factor	0.680	0.787	0.000	0.000	0.743	Pk Hr Factor	0.926	0.814	0.000	0.000	0.872

Prepared by NDS/ATD

VOLUME

Wheeler Ave N/O SR 66/Foothill Blvd

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_018

DAILY TOTALS	NB	SB	EB	WB	Total
	6,262	5,730	0	0	11,992

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		6						16		12:00	104		92						196	
00:15	5		1						6		12:15	110		89						199	
00:30	6		1						7		12:30	111		86						197	
00:45	3	24	2	10					5	34	12:45	120	445	100	367					220	812
01:00	6		1						7		13:00	120		140						260	
01:15	5		1						6		13:15	117		108						225	
01:30	2		1						3		13:30	112		100						212	
01:45	1	14	1	4					2	18	13:45	112	461	89	437					201	898
02:00	1		3						4		14:00	100		118						218	
02:15	1		1						2		14:15	108		102						210	
02:30	2		2						4		14:30	117		111						228	
02:45	1	5	2	8					3	13	14:45	123	448	119	450					242	898
03:00	2		1						3		15:00	104		96						200	
03:15	0		4						4		15:15	114		108						222	
03:30	0		3						3		15:30	132		144						276	
03:45	5	7	7	15					12	22	15:45	193	543	105	453					298	996
04:00	6		0						6		16:00	117		90						207	
04:15	2		7						9		16:15	132		103						235	
04:30	3		6						9		16:30	165		107						272	
04:45	16	27	13	26					29	53	16:45	140	554	109	409					249	963
05:00	13		4						17		17:00	160		120						280	
05:15	15		12						27		17:15	161		113						274	
05:30	10		20						30		17:30	146		91						237	
05:45	12	50	33	69					45	119	17:45	150	617	91	415					241	1032
06:00	23		23						46		18:00	121		94						215	
06:15	23		30						53		18:15	115		88						203	
06:30	13		37						50		18:30	100		97						197	
06:45	36	95	59	149					95	244	18:45	88	424	69	348					157	772
07:00	30		62						92		19:00	98		93						191	
07:15	52		80						132		19:15	74		73						147	
07:30	94		114						208		19:30	81		61						142	
07:45	145	321	192	448					337	769	19:45	93	346	66	293					159	639
08:00	101		150						251		20:00	68		55						123	
08:15	92		113						205		20:15	73		60						133	
08:30	105		112						217		20:30	40		44						84	
08:45	108	406	88	463					196	869	20:45	66	247	57	216					123	463
09:00	74		67						141		21:00	73		43						116	
09:15	47		77						124		21:15	52		31						83	
09:30	59		65						124		21:30	39		32						71	
09:45	55	235	82	291					137	526	21:45	26	190	18	124					44	314
10:00	74		66						140		22:00	29		17						46	
10:15	83		81						164		22:15	13		20						33	
10:30	68		90						158		22:30	16		19						35	
10:45	71	296	68	305					139	601	22:45	16	74	7	63					23	137
11:00	104		68						172		23:00	11		6						17	
11:15	93		85						178		23:15	5		5						10	
11:30	86		93						179		23:30	7		4						11	
11:45	116	399	102	348					218	747	23:45	11	34	4	19					15	53
TOTALS		1879		2136						4015	TOTALS		4383		3594						7977
SPLIT %		46.8%		53.2%						33.5%	SPLIT %		54.9%		45.1%						66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,262	5,730	0	0	11,992

AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	16:30	14:45			16:30
AM Pk Volume	443	569			1010	PM Pk Volume	626	467			1075
Pk Hr Factor	0.764	0.741			0.749	Pk Hr Factor	0.948	0.811			0.960
7 - 9 Volume	727	911	0	0	1638	4 - 6 Volume	1171	824	0	0	1995
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	443	569	0	0	1010	4 - 6 Pk Volume	626	449	0	0	1075
Pk Hr Factor	0.764	0.741	0.000	0.000	0.749	Pk Hr Factor	0.948	0.935	0.000	0.000	0.960

Prepared by NDS/ATD

VOLUME

Wheeler Ave S/O 5th St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_022

DAILY TOTALS	NB	SB	EB	WB	Total
	5,622	4,156	0	0	9,778

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		2						5		12:00	133		70						203	
00:15	7		2						9		12:15	124		81						205	
00:30	6		1						7		12:30	95		68						163	
00:45	1	17	1	6					2	23	12:45	112	464	64	283					176	747
01:00	3		0						3		13:00	82		71						153	
01:15	1		2						3		13:15	104		68						172	
01:30	1		1						2		13:30	85		76						161	
01:45	0	5	0	3					0	8	13:45	90	361	79	294					169	655
02:00	3		3						6		14:00	117		70						187	
02:15	2		2						4		14:15	89		67						156	
02:30	0		0						0		14:30	130		78						208	
02:45	1	6	2	7					3	13	14:45	99	435	64	279					163	714
03:00	0		0						0		15:00	112		56						168	
03:15	1		9						10		15:15	135		49						184	
03:30	2		7						9		15:30	111		68						179	
03:45	4	7	7	23					11	30	15:45	139	497	65	238					204	735
04:00	1		2						3		16:00	131		78						209	
04:15	5		6						11		16:15	128		56						184	
04:30	8		10						18		16:30	170		61						231	
04:45	14	28	18	36					32	64	16:45	139	568	67	262					206	830
05:00	7		17						24		17:00	184		71						255	
05:15	13		20						33		17:15	164		75						239	
05:30	17		26						43		17:30	164		62						226	
05:45	19	56	33	96					52	152	17:45	141	653	70	278					211	931
06:00	27		25						52		18:00	126		78						204	
06:15	27		37						64		18:15	113		64						177	
06:30	21		38						59		18:30	106		64						170	
06:45	34	109	54	154					88	263	18:45	81	426	70	276					151	702
07:00	30		52						82		19:00	68		48						116	
07:15	46		71						117		19:15	52		40						92	
07:30	84		96						180		19:30	47		37						84	
07:45	122	282	121	340					243	622	19:45	47	214	44	169					91	383
08:00	73		160						233		20:00	65		37						102	
08:15	67		88						155		20:15	64		30						94	
08:30	58		66						124		20:30	37		26						63	
08:45	55	253	71	385					126	638	20:45	45	211	34	127					79	338
09:00	51		58						109		21:00	36		31						67	
09:15	55		45						100		21:15	31		26						57	
09:30	49		61						110		21:30	24		21						45	
09:45	69	224	61	225					130	449	21:45	16	107	16	94					32	201
10:00	68		52						120		22:00	15		15						30	
10:15	67		59						126		22:15	20		17						37	
10:30	65		60						125		22:30	12		13						25	
10:45	92	292	60	231					152	523	22:45	11	58	14	59					25	117
11:00	74		66						140		23:00	7		8						15	
11:15	70		62						132		23:15	9		6						15	
11:30	95		64						159		23:30	6		3						9	
11:45	81	320	74	266					155	586	23:45	7	29	8	25					15	54
TOTALS		1599		1772						3371	TOTALS		4023		2384						6407
SPLIT %		47.4%		52.6%						34.5%	SPLIT %		62.8%		37.2%						65.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,622	4,156	0	0	9,778

AM Peak Hour	11:30	07:30			07:30	PM Peak Hour	16:30	13:00			16:30
AM Pk Volume	433	465			811	PM Pk Volume	657	294			931
Pk Hr Factor	0.814	0.727			0.834	Pk Hr Factor	0.893	0.930			0.913
7 - 9 Volume	535	725	0	0	1260	4 - 6 Volume	1221	540	0	0	1761
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	17:00			16:30
7 - 9 Pk Volume	346	465	0	0	811	4 - 6 Pk Volume	657	278	0	0	931
Pk Hr Factor	0.709	0.727	0.000	0.000	0.834	Pk Hr Factor	0.893	0.927	0.000	0.000	0.913

Prepared by NDS/ATD

VOLUME

Wheeler Ave N/O Verne Orr Wy

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_025

DAILY TOTALS	NB	SB	EB	WB	Total
	1,130	1,539	0	0	2,669

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	14		15						29	
00:15	1		3						4		12:15	23		28						51	
00:30	0		5						5		12:30	22		23						45	
00:45	0	1	1	9					1	10	12:45	7	66	15	81					22	147
01:00	1		1						2		13:00	19		11						30	
01:15	0		0						0		13:15	18		19						37	
01:30	0		1						1		13:30	27		17						44	
01:45	0	1	0	2					0	3	13:45	20	84	22	69					42	153
02:00	0		0						0		14:00	19		27						46	
02:15	1		2						3		14:15	15		23						38	
02:30	0		2						2		14:30	21		44						65	
02:45	0	1	0	4					0	5	14:45	14	69	35	129					49	198
03:00	0		2						2		15:00	23		33						56	
03:15	0		1						1		15:15	24		36						60	
03:30	0		1						1		15:30	34		35						69	
03:45	2	2	1	5					3	7	15:45	19	100	35	139					54	239
04:00	0		0						0		16:00	25		47						72	
04:15	1		3						4		16:15	15		38						53	
04:30	1		7						8		16:30	28		40						68	
04:45	4	6	6	16					10	22	16:45	13	81	47	172					60	253
05:00	1		7						8		17:00	19		68						87	
05:15	2		0						2		17:15	18		58						76	
05:30	8		5						13		17:30	27		32						59	
05:45	21	32	7	19					28	51	17:45	21	85	31	189					52	274
06:00	24		9						33		18:00	19		38						57	
06:15	14		12						26		18:15	11		25						36	
06:30	20		8						28		18:30	5		18						23	
06:45	18	76	16	45					34	121	18:45	3	38	21	102					24	140
07:00	21		6						27		19:00	6		21						27	
07:15	27		16						43		19:15	6		11						17	
07:30	36		24						60		19:30	4		11						15	
07:45	56	140	56	102					112	242	19:45	4	20	16	59					20	79
08:00	43		49						92		20:00	2		21						23	
08:15	39		18						57		20:15	3		18						21	
08:30	32		21						53		20:30	2		13						15	
08:45	28	142	14	102					42	244	20:45	6	13	8	60					14	73
09:00	13		23						36		21:00	4		14						18	
09:15	18		13						31		21:15	1		6						7	
09:30	8		12						20		21:30	1		5						6	
09:45	11	50	11	59					22	109	21:45	1	7	1	26					2	33
10:00	10		16						26		22:00	1		2						3	
10:15	17		14						31		22:15	0		4						4	
10:30	13		19						32		22:30	0		5						5	
10:45	19	59	14	63					33	122	22:45	1	2	2	13					3	15
11:00	12		11						23		23:00	1		7						8	
11:15	13		14						27		23:15	1		0						1	
11:30	11		22						33		23:30	0		1						1	
11:45	17	53	16	63					33	116	23:45	0	2	3	11					3	13
TOTALS		563		489						1052	TOTALS		567		1050						1617
SPLIT %		53.5%		46.5%						39.4%	SPLIT %		35.1%		64.9%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,130	1,539	0	0	2,669

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	15:15	16:30			16:30
AM Pk Volume	174	147			321	PM Pk Volume	102	213			291
Pk Hr Factor	0.777	0.656			0.717	Pk Hr Factor	0.750	0.783			0.836
7 - 9 Volume	282	204	0	0	486	4 - 6 Volume	166	361	0	0	527
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Volume	174	147	0	0	321	4 - 6 Pk Volume	85	213	0	0	291
Pk Hr Factor	0.777	0.656	0.000	0.000	0.717	Pk Hr Factor	0.787	0.783	0.000	0.000	0.836

Prepared by NDS/ATD

VOLUME

Wheeler Ave Bet. 3rd St & 2nd St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_009

DAILY TOTALS	NB	SB	EB	WB	Total
	5,212	5,094	0	0	10,306

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		3						8		12:00	108		87						195	
00:15	5		2						7		12:15	99		97						196	
00:30	4		1						5		12:30	87		92						179	
00:45	3	17	1	7					4	24	12:45	94	388	87	363					181	751
01:00	3		0						3		13:00	72		82						154	
01:15	0		4						4		13:15	108		75						183	
01:30	1		2						3		13:30	71		86						157	
01:45	1	5	2	8					3	13	13:45	75	326	99	342					174	668
02:00	4		3						7		14:00	103		106						209	
02:15	2		2						4		14:15	81		86						167	
02:30	0		2						2		14:30	116		91						207	
02:45	1	7	7	14					8	21	14:45	86	386	75	358					161	744
03:00	0		1						1		15:00	119		67						186	
03:15	1		9						10		15:15	123		71						194	
03:30	1		7						8		15:30	139		105						244	
03:45	3	5	12	29					15	34	15:45	132	513	117	360					249	873
04:00	0		3						3		16:00	123		100						223	
04:15	3		6						9		16:15	115		85						200	
04:30	9		9						18		16:30	171		82						253	
04:45	12	24	25	43					37	67	16:45	133	542	100	367					233	909
05:00	6		20						26		17:00	184		110						294	
05:15	10		20						30		17:15	148		90						238	
05:30	18		35						53		17:30	145		81						226	
05:45	16	50	41	116					57	166	17:45	116	593	71	352					187	945
06:00	20		32						52		18:00	130		83						213	
06:15	19		47						66		18:15	94		80						174	
06:30	20		44						64		18:30	87		74						161	
06:45	34	93	66	189					100	282	18:45	72	383	82	319					154	702
07:00	22		57						79		19:00	48		40						88	
07:15	33		86						119		19:15	47		50						97	
07:30	97		127						224		19:30	47		36						83	
07:45	123	275	177	447					300	722	19:45	46	188	48	174					94	362
08:00	77		171						248		20:00	66		40						106	
08:15	66		113						179		20:15	62		43						105	
08:30	76		108						184		20:30	36		28						64	
08:45	71	290	82	474					153	764	20:45	34	198	36	147					70	345
09:00	58		74						132		21:00	35		34						69	
09:15	53		58						111		21:15	25		22						47	
09:30	53		62						115		21:30	23		21						44	
09:45	49	213	58	252					107	465	21:45	15	98	15	92					30	190
10:00	59		61						120		22:00	14		18						32	
10:15	45		66						111		22:15	20		15						35	
10:30	53		55						108		22:30	10		12						22	
10:45	88	245	70	252					158	497	22:45	10	54	14	59					24	113
11:00	66		81						147		23:00	6		9						15	
11:15	65		66						131		23:15	9		5						14	
11:30	79		82						161		23:30	6		6						12	
11:45	81	291	72	301					153	592	23:45	7	28	9	29					16	57
TOTALS		1515		2132						3647	TOTALS		3697		2962						6659
SPLIT %		41.5%		58.5%						35.4%	SPLIT %		55.5%		44.5%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,212	5,094	0	0	10,306

AM Peak Hour	11:45	07:30			07:30	PM Peak Hour	16:30	15:30			16:30
AM Pk Volume	375	588			951	PM Pk Volume	636	407			1018
Pk Hr Factor	0.868	0.831			0.793	Pk Hr Factor	0.864	0.870			0.866
7 - 9 Volume	565	921	0	0	1486	4 - 6 Volume	1135	719	0	0	1854
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	363	588	0	0	951	4 - 6 Pk Volume	636	382	0	0	1018
Pk Hr Factor	0.738	0.831	0.000	0.000	0.793	Pk Hr Factor	0.864	0.868	0.000	0.000	0.866

Prepared by NDS/ATD

VOLUME

N White Ave S/O Grove St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_024

DAILY TOTALS	NB	SB	EB	WB	Total
	10,057	9,672	0	0	19,729

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		13						26		12:00	187		161						348	
00:15	13		12						25		12:15	172		174						346	
00:30	5		3						8		12:30	169		156						325	
00:45	5	36	13	41					18	77	12:45	171	699	160	651					331	1350
01:00	8		3						11		13:00	186		171						357	
01:15	11		2						13		13:15	169		166						335	
01:30	3		2						5		13:30	160		170						330	
01:45	6	28	7	14					13	42	13:45	177	692	167	674					344	1366
02:00	7		5						12		14:00	206		156						362	
02:15	7		4						11		14:15	193		184						377	
02:30	2		2						4		14:30	209		191						400	
02:45	2	18	4	15					6	33	14:45	239	847	165	696					404	1543
03:00	6		8						14		15:00	207		177						384	
03:15	5		5						10		15:15	215		170						385	
03:30	8		1						9		15:30	231		177						408	
03:45	14	33	9	23					23	56	15:45	224	877	172	696					396	1573
04:00	7		6						13		16:00	210		167						377	
04:15	17		16						33		16:15	196		146						342	
04:30	9		34						43		16:30	212		157						369	
04:45	22	55	33	89					55	144	16:45	194	812	161	631					355	1443
05:00	27		18						45		17:00	228		182						410	
05:15	36		36						72		17:15	225		203						428	
05:30	42		60						102		17:30	230		182						412	
05:45	43	148	64	178					107	326	17:45	193	876	156	723					349	1599
06:00	46		60						106		18:00	214		154						368	
06:15	55		76						131		18:15	166		176						342	
06:30	52		92						144		18:30	187		145						332	
06:45	89	242	116	344					205	586	18:45	160	727	151	626					311	1353
07:00	72		119						191		19:00	119		128						247	
07:15	105		131						236		19:15	124		128						252	
07:30	110		187						297		19:30	99		129						228	
07:45	174	461	242	679					416	1140	19:45	96	438	117	502					213	940
08:00	223		218						441		20:00	108		91						199	
08:15	155		176						331		20:15	83		93						176	
08:30	148		151						299		20:30	88		89						177	
08:45	126	652	142	687					268	1339	20:45	86	365	85	358					171	723
09:00	134		107						241		21:00	67		82						149	
09:15	118		130						248		21:15	50		55						105	
09:30	105		117						222		21:30	67		59						126	
09:45	131	488	131	485					262	973	21:45	64	248	57	253					121	501
10:00	112		108						220		22:00	50		38						88	
10:15	142		123						265		22:15	27		34						61	
10:30	105		135						240		22:30	28		36						64	
10:45	140	499	136	502					276	1001	22:45	25	130	19	127					44	257
11:00	173		136						309		23:00	20		20						40	
11:15	136		162						298		23:15	15		12						27	
11:30	156		143						299		23:30	12		16						28	
11:45	162	627	182	623					344	1250	23:45	12	59	7	55					19	114
TOTALS		3287		3680						6967	TOTALS		6770		5992						12762
SPLIT %		47.2%		52.8%						35.3%	SPLIT %		53.0%		47.0%						64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,057	9,672	0	0	19,729

AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	14:45	16:45			16:45
AM Pk Volume	700	823			1487	PM Pk Volume	892	728			1605
Pk Hr Factor	0.785	0.850			0.843	Pk Hr Factor	0.933	0.897			0.938
7 - 9 Volume	1113	1366	0	0	2479	4 - 6 Volume	1688	1354	0	0	3042
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	700	823	0	0	1487	4 - 6 Pk Volume	877	728	0	0	1605
Pk Hr Factor	0.785	0.850	0.000	0.000	0.843	Pk Hr Factor	0.953	0.897	0.000	0.000	0.938

Prepared by NDS/ATD

VOLUME

SR 66/Foothill Blvd E/O Topaz Ln/B St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,067	12,020	24,087

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		10		21		12:00			229		241		470	
00:15			12		9		21		12:15			236		249		485	
00:30			8		12		20		12:30			231		251		482	
00:45			19	50	6	37	25	87	12:45			221	917	213	954	434	1871
01:00			10		13		23		13:00			237		270		507	
01:15			2		4		6		13:15			255		199		454	
01:30			5		8		13		13:30			196		241		437	
01:45			6	23	8	33	14	56	13:45			224	912	236	946	460	1858
02:00			5		4		9		14:00			247		185		432	
02:15			8		3		11		14:15			240		190		430	
02:30			8		7		15		14:30			237		251		488	
02:45			0	21	1	15	1	36	14:45			242	966	233	859	475	1825
03:00			4		7		11		15:00			261		198		459	
03:15			3		1		4		15:15			267		229		496	
03:30			4		6		10		15:30			320		279		599	
03:45			7	18	12	26	19	44	15:45			321	1169	242	948	563	2117
04:00			8		3		11		16:00			280		224		504	
04:15			7		11		18		16:15			282		194		476	
04:30			8		17		25		16:30			284		225		509	
04:45			16	39	30	61	46	100	16:45			267	1113	247	890	514	2003
05:00			16		32		48		17:00			271		216		487	
05:15			14		32		46		17:15			270		210		480	
05:30			21		25		46		17:30			295		207		502	
05:45			21	72	65	154	86	226	17:45			264	1100	208	841	472	1941
06:00			37		65		102		18:00			252		217		469	
06:15			38		63		101		18:15			229		215		444	
06:30			33		90		123		18:30			203		176		379	
06:45			52	160	93	311	145	471	18:45			188	872	141	749	329	1621
07:00			64		102		166		19:00			184		178		362	
07:15			73		121		194		19:15			166		163		329	
07:30			92		206		298		19:30			140		115		255	
07:45			176	405	254	683	430	1088	19:45			118	608	145	601	263	1209
08:00			210		222		432		20:00			113		112		225	
08:15			167		285		452		20:15			119		99		218	
08:30			103		180		283		20:30			115		102		217	
08:45			159	639	159	846	318	1485	20:45			102	449	107	420	209	869
09:00			131		141		272		21:00			105		78		183	
09:15			138		161		299		21:15			69		89		158	
09:30			133		152		285		21:30			84		84		168	
09:45			124	526	171	625	295	1151	21:45			61	319	66	317	127	636
10:00			142		180		322		22:00			54		67		121	
10:15			166		157		323		22:15			43		33		76	
10:30			128		160		288		22:30			37		29		66	
10:45			184	620	191	688	375	1308	22:45			24	158	34	163	58	321
11:00			185		178		363		23:00			30		33		63	
11:15			202		194		396		23:15			24		20		44	
11:30			215		201		416		23:30			23		16		39	
11:45			218	820	190	763	408	1583	23:45			14	91	21	90	35	181
TOTALS				3393		4242		**7635**	**TOTALS**				8674		7778		**16452**
SPLIT %				44.4%		55.6%		**31.7%**	**SPLIT %**				52.7%		47.3%		**68.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,067	12,020	24,087

AM Peak Hour			11:45	07:30	**11:45**	**PM Peak Hour**			15:30	12:15	**15:15**
AM Pk Volume			914	967	**1845**	**PM Pk Volume**			1203	983	**2162**
Pk Hr Factor			0.968	0.848	**0.951**	**Pk Hr Factor**			0.937	0.910	**0.902**
7 - 9 Volume	0	0	1044	1529	**2573**	**4 - 6 Volume**	0	0	2213	1731	**3944**
7 - 9 Peak Hour			07:45	07:30	**07:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:00**
7 - 9 Pk Volume	0	0	656	967	**1612**	**4 - 6 Pk Volume**	0	0	1113	898	**2003**
Pk Hr Factor	0.000	0.000	0.781	0.848	**0.892**	**Pk Hr Factor**	0.000	0.000	0.980	0.909	**0.974**

Prepared by NDS/ATD

VOLUME

N White Ave N/O 2nd St

Day: Wednesday
Date: 3/8/2023

City: La Verne
Project #: CA23_020095_013

DAILY TOTALS	NB	SB	EB	WB	Total
	10,415	10,637	0	0	21,052

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	16		15						31		12:00	160		149						309	
00:15	15		13						28		12:15	156		166						322	
00:30	5		4						9		12:30	162		158						320	
00:45	7	43	16	48					23	91	12:45	190	668	171	644					361	1312
01:00	12		9						21		13:00	189		177						366	
01:15	11		7						18		13:15	178		175						353	
01:30	3		1						4		13:30	153		183						336	
01:45	11	37	10	27					21	64	13:45	206	726	188	723					394	1449
02:00	10		6						16		14:00	180		183						363	
02:15	8		6						14		14:15	192		177						369	
02:30	4		4						8		14:30	175		211						386	
02:45	2	24	7	23					9	47	14:45	184	731	184	755					368	1486
03:00	8		9						17		15:00	195		191						386	
03:15	10		11						21		15:15	182		172						354	
03:30	9		7						16		15:30	193		210						403	
03:45	20	47	10	37					30	84	15:45	201	771	190	763					391	1534
04:00	5		13						18		16:00	196		204						400	
04:15	22		22						44		16:15	186		152						338	
04:30	16		47						63		16:30	184		182						366	
04:45	37	80	43	125					80	205	16:45	203	769	180	718					383	1487
05:00	29		37						66		17:00	193		210						403	
05:15	44		58						102		17:15	190		183						373	
05:30	62		87						149		17:30	206		199						405	
05:45	71	206	99	281					170	487	17:45	189	778	161	753					350	1531
06:00	60		83						143		18:00	194		178						372	
06:15	71		113						184		18:15	141		168						309	
06:30	68		136						204		18:30	167		161						328	
06:45	118	317	147	479					265	796	18:45	164	666	157	664					321	1330
07:00	103		132						235		19:00	146		133						279	
07:15	140		168						308		19:15	112		128						240	
07:30	217		207						424		19:30	117		133						250	
07:45	257	717	206	713					463	1430	19:45	107	482	131	525					238	1007
08:00	225		235						460		20:00	108		81						189	
08:15	169		204						373		20:15	74		80						154	
08:30	180		164						344		20:30	89		83						172	
08:45	167	741	159	762					326	1503	20:45	92	363	95	339					187	702
09:00	154		141						295		21:00	70		97						167	
09:15	130		159						289		21:15	63		66						129	
09:30	124		131						255		21:30	78		49						127	
09:45	124	532	150	581					274	1113	21:45	73	284	53	265					126	549
10:00	133		119						252		22:00	56		46						102	
10:15	160		136						296		22:15	41		38						79	
10:30	107		159						266		22:30	45		38						83	
10:45	157	557	131	545					288	1102	22:45	24	166	22	144					46	310
11:00	165		158						323		23:00	27		22						49	
11:15	137		173						310		23:15	25		18						43	
11:30	154		147						301		23:30	18		20						38	
11:45	160	616	175	653					335	1269	23:45	24	94	10	70					34	164
TOTALS		3917		4274						8191	TOTALS		6498		6363						12861
SPLIT %		47.8%		52.2%						38.9%	SPLIT %		50.5%		49.5%						61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,415	10,637	0	0	21,052

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	16:45	15:15			16:45
AM Pk Volume	868	852			1720	PM Pk Volume	792	776			1564
Pk Hr Factor	0.844	0.906			0.929	Pk Hr Factor	0.961	0.924			0.965
7 - 9 Volume	1458	1475	0	0	2933	4 - 6 Volume	1547	1471	0	0	3018
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	868	852	0	0	1720	4 - 6 Pk Volume	792	772	0	0	1564
Pk Hr Factor	0.844	0.906	0.000	0.000	0.929	Pk Hr Factor	0.961	0.919	0.000	0.000	0.965

Prepared by National Data & Surveying Services

Wheeler Ave & Golden Hills Rd

Peak Hour Turning Movement Count

ID: 23-020094-001
City: La Verne

Day: Wednesday
Date: 3/8/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Wheeler Ave)

AM	1	29	2	0	23	AM
NOON	0	0	0	0	0	NOON
PM	1	17	1	0	30	PM

EASTBOUND (Golden Hills Rd)

AM	NOON	PM	
66	0	48	
0	0	0	0
5	0	5	0
18	0	56	1
20	0	14	0

WESTBOUND (Golden Hills Rd)

	PM	NOON	AM
0	4	0	2
1	31	0	51
0	159	0	190
0	0	0	0
	195	0	167

NORTHBOUND (Wheeler Ave)

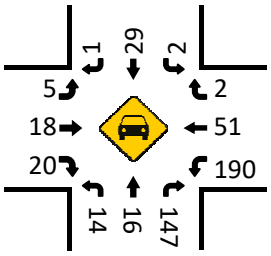
PM	190	0	16	21	138	PM
NOON	0	0	0	0	0	NOON
AM	239	0	14	16	147	AM

0	1	0	0
0	1	1	1

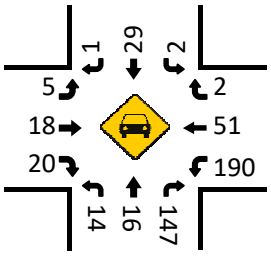
CONTROL: 4-Way Stop

TEV	495 AM	0 NOON	463 PM
PHF	0.83		0.88

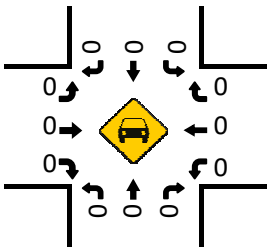
Totals (AM)



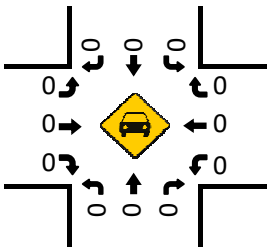
Totals (AM)



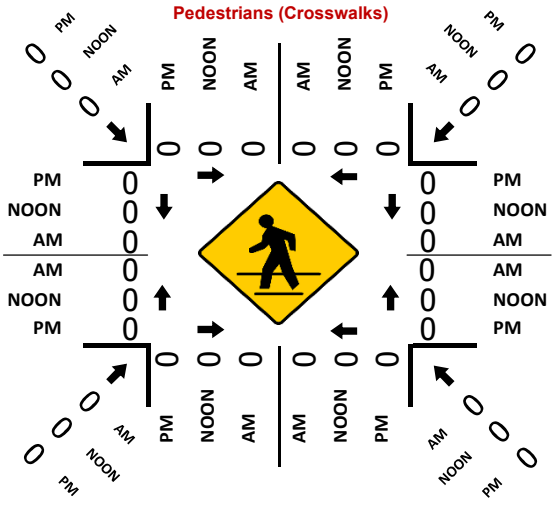
Totals (NOON)



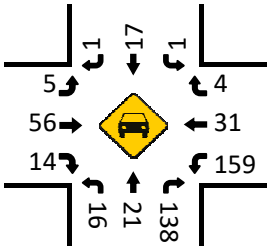
Totals (NOON)



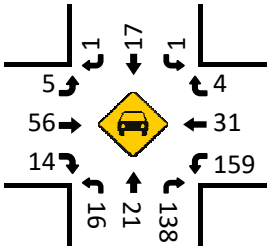
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

Stephens Ranch Rd & Esperanza Dr

Peak Hour Turning Movement Count

ID: 23-020094-002
City: La Verne

Day: Wednesday
Date: 3/8/2023

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Stephens Ranch Rd)

AM	16	0	12	0	74	AM
NOON	0	0	0	0	0	NOON
PM	68	0	39	0	27	PM

EASTBOUND (Esperanza Dr)

AM	NOON	PM	
90	0	159	
0	0	1	0
28	0	11	0
115	0	83	1
0	0	0	0
AM	NOON	PM	

WESTBOUND (Esperanza Dr)

PM	NOON	AM	
16	0	46	0
90	0	74	1
0	0	0	0
0	0	0	0
122	0	127	
PM	NOON	AM	

NORTHBOUND (Stephens Ranch Rd)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

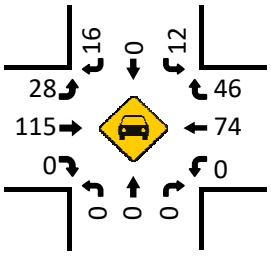
Turning movements (left, through, right, U-turn): 0 1 0 0 (SB); 0 0 0 0 (NB)

CONTROL

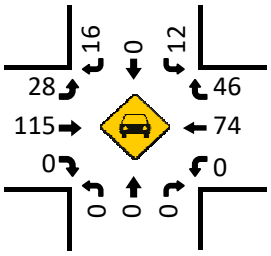
3-Way Stop (SB/EB/WB)

	AM	NOON	PM
TEV	291	0	308
PHF	0.83		0.90

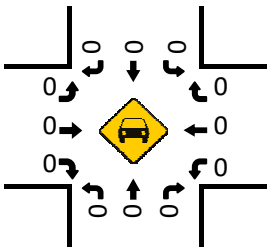
Totals (AM)



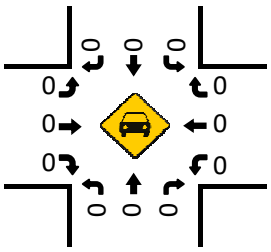
Totals (AM)



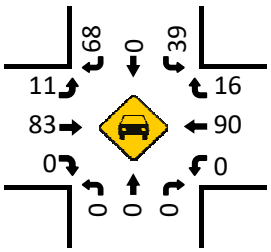
Totals (NOON)



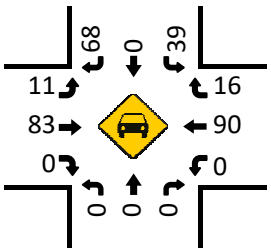
Totals (NOON)



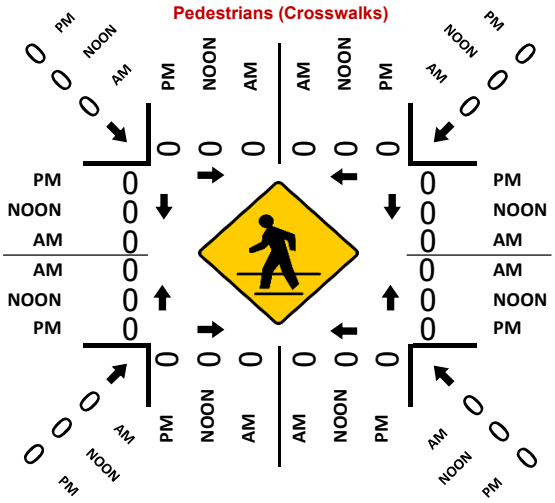
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Baseline Rd & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-003
City: La Verne

Day: Wednesday
Date: 3/8/2023

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Baseline Rd)

	Right	Thru	Left	U-Turn	Departing
AM	324	15	281	0	278
NOON	0	0	0	0	0
PM	224	12	149	0	589
Lanes	2	0.5	1.5	0	

EASTBOUND (Foothill Blvd)

	AM	NOON	PM	Lanes
Departing	779	0	624	
U-Turn	0	0	0	0
Left	181	0	488	1
Thru	338	0	704	2
Right	17	0	24	0

WESTBOUND (Foothill Blvd)

	PM	NOON	AM	Lanes
Right	85	0	92	1
Thru	388	0	446	2
Left	8	0	5	1
U-Turn	3	0	1	0
Departing	878	0	637	

NORTHBOUND (Baseline Rd)

	Departing	U-Turn	Left	Thru	Right
Lanes		0	0	1	0
PM	44	0	12	16	22
NOON	0	0	0	0	0
AM	37	0	9	5	17

CONTROL

Signalized

	AM	NOON	PM
TEV	1731	0	2135
PHF	0.89		0.93

Totals (AM)

	Right	Thru	Left
Southbound	324	15	281
Eastbound	17	338	181
Westbound	92	446	5
Northbound	17	5	9

Totals (NOON)

	Right	Thru	Left
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

	Right	Thru	Left
Southbound	224	12	149
Eastbound	24	704	488
Westbound	85	388	8
Northbound	22	16	12

Totals (AM)
Totals (NOON)
Totals (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
West leg	0	0	0
East leg	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

I-210 WB Off Ramp & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-004
City: La Verne

Day: Wednesday
Date: 3/8/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (I-210 WB Off Ramp)

	Right	Thru	Left	U-Turn	Out
AM	168	0	201	0	322
NOON	0	0	0	0	0
PM	128	0	90	0	449
Lanes	1	0	1	0	

EASTBOUND (Foothill Blvd)

	AM	NOON	PM	Lanes
Out	597	0	492	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	309	0	664	2
Right	365	0	237	1

WESTBOUND (Foothill Blvd)

	PM	NOON	AM	Lanes
Right	449	0	322	1
Thru	364	0	429	2
Left	0	0	0	0
U-Turn	0	0	0	0
Out	754	0	510	

NORTHBOUND (I-210 WB Off Ramp)

	Out	U-Turn	Left	Thru	Right
Lanes		0	0	0	0
PM	237	0	0	0	0
NOON	0	0	0	0	0
AM	365	0	0	0	0

CONTROL

Signalized

	AM	NOON	PM
TEV	1794	0	1932
PHF	0.89		0.94

Totals (AM)

	Left	Thru	Right
SB	201	0	168
EB	0	309	365
WB	0	429	322
NB	0	0	0

Totals (NOON)

	Left	Thru	Right
SB	0	0	0
EB	0	0	0
WB	0	0	0
NB	0	0	0

Totals (PM)

	Left	Thru	Right
SB	90	0	128
EB	0	664	237
WB	0	364	449
NB	0	0	0

Totals (AM)
Totals (NOON)
Totals (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North	0	0	0
South	0	0	0
East	0	0	0
West	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

Damien Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-005
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Damien Ave)

AM	0	0	0	0	363	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	510	PM

EASTBOUND (Foothill Blvd)

AM	NOON	PM	
673	0	686	
0	0	0	0
97	0	208	1
666	0	806	3
291	0	95	0

WESTBOUND (Foothill Blvd)

	PM	NOON	AM
0	65	0	55
3	570	0	507
1	153	0	260
0	0	0	0
	957	0	844

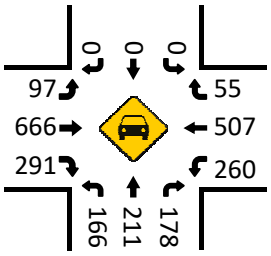
NORTHBOUND (Damien Ave)

PM	248	0	116	237	151	PM
NOON	0	0	0	0	0	NOON
AM	551	0	166	211	178	AM

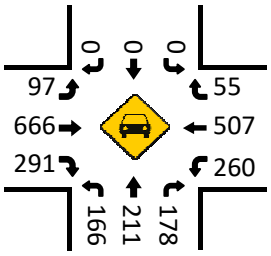
0	0	0	0
0	1.5	0.5	1

CONTROL			
Signalized			
TEV	2431 AM	0 NOON	2401 PM
PHF	0.90		0.92

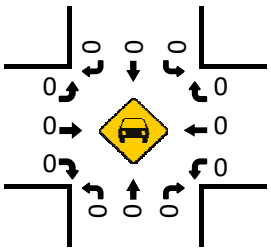
Totals (AM)



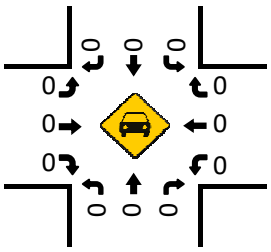
Totals (AM)



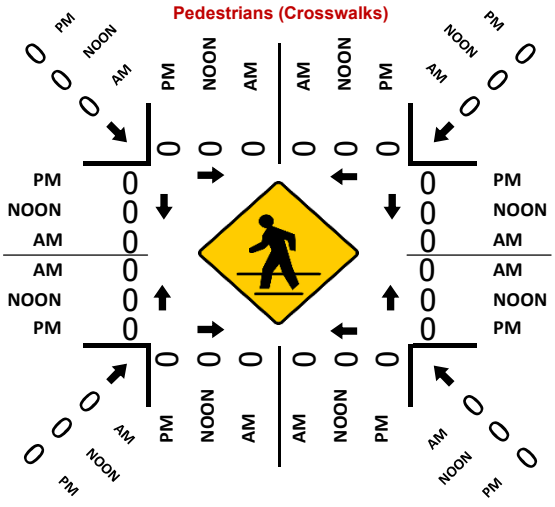
Totals (NOON)



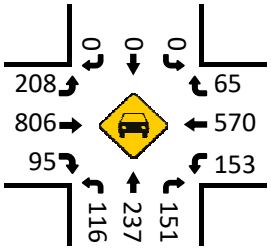
Totals (NOON)



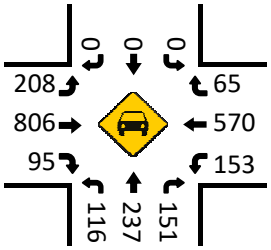
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

Wheeler Ave & Baseline Rd

Peak Hour Turning Movement Count

ID: 23-020094-006
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Wheeler Ave)

AM	258	309	163	0	439	AM
NOON	0	0	0	0	0	NOON
PM	127	157	103	0	486	PM

EASTBOUND (Baseline Rd)

AM	NOON	PM	
609	0	361	
0	0	0	0
88	0	123	1
155	0	447	2
53	0	43	0

WESTBOUND (Baseline Rd)

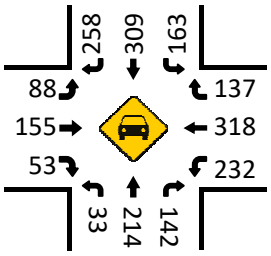
	PM	NOON	AM
0	122	0	137
2	178	0	318
1	104	0	232
0	0	0	2
	745	0	462

NORTHBOUND (Wheeler Ave)

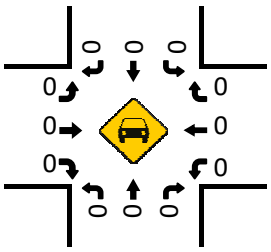
PM	304	0	56	241	195	PM
NOON	0	0	0	0	0	NOON
AM	594	0	33	214	142	AM

CONTROL			
Signalized			
TEV	2104 AM	0 NOON	1896 PM
PHF	0.74		0.92

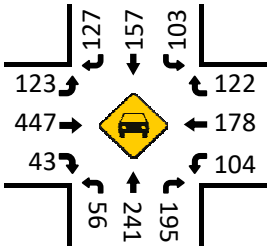
Totals (AM)



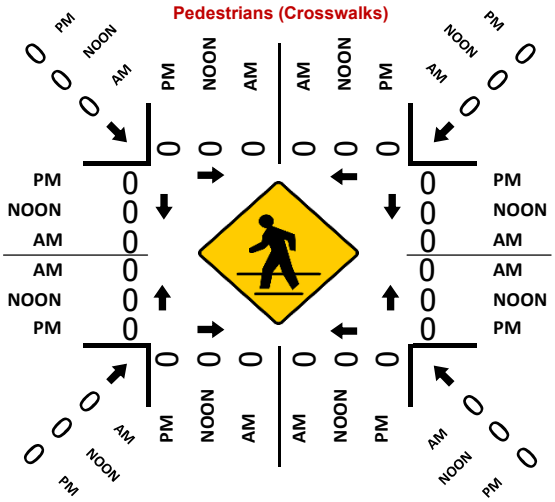
Totals (NOON)



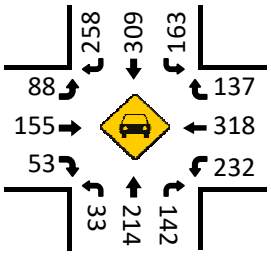
Totals (PM)



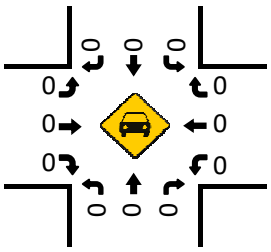
Pedestrians (Crosswalks)



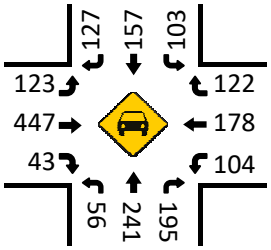
Totals (AM)



Totals (NOON)



Totals (PM)



Prepared by National Data & Surveying Services

Wheeler Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-007
City: La Verne

Day: Thursday
Date: 3/16/2023

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

Wheeler Ave – SOUTHBOUND

	Right	Thru	Left	U-Turn	Total
AM	181	236	146	0	441
NOON	0	0	0	0	0
PM	68	194	185	0	625
Lanes	1	2	1	0	

Foothill Blvd – EASTBOUND

	AM	NOON	PM	Lanes
Total	936	0	807	
U-Turn	0	0	0	0
Left	165	0	179	1
Thru	536	0	760	3
Right	214	0	96	0

Foothill Blvd – WESTBOUND

Lanes		PM	NOON	AM
1	Right	67	0	90
2	Thru	514	0	596
1	Left	83	0	90
0	U-Turn	64	0	14
	Total	1135	0	755

Wheeler Ave – NORTHBOUND

	Total	U-Turn	Left	Thru	Right
Lanes		0	1	2	0
PM	373	0	225	379	126
NOON	0	0	0	0	0
AM	540	0	159	186	59

CONTROL

Signalized

	AM	NOON	PM
TEV	2672	0	2940
PHF	0.93		0.93

Totals (AM)

Approach	Left	Thru	Right
Southbound	146	236	181
Eastbound	165	536	214
Westbound	90	596	90
Northbound	159	186	59

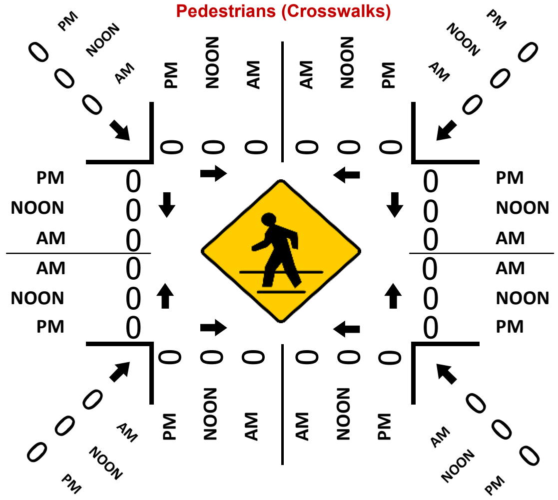
Totals (NOON)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

Approach	Left	Thru	Right
Southbound	185	194	68
Eastbound	179	760	96
Westbound	83	514	67
Northbound	225	379	126

Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Emerald Ave & Baseline Rd

Peak Hour Turning Movement Count

ID: 23-020094-008
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

Emerald Ave

SOUTHBOUND

AM	20	69	58	0	70	AM
NOON	0	0	0	0	0	NOON
PM	13	46	35	0	120	PM

0 1 1 0

EASTBOUND

Baseline Rd

AM	NOON	PM	
609	0	382	
0	0	0	0
12	0	21	1
278	0	580	2
158	0	85	0

WESTBOUND

Baseline Rd

PM	NOON	AM	
40	0	29	0
300	0	494	2
86	0	140	1
0	0	0	0
724	0	394	

CONTROL

Signalized

	AM	NOON	PM
TEV	1440	0	1443
PHF	0.83		0.94

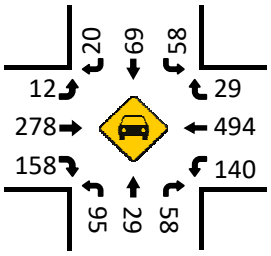
0 1 1 1

NORTHBOUND

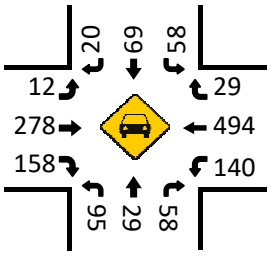
PM	217	0	69	59	109	PM
NOON	0	0	0	0	0	NOON
AM	367	0	95	29	58	AM

Emerald Ave

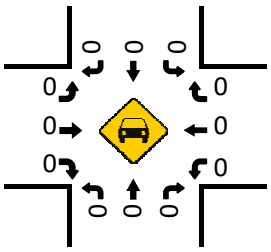
Totals (AM)



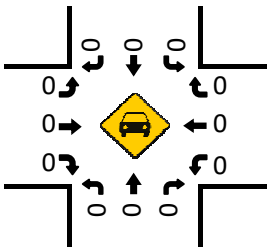
Totals (AM)



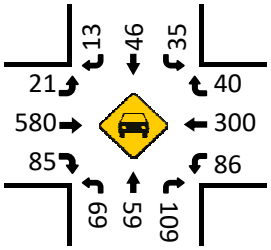
Totals (NOON)



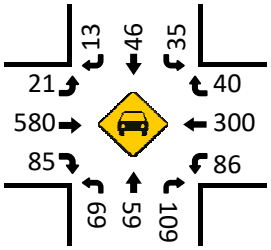
Totals (NOON)



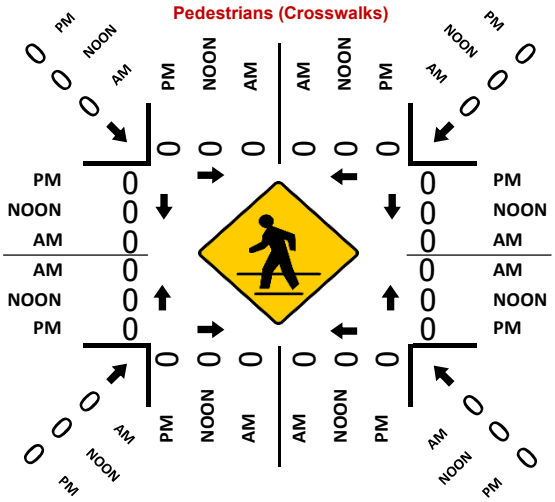
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Esperanza Dr/Miller St & Baseline Rd

Peak Hour Turning Movement Count

ID: 23-020094-009
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS

07:30 AM - 08:30 AM
NONE
04:15 PM - 05:15 PM

COUNT PERIODS

7:00 AM - 09:00 AM
NONE
4:00 PM - 06:00 PM

SOUTHBOUND (Esperanza Dr/Miller St)

AM	183	0	229	0	195	AM
NOON	0	0	0	0	0	NOON
PM	88	0	175	0	319	PM
	1	0	1	0		

EASTBOUND (Baseline Rd)

AM	NOON	PM	
665	0	389	
0	0	0	0
62	0	149	1
327	0	601	2
5	0	7	0

WESTBOUND (Baseline Rd)

	PM	NOON	AM
0	169	0	133
2	300	0	473
0	0	0	0
0	0	0	0
	779	0	558

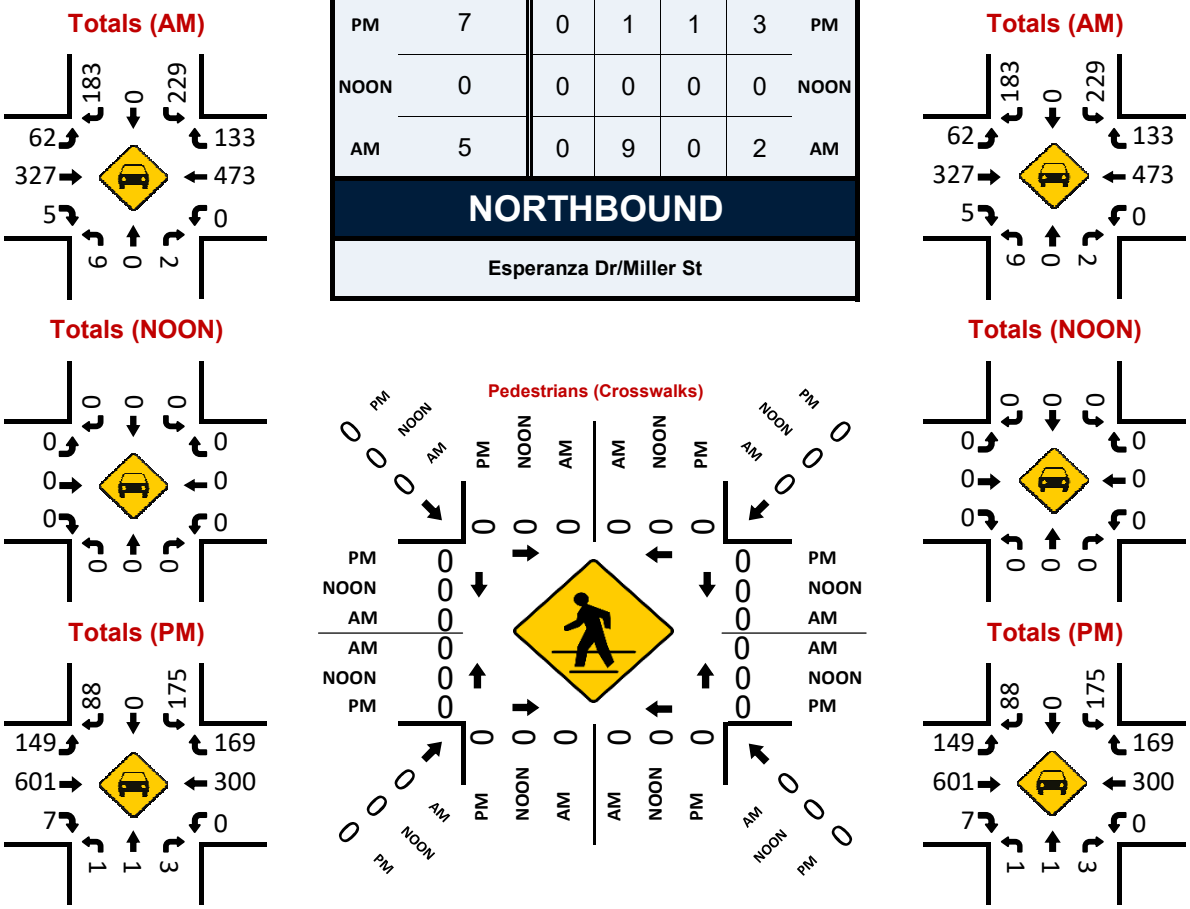
NORTHBOUND (Esperanza Dr/Miller St)

	0	0	1	0		
PM	7	0	1	1	3	PM
NOON	0	0	0	0	0	NOON
AM	5	0	9	0	2	AM

CONTROL

Signalized

	AM	NOON	PM
TEV	1423	0	1494
PHF	0.84		0.97



Prepared by National Data & Surveying Services

Fruit St & Baseline Rd

Peak Hour Turning Movement Count

ID: 23-020094-010
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Fruit St)

AM	0	0	0	0	1	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Baseline Rd)

AM	NOON	PM		
609	0	481	⇦	
0	0	0	↶	0
0	0	0	↱	0
167	0	505	→	2
391	0	259	↳	1
AM	NOON	PM		

WESTBOUND (Baseline Rd)

PM	NOON	AM		
0	0	1	↰	0
224	0	317	←	2
108	0	152	↲	1
0	0	0	↰	0
593	0	261	⇨	
PM	NOON	AM		

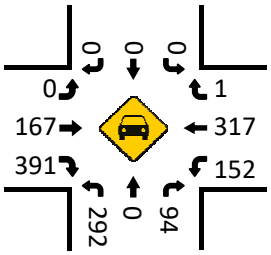
NORTHBOUND (Fruit St)

PM	373	6	257	0	88	PM
NOON	0	0	0	0	0	NOON
AM	547	4	292	0	94	AM

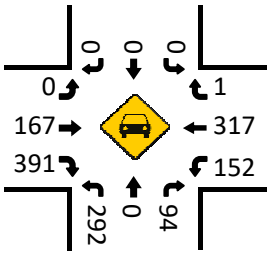
↶	↰	↑	↱	
0	1	0	1	

CONTROL			
Signalized			
TEV	1418	0	1447
	AM	NOON	PM
PHF	0.82		0.95

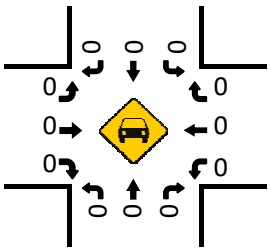
Totals (AM)



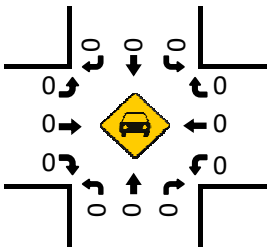
Totals (AM)



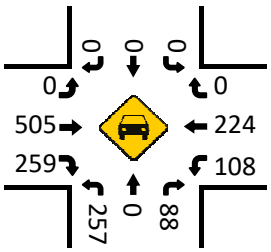
Totals (NOON)



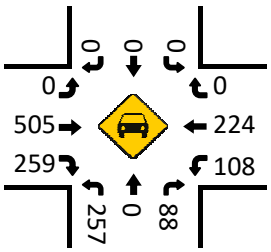
Totals (NOON)



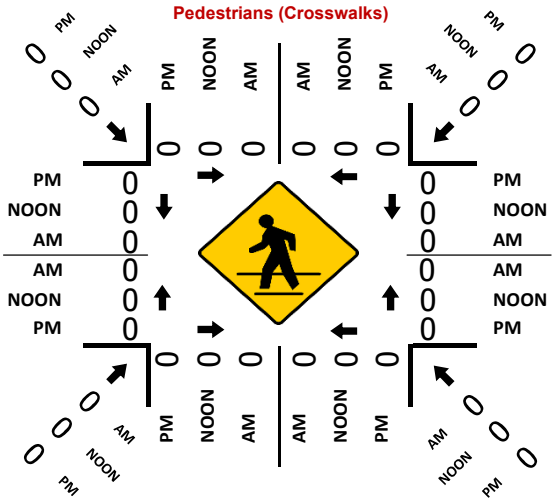
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Fruit St & I-210 WB Ramps

Peak Hour Turning Movement Count

ID: 23-020094-011
City: La Verne

Day: Thursday
Date: 3/23/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Fruit St)

AM	137	345	0	0	373	AM
NOON	0	0	0	0	0	NOON
PM	82	282	0	0	383	PM
	0	2	0	0		

EASTBOUND (I-210 WB Ramps)

AM	NOON	PM	
550	0	393	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

WESTBOUND (I-210 WB Ramps)

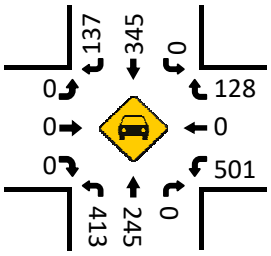
	PM	NOON	AM
1	119	0	128
0	0	0	0
2	273	0	501
0	0	0	0
	0	0	0

NORTHBOUND (Fruit St)

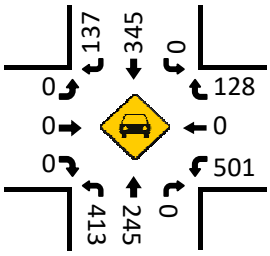
PM	555	0	311	264	0	PM
NOON	0	0	0	0	0	NOON
AM	846	0	413	245	0	AM
		0	1	2	0	

CONTROL			
Signalized			
TEV	1769 AM	0 NOON	1331 PM
PHF	0.92		0.98

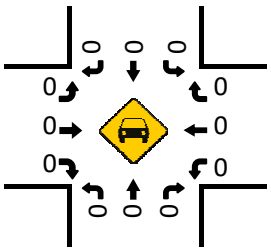
Totals (AM)



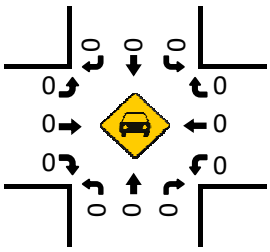
Totals (AM)



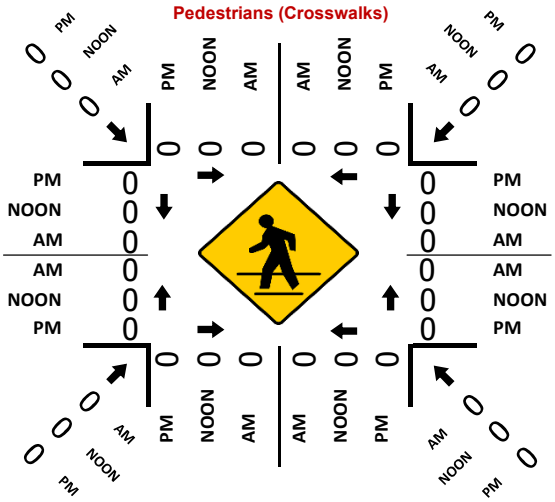
Totals (NOON)



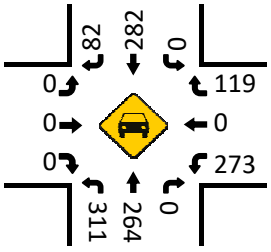
Totals (NOON)



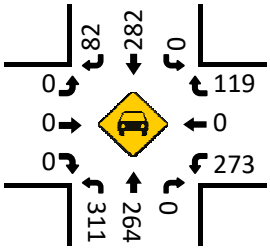
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

Fruit St & I-210 EB Ramps

Peak Hour Turning Movement Count

ID: 23-020094-012
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Fruit St)

	U-turn	Left	Through	Right	Northbound exit
AM	0	683	181	0	627
NOON	0	0	0	0	0
PM	0	468	121	0	574
Lanes	0	2	1	0	

EASTBOUND (I-210 EB Ramps)

	AM	NOON	PM	Lanes
Exit	0	0	0	
U-turn	0	0	0	0
Left	90	0	46	1
Through	0	0	4	0
Right	337	0	210	2

WESTBOUND (I-210 EB Ramps)

	PM	NOON	AM	Lanes
U-turn	0	0	0	0
Left	0	0	0	0
Through	0	0	0	0
Right	0	0	0	0
Exit	504	0	454	

NORTHBOUND (Fruit St)

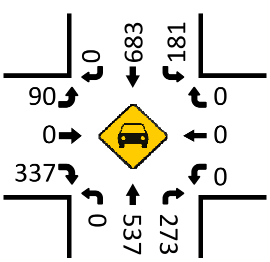
	Southbound exit	U-turn	Left	Through	Right
Lanes		0	0	2	0
PM	678	0	0	528	379
NOON	0	0	0	0	0
AM	1020	0	0	537	273

CONTROL

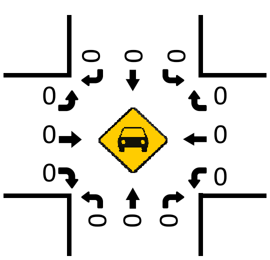
Signalized

	AM	NOON	PM
TEV	2101	0	1756
PHF	0.86		0.98

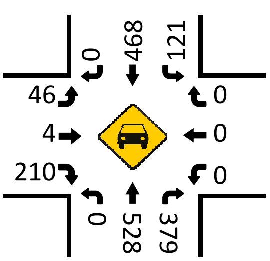
Totals (AM)



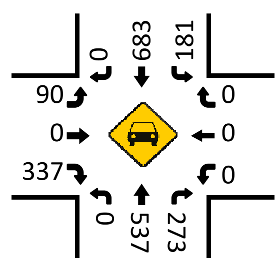
Totals (NOON)



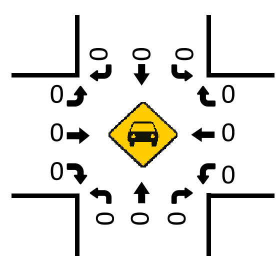
Totals (PM)



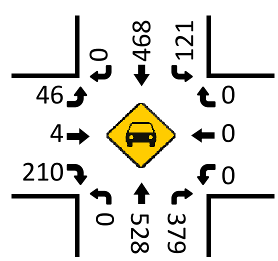
Totals (AM)



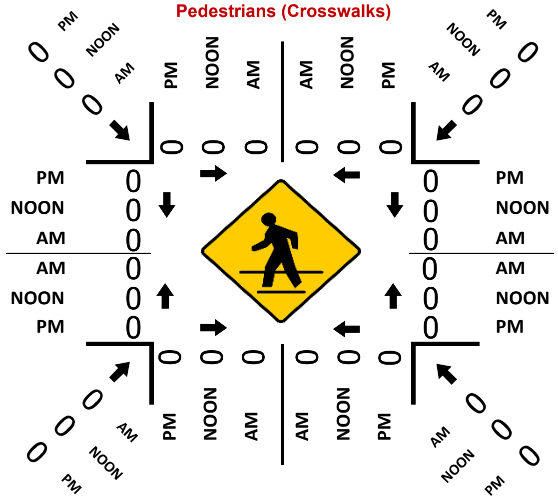
Totals (NOON)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

B St/Topaz Ln & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-013
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

B St/Topaz Ln — SOUTHBOUND

	Right	Thru	Left	U-Turn	Total out
AM	10	3	2	0	8
NOON	0	0	0	0	0
PM	5	0	1	0	17
Lanes	0	1	0	0	

Foothill Blvd — WESTBOUND

	Lanes	AM	NOON	PM
Right	0	1	0	8
Thru	2	761	0	806
Left	1	169	0	81
U-Turn	0	0	0	2
Total out		691	0	1186

Foothill Blvd — EASTBOUND

	AM	NOON	PM	Lanes
Total out	815	0	847	
U-Turn	6	0	8	0
Left	7	0	8	1
Thru	597	0	1052	3
Right	159	0	60	0

B St/Topaz Ln — NORTHBOUND

	Total out	U-Turn	Left	Thru	Right
Lanes		0	0	1	0
PM	141	0	28	1	131
NOON	0	0	0	0	0
AM	331	0	38	0	92

CONTROL

1-Way Stop (NB)

	AM	NOON	PM
TEV	1845	0	2191
PHF	0.84		0.97

Totals (AM)

	Left	Thru	Right
SB	2	3	10
WB	169	761	1
NB	38	0	92
EB	7	597	159

Totals (NOON)

	Left	Thru	Right
SB	0	0	0
WB	0	0	0
NB	0	0	0
EB	0	0	0

Totals (PM)

	Left	Thru	Right
SB	1	0	5
WB	81	806	8
NB	28	1	131
EB	8	1052	60

Totals (AM)

	Left	Thru	Right
SB	2	3	10
WB	169	761	1
NB	38	0	92
EB	7	597	159

Totals (NOON)

	Left	Thru	Right
SB	0	0	0
WB	0	0	0
NB	0	0	0
EB	0	0	0

Totals (PM)

	Left	Thru	Right
SB	1	0	5
WB	81	806	8
NB	28	1	131
EB	8	1052	60

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0	0	0
South leg	0	0	0
East leg	0	0	0
West leg	0	0	0
NW diagonal	0	0	0
NE diagonal	0	0	0
SW diagonal	0	0	0
SE diagonal	0	0	0

Prepared by National Data & Surveying Services

Emerald Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-014
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Emerald Ave)

AM	184	31	186	0	172	AM
NOON	0	0	0	0	0	NOON
PM	111	19	118	0	293	PM
	0.5	1.5	1	0		

EASTBOUND (Foothill Blvd)

AM	NOON	PM	
968	0	877	
4	0	3	0
68	0	159	1
562	0	939	3
30	0	43	1

WESTBOUND (Foothill Blvd)

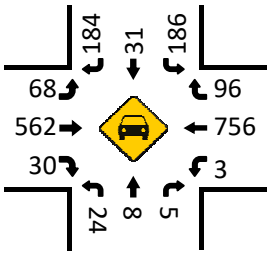
	PM	NOON	AM
1	114	0	96
2	742	0	756
1	24	0	3
0	22	0	4
	1097	0	757

NORTHBOUND (Emerald Ave)

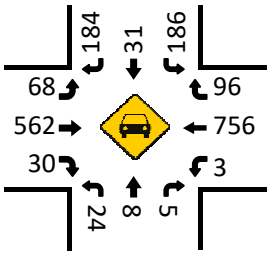
PM	86	0	21	20	18	PM
NOON	0	0	0	0	0	NOON
AM	64	0	24	8	5	AM
		0	1	2	0	

CONTROL			
Signalized			
TEV	1961 AM	0 NOON	2353 PM
PHF	0.86		0.98

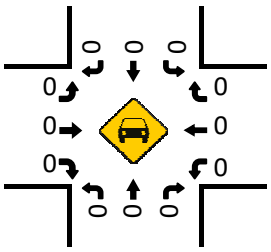
Totals (AM)



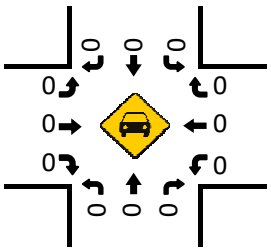
Totals (AM)



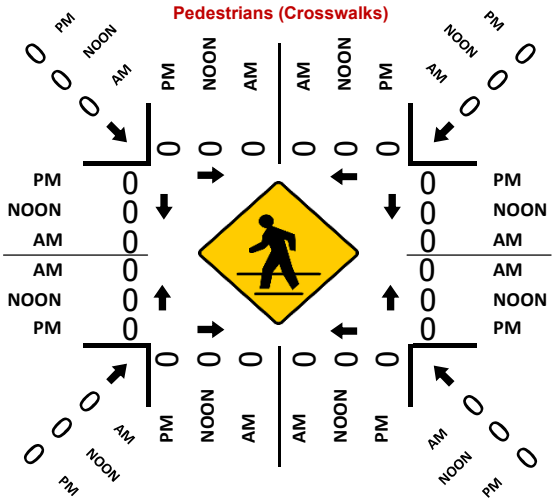
Totals (NOON)



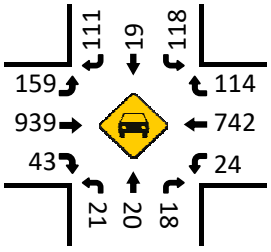
Totals (NOON)



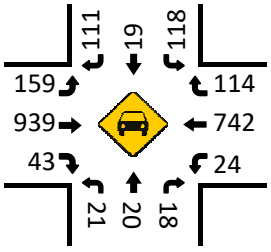
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

D St & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-015
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (D St)

AM	20	41	12	0	67	AM
NOON	0	0	0	0	0	NOON
PM	47	34	70	0	104	PM
	0.5	0.5	1	0		

EASTBOUND (Foothill Blvd)

AM	NOON	PM		
857	0	920		
6	0	22	0	
18	0	43	1	
368	0	807	3	
363	0	146	0	

WESTBOUND (Foothill Blvd)

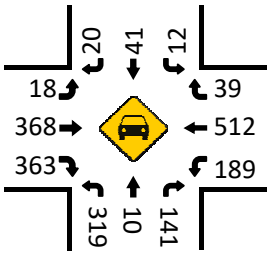
	PM	NOON	AM
1	32	0	39
2	644	0	512
1	188	0	189
0	26	0	9
	1099	0	530

NORTHBOUND (D St)

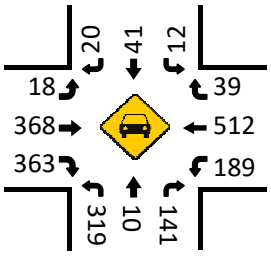
PM	368	0	207	29	196	PM
NOON	0	0	0	0	0	NOON
AM	593	0	319	10	141	AM
		0	1.5	0.5	1	

CONTROL			
Signalized			
TEV	2047 AM	0 NOON	2491 PM
PHF	0.79		0.98

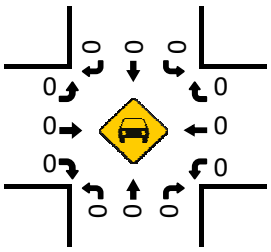
Totals (AM)



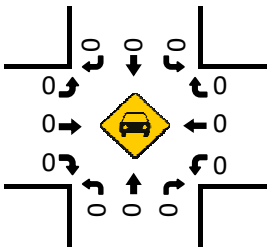
Totals (AM)



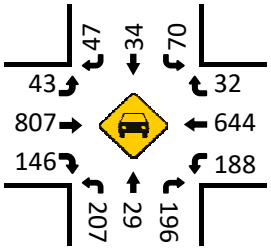
Totals (NOON)



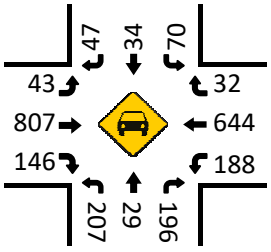
Totals (NOON)



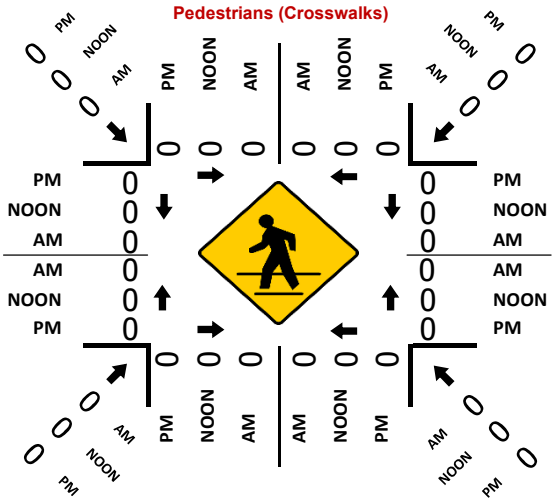
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Fruit St/N White Ave & Foothill Blvd

Peak Hour Turning Movement Count

ID: 23-020094-016
City: La Verne

Day: Thursday
Date: 3/9/2023

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Fruit St/N White Ave)

	Right	Through	Left	U-Turn	Out
AM	193	517	177	2	700
NOON	0	0	0	0	0
PM	150	337	194	2	851
Lanes	1	2	1	0	

EASTBOUND (Foothill Blvd)

	AM	NOON	PM	Lanes
Out	862	0	962	
U-Turn	36	0	37	0
Left	127	0	190	1
Through	263	0	739	3
Right	78	0	127	0

WESTBOUND (Foothill Blvd)

	PM	NOON	AM	Lanes
Right	180	0	196	1
Through	530	0	461	2
Left	108	0	84	1
U-Turn	38	0	15	0
Out	1012	0	481	

NORTHBOUND (Fruit St/N White Ave)

	Out	U-Turn	Left	Through	Right
Lanes		0	2	2	0
PM	572	0	245	479	41
NOON	0	0	0	0	0
AM	679	0	172	375	26

CONTROL

Signalized

	AM	NOON	PM
TEV	2722	0	3397
PHF	0.94		0.98

Totals (AM)

	Right	Through	Left
Southbound	193	517	177
Eastbound	78	263	127
Westbound	196	461	84
Northbound	26	375	172

Totals (NOON)

	Right	Through	Left
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

	Right	Through	Left
Southbound	150	337	194
Eastbound	127	739	190
Westbound	180	530	108
Northbound	41	479	245

Totals (AM)
Totals (NOON)
Totals (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North (both directions)	0 / 0	0 / 0	0 / 0
South (both directions)	0 / 0	0 / 0	0 / 0
West (both directions)	0 / 0	0 / 0	0 / 0
East (both directions)	0 / 0	0 / 0	0 / 0
Diagonals (all four corners)	0	0	0

Prepared by National Data & Surveying Services

Damien Ave & Bonita Ave

Peak Hour Turning Movement Count

ID: 23-020094-017
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
04:30 PM - 05:30 PM	PM	4:00 PM - 06:00 PM

Damien Ave — SOUTHBOUND

	Right	Through	Left	U-Turn	Approach
AM	67	178	230	0	420
NOON	0	0	0	0	0
PM	48	52	101	0	384
Lanes	1	1	1	0	

Bonita Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departure	589	0	434	
U-Turn	0	0	0	0
Left	67	0	123	1
Through	404	0	502	2
Right	37	0	40	1

Bonita Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	132	0	217	0
Through	363	0	460	1
Left	43	0	45	1
U-Turn	0	0	0	0
Approach	637	0	719	

Damien Ave — NORTHBOUND

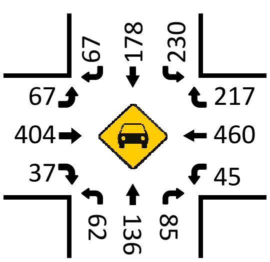
	Departure	U-Turn	Left	Through	Right
Lanes		0	0	1	0
PM	135	0	23	129	34
NOON	0	0	0	0	0
AM	260	0	62	136	85

CONTROL

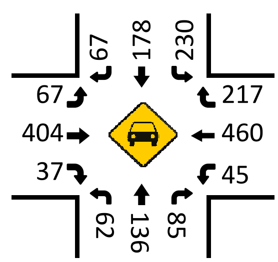
Signalized

	AM	NOON	PM
TEV	1988	0	1590
PHF	0.71		0.93

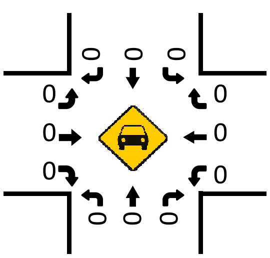
Totals (AM)



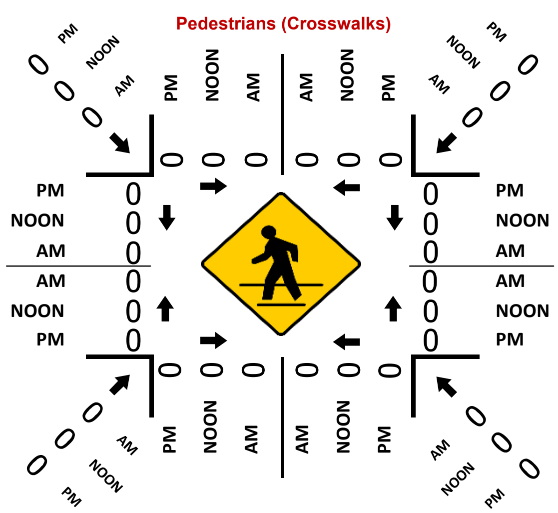
Totals (AM)



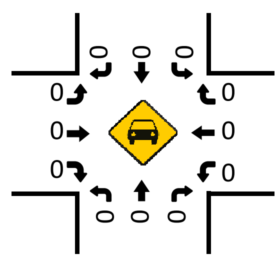
Totals (NOON)



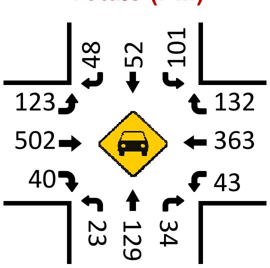
Pedestrians (Crosswalks)



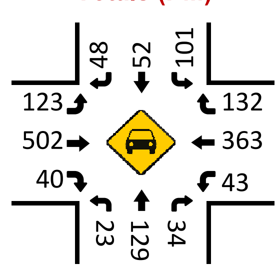
Totals (NOON)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

Wheeler Ave & Bonita Ave

Peak Hour Turning Movement Count

ID: 23-020094-018
City: La Verne

Day: Thursday
Date: 3/9/2023

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

Wheeler Ave — SOUTHBOUND

	Right	Thru	Left	U-Turn	Departing
AM	161	374	91	0	347
NOON	0	0	0	0	0
PM	65	208	62	0	662
Lanes	0	2	1	0	

Bonita Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departing	808	0	497	
U-Turn	0	0	0	0
Left	67	0	109	1
Thru	384	0	414	1
Right	163	0	112	1

Bonita Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	69	0	80	0
Thru	338	0	522	1
Left	60	0	52	1
U-Turn	0	0	0	0
Departing	541	0	514	

Wheeler Ave — NORTHBOUND

	Departing	U-Turn	Left	Thru	Right
Lanes		0	1	2	0
PM	380	0	94	484	65
NOON	0	0	0	0	0
AM	589	0	125	200	39

CONTROL

Signalized

	AM	NOON	PM
TEV	2258	0	2080
PHF	0.82		0.93

Totals (AM)

Approach	Left	Thru	Right
Southbound	91	374	161
Eastbound	67	384	163
Westbound	52	522	80
Northbound	125	200	39

Totals (NOON)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

Approach	Left	Thru	Right
Southbound	62	208	65
Eastbound	109	414	112
Westbound	60	338	69
Northbound	94	484	65

Totals (AM)

Approach	Left	Thru	Right
Southbound	91	374	161
Eastbound	67	384	163
Westbound	52	522	80
Northbound	125	200	39

Totals (NOON)

Approach	Left	Thru	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

Approach	Left	Thru	Right
Southbound	62	208	65
Eastbound	109	414	112
Westbound	60	338	69
Northbound	94	484	65

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (eastbound)	0	0	0
North leg (westbound)	0	0	0
West leg (southbound)	0	0	0
West leg (northbound)	0	0	0
East leg (southbound)	0	0	0
East leg (northbound)	0	0	0
South leg (eastbound)	0	0	0
South leg (westbound)	0	0	0
NW corner diagonal	0	0	0
NE corner diagonal	0	0	0
SW corner diagonal	0	0	0
SE corner diagonal	0	0	0

Prepared by National Data & Surveying Services

B St & Bonita Ave

Peak Hour Turning Movement Count

ID: 23-020094-019
City: La Verne

Day: Thursday
Date: 3/16/2023

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (B St)

	Right	Through	Left	U-Turn	Departing
AM	123	64	62	0	185
NOON	0	0	0	0	0
PM	40	27	44	0	144
Lanes	0	1	0	0	

EASTBOUND (Bonita Ave)

	AM	NOON	PM	Lanes
Departing	692	0	498	
U-Turn	0	0	0	0
Left	106	0	77	1
Through	377	0	503	1
Right	16	0	5	0

WESTBOUND (Bonita Ave)

	PM	NOON	AM	Lanes
Right	28	0	30	0
Through	437	0	554	1
Left	11	0	13	1
U-Turn	0	0	0	0
Departing	566	0	442	

NORTHBOUND (B St)

	Departing	U-Turn	Left	Through	Right
Lanes		0	0	1	0
PM	43	0	21	39	19
NOON	0	0	0	0	0
AM	93	0	15	49	3

CONTROL

Signalized

	AM	NOON	PM
TEV	1412	0	1251
PHF	0.87		0.97

Totals (AM)

SB: 123, 64, 62 — EB: 106, 377, 16 — WB: 30, 554, 13 — NB: 15, 49, 3

Totals (NOON)

SB: 0, 0, 0 — EB: 0, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

Totals (PM)

SB: 40, 27, 44 — EB: 77, 503, 5 — WB: 28, 437, 11 — NB: 21, 39, 19

Totals (AM)

SB: 123, 64, 62 — EB: 106, 377, 16 — WB: 30, 554, 13 — NB: 15, 49, 3

Totals (NOON)

SB: 0, 0, 0 — EB: 0, 0, 0 — WB: 0, 0, 0 — NB: 0, 0, 0

Totals (PM)

SB: 40, 27, 44 — EB: 77, 503, 5 — WB: 28, 437, 11 — NB: 21, 39, 19

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg	0 / 0	0 / 0	0 / 0
South leg	0 / 0	0 / 0	0 / 0
West leg	0 / 0	0 / 0	0 / 0
East leg	0 / 0	0 / 0	0 / 0
Diagonals (each corner)	0	0	0

Prepared by National Data & Surveying Services

D St & Bonita Ave

Peak Hour Turning Movement Count

ID: 23-020094-020
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

D St — SOUTHBOUND

	U-turn (left of drawing: right turn)	Through	Left	U-Turn	Approach total
AM	136	123	119	0	272
NOON	0	0	0	0	0
PM	103	114	113	0	314
Lanes	1	1	1	0	

Bonita Ave — EASTBOUND

	AM	NOON	PM	Lanes
Departing	617	0	480	
U-Turn	0	0	0	0
Left	59	0	78	1
Through	271	0	420	1
Right	32	0	32	0

Bonita Ave — WESTBOUND

	PM	NOON	AM	Lanes
Right	99	0	117	0
Through	341	0	450	1
Left	21	0	14	1
U-Turn	0	0	0	0
Approach total	571	0	408	

D St — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	0	1	0
PM	167	0	36	137	38
NOON	0	0	0	0	0
AM	169	0	31	96	18

CONTROL

Signalized

	AM	NOON	PM
TEV	1466	0	1532
PHF	0.86		0.96

Totals (AM)

Approach	Right	Through	Left
Southbound	136	123	119
Eastbound	32	271	59
Westbound	117	450	14
Northbound	18	96	31

Totals (NOON)

Approach	Right	Through	Left
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

Approach	Right	Through	Left
Southbound	103	114	113
Eastbound	32	420	78
Westbound	99	341	21
Northbound	38	137	36

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (each direction)	0	0	0
South leg (each direction)	0	0	0
West leg (each direction)	0	0	0
East leg (each direction)	0	0	0
Diagonals (each)	0	0	0

Prepared by National Data & Surveying Services

White Ave & Bonita Ave

Peak Hour Turning Movement Count

ID: 23-020094-021
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (White Ave)

AM	52	513	88	0	598	AM
NOON	0	0	0	0	0	NOON
PM	46	523	94	0	795	PM
	0	1	1	0		

EASTBOUND (Bonita Ave)

AM	NOON	PM	
501	0	371	
0	0	0	0
58	0	103	1
230	0	378	1
91	0	74	0

WESTBOUND (Bonita Ave)

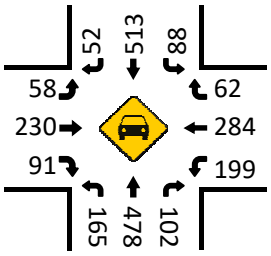
PM	NOON	AM	
117	0	62	0
260	0	284	1
199	0	199	1
0	0	0	0
566	0	420	

NORTHBOUND (White Ave)

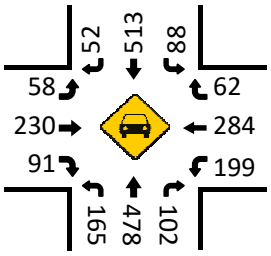
PM	796	0	65	575	94	PM
NOON	0	0	0	0	0	NOON
AM	803	0	165	478	102	AM
		0	1	1	0	

CONTROL			
Signalized			
TEV	2322 AM	0 NOON	2528 PM
PHF	0.91		0.96

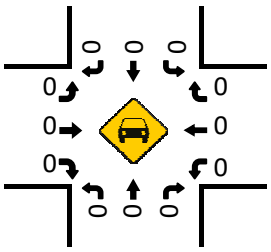
Totals (AM)



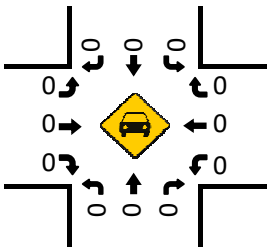
Totals (AM)



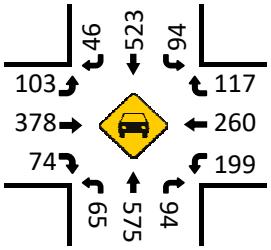
Totals (NOON)



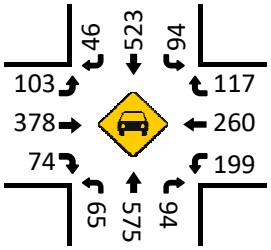
Totals (NOON)



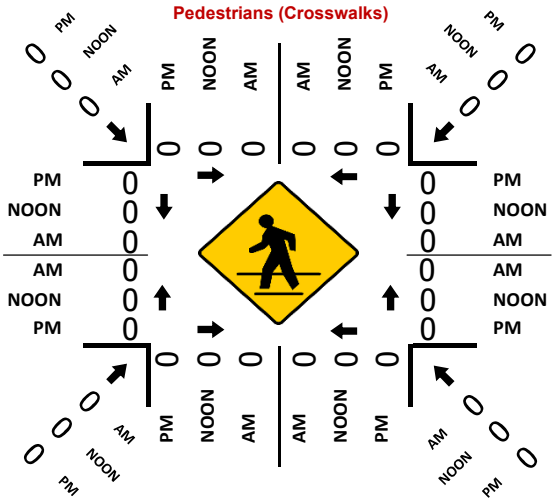
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Wheeler Ave & Arrow Hwy

Peak Hour Turning Movement Count

ID: 23-020094-022
City: La Verne

Day: Thursday
Date: 3/9/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Wheeler Ave)

AM	98	205	256	0	386	AM
NOON	0	0	0	0	0	NOON
PM	80	106	209	0	587	PM
	0.5	0.5	1	0		

EASTBOUND (Arrow Hwy)

AM	NOON	PM	
561	0	543	
2	0	0	0
80	0	177	1
376	0	985	3
70	0	46	0

WESTBOUND (Arrow Hwy)

	PM	NOON	AM
1	215	0	227
3	387	0	424
1	11	0	21
0	1	0	0
	1246	0	675

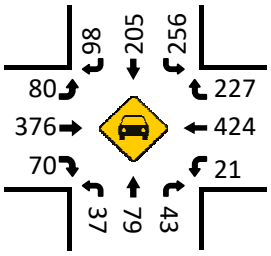
NORTHBOUND (Wheeler Ave)

	0	1	1	1		
PM	163	0	76	195	51	PM
NOON	0	0	0	0	0	NOON
AM	296	0	37	79	43	AM

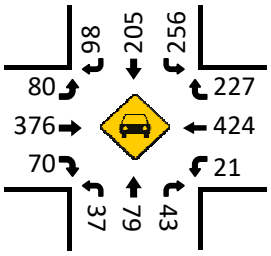
CONTROL: Signalized

	AM	NOON	PM
TEV	1918	0	2539
PHF	0.91		0.89

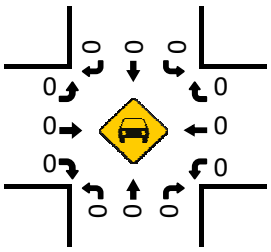
Totals (AM)



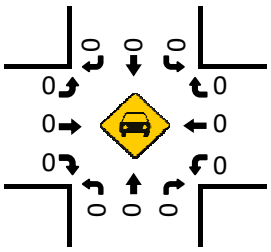
Totals (AM)



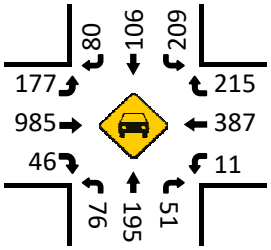
Totals (NOON)



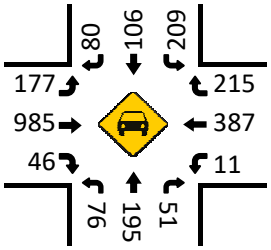
Totals (NOON)



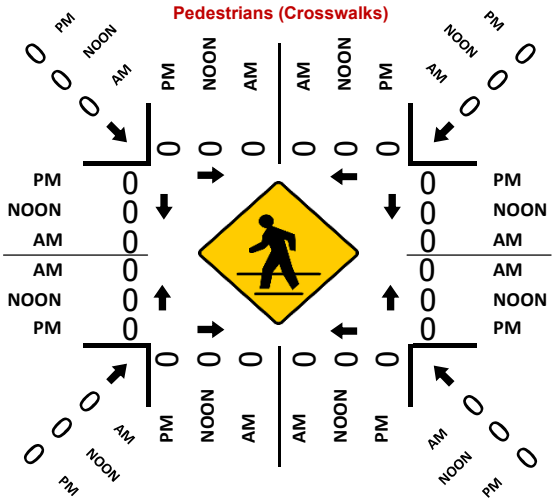
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Wheeler Ave & Puddingstone Dr

Peak Hour Turning Movement Count

ID: 23-020094-023
City: La Verne

Day: Thursday
Date: 3/9/2023

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop (SB)

	AM	NOON	PM
TEV	428	0	431
PHF	0.76		0.86

Wheeler Ave – SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	11	0	135	1	180
NOON	0	0	0	0	0
PM	21	0	192	1	78
Lanes	1	0	1	0	

Puddingstone Dr – EASTBOUND

	Departing	U-Turn	Left	Through	Right
AM	46	0	31	67	0
NOON	0	0	0	0	0
PM	86	0	13	74	0
Lanes		0	0	1	0

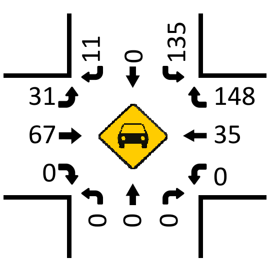
Puddingstone Dr – WESTBOUND

	Left	Through	Right	U-Turn	Departing
PM	64	65	0	1	267
NOON	0	0	0	0	0
AM	148	35	0	0	202
Lanes	1	1	0	0	

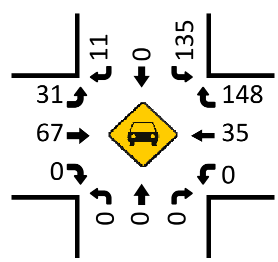
Wheeler Ave – NORTHBOUND

	Departing	U-Turn	Left	Through	Right
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	0	0	0	0	0
Lanes		0	0	0	0

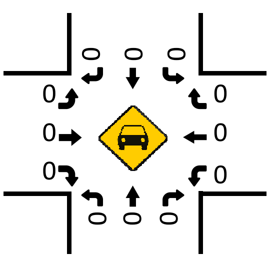
Totals (AM)



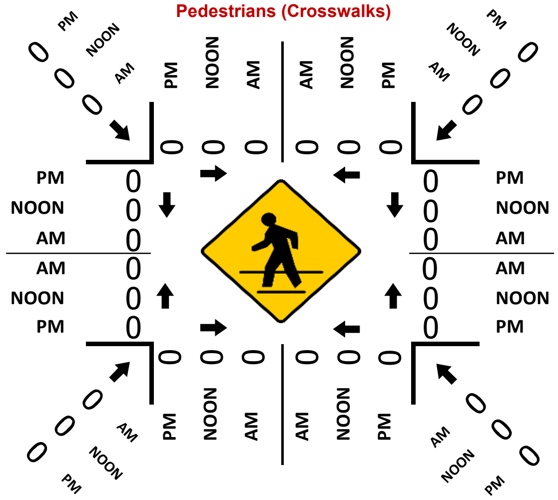
Totals (AM)



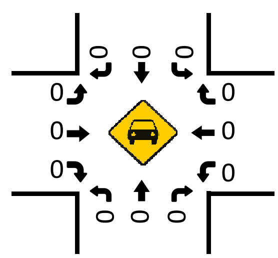
Totals (NOON)



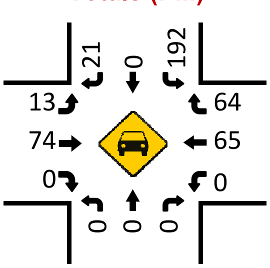
Pedestrians (Crosswalks)



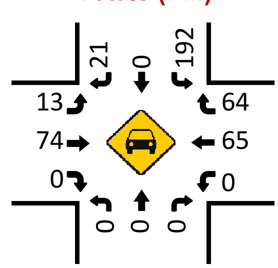
Totals (NOON)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

B St & Arrow Hwy

Peak Hour Turning Movement Count

ID: 23-020094-024
City: La Verne

Day: Thursday
Date: 3/16/2023

Period	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (B St)

	Right	Through	Left	U-Turn	Departure
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0
(red)	0	0	0	0	

WESTBOUND (Arrow Hwy)

Movement	PM	NOON	AM	(red)
U-Turn	0	0	0	0
Through	602	0	699	3
Left	5	0	3	1
Right	2	0	3	0
Departure	1199	0	647	

EASTBOUND (Arrow Hwy)

Movement	AM	NOON	PM	(red)
Departure	700	0	605	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	643	0	1192	3
Right	4	0	3	0

NORTHBOUND (B St)

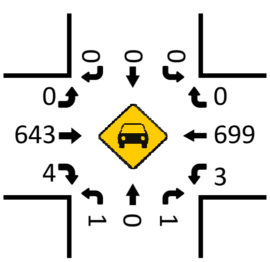
	Departure	U-Turn	Left	Through	Right
(red)		0	0	1	0
PM	8	0	3	0	5
NOON	0	0	0	0	0
AM	7	0	1	0	1

CONTROL

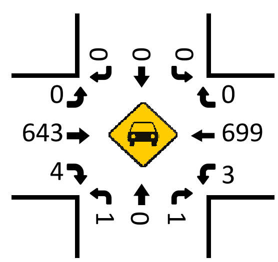
1-Way Stop (NB)

	AM	NOON	PM
TEV	1354	0	1812
PHF	0.89		0.95

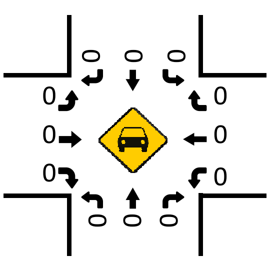
Totals (AM)



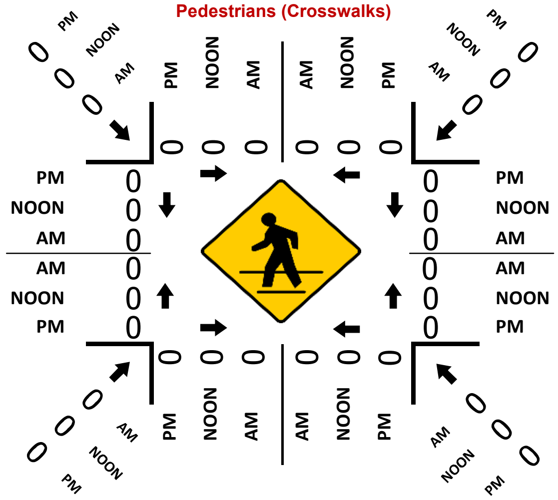
Totals (AM)



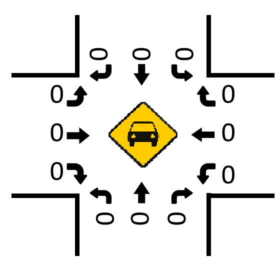
Totals (NOON)



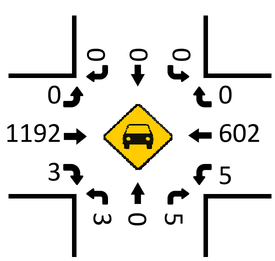
Pedestrians (Crosswalks)



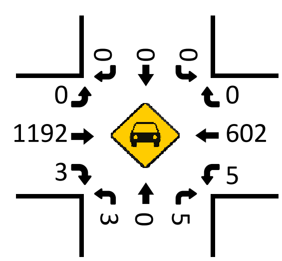
Totals (NOON)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

D St & Arrow Hwy

Peak Hour Turning Movement Count

ID: 23-020094-025
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (D St)

AM	50	66	56	0	145	AM
NOON	0	0	0	0	0	NOON
PM	43	71	59	0	168	PM
	1	0.5	0.5	0		

EASTBOUND (Arrow Hwy)

AM	NOON	PM		
706	0	610		
2	0	4	0	
48	0	89	1	
554	0	1079	3	
31	0	26	0	

WESTBOUND (Arrow Hwy)

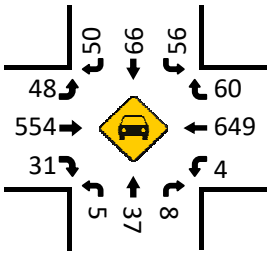
	PM	NOON	AM
0	51	0	60
3	545	0	649
1	5	0	4
0	0	0	0
	1159	0	618

NORTHBOUND (D St)

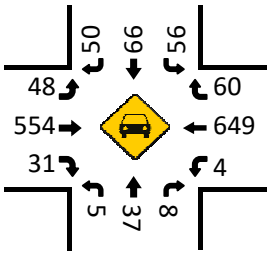
PM	102	0	18	28	21	PM
NOON	0	0	0	0	0	NOON
AM	101	0	5	37	8	AM
		0	0	1	0	

CONTROL			
Signalized			
TEV	1570 AM	0 NOON	2039 PM
PHF	0.90		0.97

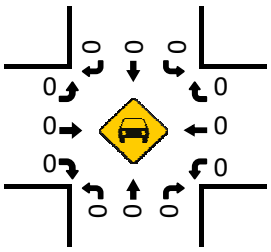
Totals (AM)



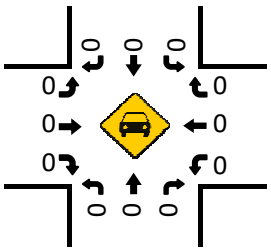
Totals (AM)



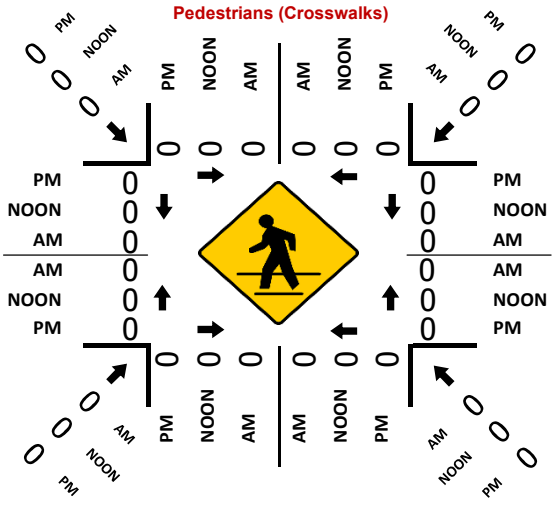
Totals (NOON)



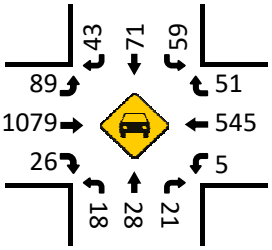
Totals (NOON)



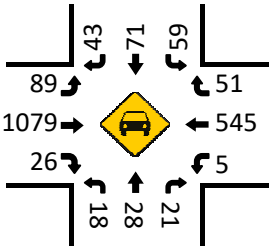
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

E St/Fairplex Dr & Arrow Hwy

Peak Hour Turning Movement Count

ID: 23-020094-026
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (E St/Fairplex Dr)

AM	15	205	38	0	267	AM
NOON	0	0	0	0	0	NOON
PM	15	159	45	0	335	PM
	0.5	0.5	1	0		

EASTBOUND (Arrow Hwy)

AM	NOON	PM		
704	0	603		
0	0	0		0
10	0	26		1
517	0	1009		3
106	0	116		0

WESTBOUND (Arrow Hwy)

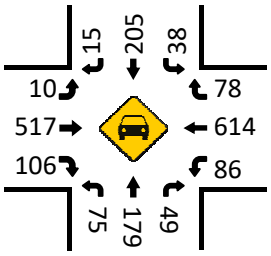
PM	NOON	AM	
47	0	78	0
483	0	614	2
61	0	86	1
1	0	0	0
1250	0	604	

NORTHBOUND (E St/Fairplex Dr)

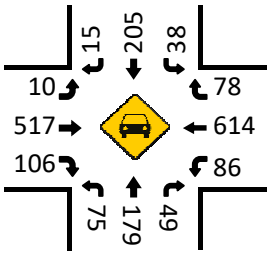
	0	1	1	1		
PM	336	0	105	262	195	PM
NOON	0	0	0	0	0	NOON
AM	397	0	75	179	49	AM

CONTROL			
Signalized			
TEV	1972 AM	0 NOON	2524 PM
PHF	0.89		0.98

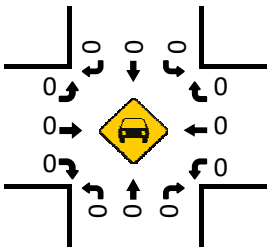
Totals (AM)



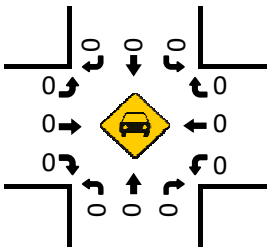
Totals (AM)



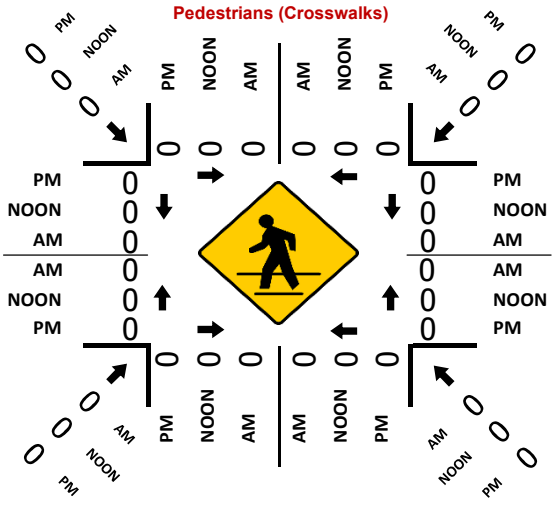
Totals (NOON)



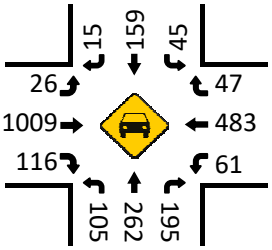
Totals (NOON)



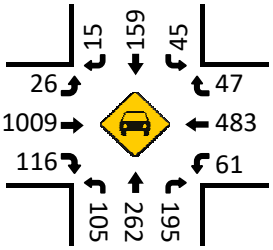
Pedestrians (Crosswalks)



Totals (PM)



Totals (PM)



Prepared by National Data & Surveying Services

E St/Fairplex Dr & Puddingstone Dr

Peak Hour Turning Movement Count

ID: 23-020094-027
City: La Verne

Day: Thursday
Date: 3/9/2023

	PEAK HOURS	COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND – E St/Fairplex Dr

	Right	Thru	Left	U-Turn	Total (departing)
AM	55	451	0	0	455
NOON	0	0	0	0	0
PM	22	526	0	0	568
Lanes	0	2	0	0	

EASTBOUND – Puddingstone Dr

	AM	NOON	PM	Lanes
Total (departing)	277	0	117	
U-Turn	0	0	1	0
Left	20	0	60	2
Thru	0	0	0	0
Right	179	0	294	1

WESTBOUND – Puddingstone Dr

	PM	NOON	AM	Lanes
U-Turn	0	0	0	0
Thru	0	0	0	1
Left	0	0	0	0
Right	0	0	0	0
Total (departing)	0	0	0	

NORTHBOUND – E St/Fairplex Dr

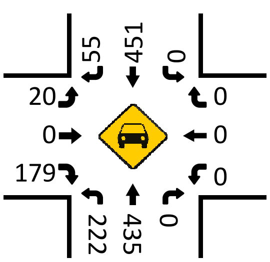
	Total (departing)	U-Turn	Left	Thru	Right
Lanes		0	1	2	0
PM	820	0	94	508	0
NOON	0	0	0	0	0
AM	630	0	222	435	0

CONTROL

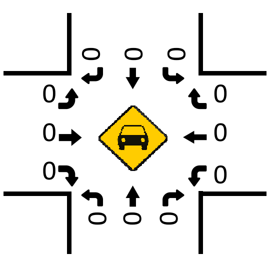
Signalized

	AM	NOON	PM
TEV	1362	0	1505
PHF	0.88		0.90

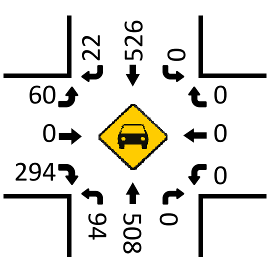
Totals (AM)



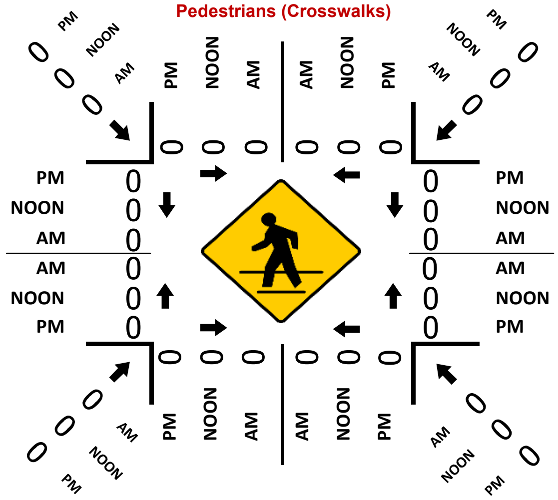
Totals (NOON)



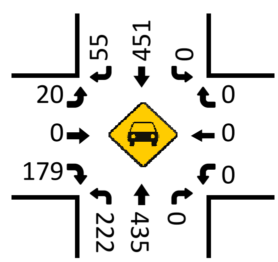
Totals (PM)



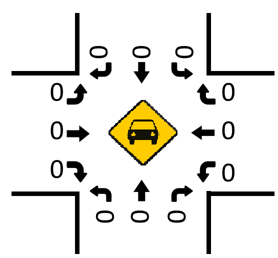
Pedestrians (Crosswalks)



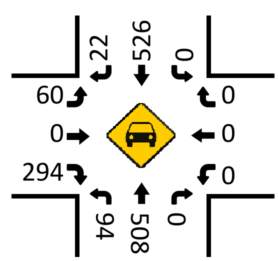
Totals (AM)



Totals (NOON)



Totals (PM)



Prepared by National Data & Surveying Services

White Ave & Arrow Hwy

Peak Hour Turning Movement Count

ID: 23-020094-028
City: La Verne

Day: Thursday
Date: 3/16/2023

PEAK HOURS		COUNT PERIODS
AM	07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

White Ave — SOUTHBOUND

	U-Turn	Right	Through	Left	Departing
AM	62	558	119	2	946
NOON	0	0	0	0	0
PM	59	577	176	3	840
Lanes	0	2	1	0	

Arrow Hwy — EASTBOUND

	AM	NOON	PM	Lanes
Departing	798	0	593	
U-Turn	0	0	3	0
Left	36	0	112	1
Through	363	0	879	3
Right	175	0	244	0

Arrow Hwy — WESTBOUND

	Lanes	PM	NOON	AM
Right	1	232	0	337
Through	2	395	0	573
Left	1	143	0	135
U-Turn	0	1	0	2
Departing		1232	0	623

White Ave — NORTHBOUND

	Departing	U-Turn	Left	Through	Right
Lanes		0	1	2	0
PM	970	6	136	493	176
NOON	0	0	0	0	0
AM	872	4	163	571	139

CONTROL

Signalized

	AM	NOON	PM
TEV	3239	0	3635
PHF	0.88		0.95

Totals (AM)

	Left	Through	Right
Southbound	119	558	62
Eastbound	36	363	175
Westbound	135	573	337
Northbound	163	571	139

Totals (NOON)

	Left	Through	Right
Southbound	0	0	0
Eastbound	0	0	0
Westbound	0	0	0
Northbound	0	0	0

Totals (PM)

	Left	Through	Right
Southbound	176	577	59
Eastbound	112	879	244
Westbound	143	395	232
Northbound	136	493	176

Totals (AM)
Totals (NOON)
Totals (PM)

Pedestrians (Crosswalks)

Crosswalk	AM	NOON	PM
North leg (eastbound)	0	0	0
North leg (westbound)	0	0	0
West leg (southbound)	0	0	0
West leg (northbound)	0	0	0
East leg (southbound)	0	0	0
East leg (northbound)	0	0	0
South leg (eastbound)	0	0	0
South leg (westbound)	0	0	0
NW corner diagonal	0	0	0
NE corner diagonal	0	0	0
SW corner diagonal	0	0	0
SE corner diagonal	0	0	0

Appendix 3 — 2017 Traffic Count Data

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

City of La Verne
Wheeler Avenue
N/ Baseline Road
24 Hour Directional Classification Count

LVR001
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	30	19	0	2	0	0	0	0	0	0	0	0	51
01:00	0	11	10	0	0	0	0	0	0	0	0	0	0	21
02:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
03:00	0	12	3	0	2	0	0	0	0	0	0	0	0	17
04:00	0	69	21	0	6	0	0	1	**1**	0	0	0	0	98
05:00	1	163	54	0	15	0	0	3	0	0	0	0	0	236
06:00	1	327	93	3	36	0	0	4	0	0	0	0	0	464
07:00	3	**729**	**268**	2	**62**	0	0	**25**	1	**1**	0	0	0	**1091**
08:00	**5**	523	228	1	52	**4**	0	23	0	1	0	0	0	837
09:00	1	404	164	1	57	3	0	13	0	1	0	0	0	644
10:00	1	375	173	2	51	0	0	10	0	1	0	0	0	613
11:00	2	369	169	**4**	45	1	**1**	12	1	0	0	0	0	604
12 PM	1	428	170	0	51	0	0	15	0	0	0	0	0	665
13:00	3	471	254	1	42	0	1	23	1	1	0	0	0	797
14:00	2	553	**276**	1	65	0	0	26	**2**	1	**1**	0	0	927
15:00	1	524	246	**2**	60	**2**	1	14	1	**3**	0	0	0	854
16:00	2	572	252	0	59	0	**3**	19	1	1	0	0	0	909
17:00	**5**	**597**	247	0	**67**	2	1	**27**	0	1	0	0	0	**947**
18:00	1	497	228	1	34	0	1	22	0	0	0	0	0	784
19:00	2	367	134	0	41	0	0	9	0	1	0	0	0	554
20:00	3	285	129	0	15	0	0	5	0	0	0	0	0	437
21:00	1	193	80	0	16	0	0	3	0	0	0	0	0	293
22:00	0	129	32	0	11	0	0	3	0	0	0	0	0	175
23:00	1	76	14	0	5	0	0	0	0	0	0	0	0	96
Total	36	7714	3268	18	794	12	8	257	8	12	1	0	0	12128
Percent	0.3%	63.6%	26.9%	0.1%	6.5%	0.1%	0.1%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	11:00	07:00	08:00	11:00	07:00	04:00	07:00				07:00
Vol.	5	729	268	4	62	4	1	25	1	1				1091
PM Peak	17:00	17:00	14:00	15:00	17:00	15:00	16:00	17:00	14:00	15:00	14:00			17:00
Vol.	5	597	276	2	67	2	3	27	2	3	1			947
Grand Total	36	7714	3268	18	794	12	8	257	8	12	1	0	0	12128
Percent	0.3%	63.6%	26.9%	0.1%	6.5%	0.1%	0.1%	2.1%	0.1%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
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City of La Verne
Baseline Road
B/ Bunnelle Avenue - Hale Avenue
24 Hour Directional Classification Count

LVR002
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	30	7	0	0	0	0	0	0	0	0	0	0	37
01:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
02:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
03:00	0	16	10	0	3	0	0	0	0	0	0	0	0	29
04:00	0	76	40	0	22	0	0	0	0	0	0	0	0	138
05:00	5	652	210	0	**123**	1	0	**27**	0	**3**	**2**	**1**	0	1024
06:00	3	**915**	243	1	86	**5**	0	26	0	0	0	0	**1**	**1280**
07:00	**10**	706	**259**	2	84	1	0	19	0	1	0	0	0	1082
08:00	2	603	247	2	68	1	0	13	**2**	1	0	0	0	939
09:00	0	412	168	**5**	55	1	0	5	2	0	0	0	0	648
10:00	3	370	163	3	52	1	0	7	0	0	0	0	0	599
11:00	1	367	173	2	42	3	0	8	0	0	0	0	0	596
12 PM	0	407	165	1	46	1	0	2	**2**	0	0	0	0	624
13:00	1	395	170	1	60	0	0	5	0	0	0	0	0	632
14:00	**4**	462	196	**3**	64	0	0	**13**	1	0	0	0	0	743
15:00	1	628	**282**	2	**92**	**3**	0	10	1	0	0	0	0	1019
16:00	2	731	264	0	84	2	0	11	0	0	0	0	0	1094
17:00	4	**772**	261	0	71	0	0	7	0	0	0	0	0	**1115**
18:00	1	548	169	0	52	0	0	2	0	0	0	0	0	772
19:00	2	341	85	0	30	0	0	2	0	0	0	0	0	460
20:00	0	272	72	0	23	0	0	1	0	0	0	0	0	368
21:00	0	212	54	0	9	0	0	4	0	0	0	0	0	279
22:00	0	128	22	0	8	0	0	1	0	0	0	0	0	159
23:00	0	73	14	0	3	0	0	0	0	0	0	0	0	90
Total	39	9152	3279	22	1077	19	0	163	8	5	2	1	1	13768
Percent	0.3%	66.5%	23.8%	0.2%	7.8%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	07:00	09:00	05:00	06:00		05:00	08:00	05:00	05:00	05:00	06:00	06:00
Vol.	10	915	259	5	123	5		27	2	3	2	1	1	1280
PM Peak	14:00	17:00	15:00	14:00	15:00	15:00		14:00	12:00					17:00
Vol.	4	772	282	3	92	3		13	2					1115
Grand Total	39	9152	3279	22	1077	19	0	163	8	5	2	1	1	13768
Percent	0.3%	66.5%	23.8%	0.2%	7.8%	0.1%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Foothill Boulevard
B/ Moreno Avenue - Wheeler Avenue
24 Hour Directional Classification Count

LVR003
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	108	16	0	2	0	0	1	0	0	0	0	0	127
01:00	0	42	7	0	3	0	0	3	1	0	0	0	0	56
02:00	1	43	13	0	4	1	0	0	3	0	0	0	0	65
03:00	0	43	11	0	5	0	0	0	0	0	0	0	0	59
04:00	1	84	29	4	16	0	0	0	2	0	0	0	0	136
05:00	4	421	112	8	96	3	0	15	2	1	0	0	0	662
06:00	**19**	702	163	12	87	4	0	20	3	**3**	0	0	0	1013
07:00	11	1082	316	13	65	4	0	**22**	5	1	0	0	**1**	1520
08:00	14	**1192**	**352**	**17**	89	4	**2**	16	**7**	0	0	0	0	**1693**
09:00	8	799	295	16	81	3	0	11	7	2	1	0	0	1223
10:00	9	903	303	12	76	5	0	19	7	2	0	0	0	1336
11:00	13	1078	335	13	**98**	**9**	0	16	6	1	**2**	0	0	1571
12 PM	10	1186	328	**14**	100	5	1	**44**	2	**4**	**1**	0	0	1695
13:00	**18**	1172	320	13	99	3	0	19	**4**	2	1	0	0	1651
14:00	17	1182	324	12	85	**9**	0	22	2	3	0	0	0	1656
15:00	17	1366	**461**	9	103	3	1	22	0	1	1	0	**1**	**1985**
16:00	9	1353	384	11	**107**	2	**2**	22	3	3	1	0	0	1897
17:00	8	**1490**	353	9	84	6	1	29	1	3	0	0	0	1984
18:00	12	1243	291	10	74	2	0	15	0	2	0	0	1	1650
19:00	6	915	212	8	46	1	0	11	1	0	0	0	0	1200
20:00	4	708	166	9	44	1	0	12	0	1	0	0	0	945
21:00	2	608	145	6	35	1	0	4	4	0	0	0	0	805
22:00	2	379	73	3	12	1	0	1	0	0	0	0	0	471
23:00	3	220	35	3	11	0	0	0	0	0	0	0	0	272
Total	188	18319	5044	202	1422	67	7	324	60	29	7	0	3	25672
Percent	0.7%	71.4%	19.6%	0.8%	5.5%	0.3%	0.0%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	08:00	08:00	08:00	11:00	11:00	08:00	07:00	08:00	06:00	11:00		07:00	08:00
Vol.	19	1192	352	17	98	9	2	22	7	3	2		1	1693
PM Peak	13:00	17:00	15:00	12:00	16:00	14:00	16:00	12:00	13:00	12:00	12:00		15:00	15:00
Vol.	18	1490	461	14	107	9	2	44	4	4	1		1	1985
Grand Total	188	18319	5044	202	1422	67	7	324	60	29	7	0	3	25672
Percent	0.7%	71.4%	19.6%	0.8%	5.5%	0.3%	0.0%	1.3%	0.2%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Wheeler Avenue
B/ Baseline Road - Foothill Boulevard
24 Hour Directional Classification Count

LVR004
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	19	5	0	1	0	0	0	0	0	0	0	0	25
01:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
02:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	16	2	0	1	0	0	0	0	0	0	0	0	19
04:00	0	43	13	0	2	0	0	1	**1**	0	0	0	0	60
05:00	1	159	36	0	5	0	0	0	0	0	0	0	0	201
06:00	1	266	66	0	15	0	0	1	0	0	0	0	0	349
07:00	**8**	**745**	**166**	**2**	**40**	0	**1**	2	0	0	0	0	0	**964**
08:00	4	615	135	0	21	2	1	**10**	0	0	0	0	0	788
09:00	5	438	91	1	28	2	1	4	0	**1**	0	0	0	571
10:00	3	448	111	2	24	0	0	6	0	0	**1**	0	0	595
11:00	1	471	99	1	27	**3**	0	1	0	0	0	**1**	0	604
12 PM	2	519	116	**1**	24	0	0	3	0	0	0	0	0	665
13:00	5	597	143	1	14	0	0	**7**	0	0	**1**	0	0	768
14:00	4	699	151	1	36	1	0	7	**1**	0	1	0	0	901
15:00	4	679	132	0	35	0	0	5	0	**2**	0	0	0	857
16:00	3	754	**171**	0	**41**	1	0	4	0	0	0	**1**	0	975
17:00	**8**	**834**	164	0	36	0	0	1	0	1	0	0	0	**1044**
18:00	6	637	154	0	20	0	0	2	0	1	0	0	0	820
19:00	1	495	86	0	14	**2**	0	1	0	0	0	0	0	599
20:00	2	369	79	0	9	0	0	1	0	0	0	0	0	460
21:00	0	264	47	0	16	0	0	0	0	0	0	0	0	327
22:00	0	152	24	0	4	0	0	0	1	0	0	0	0	181
23:00	2	72	6	0	0	0	0	0	0	0	0	0	0	80
Total	60	9312	2001	9	413	11	3	56	3	5	3	2	0	11878
Percent	0.5%	78.4%	16.8%	0.1%	3.5%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	11:00	07:00	08:00	04:00	09:00	10:00	11:00		07:00
Vol.	8	745	166	2	40	3	1	10	1	1	1	1		964
PM Peak	17:00	17:00	16:00	12:00	16:00	19:00		13:00	14:00	15:00	13:00	16:00		17:00
Vol.	8	834	171	1	41	2		7	1	2	1	1		1044
Grand Total	60	9312	2001	9	413	11	3	56	3	5	3	2	0	11878
Percent	0.5%	78.4%	16.8%	0.1%	3.5%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Baseline Road
B/ Esperanza Drive - Fruit Street
24 Hour Directional Classification Count

LVR005
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	21	6	0	1	0	0	0	0	0	0	0	0	28
01:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
02:00	0	21	8	0	2	0	0	0	0	0	0	0	0	31
03:00	0	68	30	0	7	0	0	1	0	0	0	0	0	106
04:00	**16**	685	**239**	0	**70**	1	1	14	0	**1**	0	0	0	1027
05:00	11	**958**	213	0	61	**2**	0	**16**	**2**	1	0	**1**	0	**1265**
06:00	7	779	226	2	61	1	**2**	12	1	1	0	0	0	1092
07:00	6	694	202	1	37	0	0	7	1	0	0	0	0	948
08:00	4	510	147	**4**	33	1	0	6	0	0	0	0	0	705
09:00	4	495	139	3	39	0	0	4	1	0	0	0	0	685
10:00	3	464	170	1	34	2	0	4	1	0	0	0	0	679
11:00	5	572	159	0	21	0	0	4	1	0	0	0	0	762
12 PM	6	554	167	2	22	1	0	6	0	0	**1**	0	0	759
13:00	11	626	181	**3**	50	**3**	0	5	0	0	0	0	0	879
14:00	6	828	222	1	**51**	3	**3**	6	**2**	**2**	0	0	0	1124
15:00	19	940	**227**	3	44	0	0	**17**	1	0	0	0	0	1251
16:00	**21**	**1028**	199	1	35	1	1	7	0	1	1	**1**	0	**1296**
17:00	7	768	145	0	24	1	0	6	0	0	0	0	0	951
18:00	8	442	74	0	21	0	0	2	0	0	0	0	0	547
19:00	4	360	65	0	10	0	0	1	0	0	0	0	0	440
20:00	2	287	44	1	6	0	0	1	0	0	0	0	0	341
21:00	1	171	23	0	5	0	0	1	0	0	0	0	0	201
22:00	0	81	10	0	1	0	0	0	0	0	0	0	0	92
23:00	0	53	6	0	0	0	0	0	0	0	0	0	0	59
Total	141	11419	2904	22	635	16	7	120	10	6	2	2	0	15284
Percent	0.9%	74.7%	19.0%	0.1%	4.2%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	05:00	04:00	08:00	04:00	05:00	06:00	05:00	05:00	04:00		05:00		05:00
Vol.	16	958	239	4	70	2	2	16	2	1		1		1265
PM Peak	16:00	16:00	15:00	13:00	14:00	13:00	14:00	15:00	14:00	14:00	12:00	16:00		16:00
Vol.	21	1028	227	3	51	3	3	17	2	2	1	1		1296
Grand Total	141	11419	2904	22	635	16	7	120	10	6	2	2	0	15284
Percent	0.9%	74.7%	19.0%	0.1%	4.2%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Fruit Street
B/ Bowdoin Street - Foothill Boulevard
24 Hour Directional Classification Count

LVR006
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	82	27	0	6	0	0	0	0	0	0	0	0	115
01:00	1	43	21	0	3	1	0	1	1	0	0	0	0	71
02:00	0	31	22	1	0	0	0	0	2	0	0	0	0	56
03:00	0	51	27	1	7	0	0	0	0	0	0	0	0	86
04:00	0	106	81	1	30	0	0	0	0	0	0	0	0	218
05:00	5	330	148	3	64	4	0	7	2	0	0	0	0	563
06:00	8	513	227	5	65	2	0	9	0	0	0	0	0	829
07:00	16	**1068**	**401**	4	**102**	**5**	**1**	**33**	2	**4**	**1**	0	0	**1637**
08:00	**18**	947	328	3	71	3	0	28	**3**	2	1	0	0	1404
09:00	2	730	212	5	72	3	0	10	0	0	1	0	0	1035
10:00	10	756	225	**12**	52	1	0	14	2	1	1	0	0	1074
11:00	4	892	221	7	59	5	0	16	3	0	0	0	0	1207
12 PM	5	948	302	3	69	2	**2**	15	**4**	**2**	0	0	**1**	1353
13:00	8	931	279	**7**	62	2	0	**23**	3	1	0	**1**	0	1317
14:00	11	1041	**340**	1	**85**	3	0	18	1	2	0	0	0	1502
15:00	10	1079	331	6	69	**6**	0	23	2	1	0	0	0	1527
16:00	13	1163	318	4	81	3	0	15	0	1	0	1	0	1599
17:00	**16**	**1191**	308	2	63	1	1	19	3	0	0	0	0	**1604**
18:00	13	1050	301	0	54	3	0	12	1	0	0	0	1	1435
19:00	6	727	227	0	40	2	0	5	4	1	0	0	0	1012
20:00	2	597	158	0	25	0	0	3	0	0	0	0	0	785
21:00	8	526	133	0	23	3	0	1	3	0	0	0	0	697
22:00	1	328	89	0	18	0	0	0	2	0	0	0	0	438
23:00	0	208	41	0	10	0	0	1	0	0	0	0	0	260
Total	157	15338	4767	65	1130	49	4	253	38	15	4	2	2	21824
Percent	0.7%	70.3%	21.8%	0.3%	5.2%	0.2%	0.0%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	10:00	07:00	07:00	07:00	07:00	08:00	07:00	07:00			07:00
Vol.	18	1068	401	12	102	5	1	33	3	4	1			1637
PM Peak	17:00	17:00	14:00	13:00	14:00	15:00	12:00	13:00	12:00	12:00		13:00	12:00	17:00
Vol.	16	1191	340	7	85	6	2	23	4	2		1	1	1604
Grand Total	157	15338	4767	65	1130	49	4	253	38	15	4	2	2	21824
Percent	0.7%	70.3%	21.8%	0.3%	5.2%	0.2%	0.0%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Foothill Boulevard
B/ B Street - D Street
24 Hour Directional Classification Count

LVR007
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	90	11	2	3	0	0	0	0	0	0	0	0	106
01:00	1	29	5	0	2	1	0	2	1	0	0	0	0	41
02:00	1	38	8	0	1	1	0	0	2	0	0	0	0	51
03:00	1	25	5	0	4	0	0	0	0	0	0	0	0	35
04:00	1	70	22	4	6	1	0	0	2	0	0	0	0	106
05:00	2	415	113	9	50	1	0	3	3	0	0	0	0	596
06:00	3	707	173	11	48	0	0	3	2	0	0	0	0	947
07:00	2	1137	258	14	62	1	0	8	4	0	0	0	0	1486
08:00	1	1042	235	14	46	0	0	**9**	3	0	0	0	0	1350
09:00	**8**	922	236	**15**	53	1	0	5	**5**	0	**1**	0	0	1246
10:00	6	1077	291	7	62	**3**	0	4	1	0	0	0	0	1451
11:00	6	**1349**	**310**	5	**70**	3	0	8	2	**1**	0	0	0	**1754**
12 PM	9	1507	344	11	54	**6**	0	7	0	0	0	0	0	1938
13:00	4	1500	331	5	68	2	0	8	1	0	0	0	0	1919
14:00	5	1549	343	7	53	0	0	**13**	**5**	0	0	0	0	1975
15:00	10	1577	**387**	**12**	**84**	3	0	11	1	**2**	0	0	0	2087
16:00	15	1746	357	7	63	3	0	7	1	2	**1**	0	0	**2202**
17:00	**16**	**1776**	341	6	50	4	0	7	1	0	0	0	0	2201
18:00	13	1380	296	8	51	6	0	3	1	0	0	0	0	1758
19:00	6	1108	219	8	26	0	0	1	1	0	0	0	0	1369
20:00	4	826	183	8	26	0	0	3	2	0	0	0	0	1052
21:00	5	693	127	5	22	2	0	1	1	0	0	0	0	856
22:00	0	397	61	3	6	1	0	1	1	0	0	0	0	470
23:00	0	245	33	3	6	0	0	0	0	0	0	0	0	287
Total	119	21205	4689	164	916	39	0	104	40	5	2	0	0	27283
Percent	0.4%	77.7%	17.2%	0.6%	3.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	11:00	11:00	09:00	11:00	10:00		08:00	09:00	11:00	09:00			11:00
Vol.	8	1349	310	15	70	3		9	5	1	1			1754
PM Peak	17:00	17:00	15:00	15:00	15:00	12:00		14:00	14:00	15:00	16:00			16:00
Vol.	16	1776	387	12	84	6		13	5	2	1			2202
Grand Total	119	21205	4689	164	916	39	0	104	40	5	2	0	0	27283
Percent	0.4%	77.7%	17.2%	0.6%	3.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Foothill Boulevard
B/ Fruit Street - Towne Center Drive
24 Hour Directional Classification Count

LVR008
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	101	12	4	1	1	0	1	0	0	0	0	0	120
01:00	0	54	12	0	3	0	0	2	1	0	0	0	0	72
02:00	0	42	7	0	0	1	0	0	0	0	0	0	0	50
03:00	0	41	8	1	2	0	0	0	0	0	0	0	0	52
04:00	0	98	28	3	11	0	0	0	4	0	0	0	0	144
05:00	8	564	150	12	59	2	0	13	**6**	0	0	0	0	814
06:00	4	705	151	13	50	**4**	1	7	1	**2**	0	**1**	0	939
07:00	8	825	153	17	32	3	**3**	9	3	0	**2**	0	0	1055
08:00	1	923	170	14	37	3	1	16	3	1	0	0	0	1169
09:00	6	831	222	**19**	50	2	0	10	5	1	1	0	0	1147
10:00	5	964	**250**	17	56	4	2	11	2	1	0	0	0	1312
11:00	**9**	**1166**	231	16	**65**	4	0	**21**	2	1	0	0	0	**1515**
12 PM	9	1360	259	**21**	**67**	2	0	**22**	**2**	2	**2**	0	**1**	1747
13:00	**20**	1307	248	15	45	5	**3**	16	2	3	1	0	0	1665
14:00	10	1317	236	16	58	**6**	1	15	2	3	0	0	0	1664
15:00	8	1368	254	21	46	3	2	11	0	**4**	2	0	0	1719
16:00	13	1483	**262**	16	39	4	0	12	2	1	0	**1**	0	1833
17:00	8	**1619**	262	19	35	2	0	15	2	0	0	0	0	**1962**
18:00	12	1366	219	21	41	1	0	10	0	0	0	0	0	1670
19:00	6	1029	146	17	28	2	1	2	0	0	0	0	0	1231
20:00	1	784	133	16	18	0	0	4	1	2	0	0	0	959
21:00	1	612	92	12	13	1	0	4	1	0	0	0	0	736
22:00	1	402	39	6	11	2	0	1	0	0	0	0	0	462
23:00	0	265	37	4	0	0	0	0	0	0	0	0	0	306
Total	130	19226	3581	300	767	52	14	202	39	21	8	2	1	24343
Percent	0.5%	79.0%	14.7%	1.2%	3.2%	0.2%	0.1%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	10:00	09:00	11:00	06:00	07:00	11:00	05:00	06:00	07:00	06:00		11:00
Vol.	9	1166	250	19	65	4	3	21	6	2	2	1		1515
PM Peak	13:00	17:00	16:00	12:00	12:00	14:00	13:00	12:00	12:00	15:00	12:00	16:00	12:00	17:00
Vol.	20	1619	262	21	67	6	3	22	2	4	2	1	1	1962
Grand Total	130	19226	3581	300	767	52	14	202	39	21	8	2	1	24343
Percent	0.5%	79.0%	14.7%	1.2%	3.2%	0.2%	0.1%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Damien Avenue
B/ Bonita Avenue - Juanita Avenue
24 Hour Directional Classification Count

LVR009
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	16	0	0	0	0	0	0	0	0	0	0	0	16
01:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
03:00	1	10	3	1	0	1	0	0	0	0	0	0	0	16
04:00	0	26	7	0	4	0	0	0	0	0	0	0	0	37
05:00	1	70	35	0	4	0	0	1	0	0	0	0	0	111
06:00	**2**	139	32	0	11	**2**	0	**3**	0	0	0	0	0	189
07:00	0	**647**	**154**	**3**	**26**	0	0	3	0	0	0	0	0	**833**
08:00	0	560	134	1	25	1	0	2	0	0	0	0	0	723
09:00	0	205	44	0	20	0	0	2	0	0	0	0	0	271
10:00	0	176	41	0	16	0	0	0	0	0	0	0	0	233
11:00	2	219	59	1	14	0	0	1	**1**	0	0	0	0	297
12 PM	1	338	63	0	13	0	0	2	**1**	0	0	0	0	418
13:00	0	370	79	2	19	0	0	0	0	0	0	0	0	470
14:00	2	395	**124**	**4**	**25**	0	0	**3**	0	0	0	0	0	553
15:00	0	432	102	2	21	0	0	1	0	0	0	0	0	558
16:00	1	472	82	0	17	0	0	3	0	0	0	0	0	575
17:00	**3**	**478**	104	0	20	0	0	1	0	0	0	0	0	**606**
18:00	2	289	59	1	8	0	0	1	0	0	0	0	0	360
19:00	0	198	34	0	6	0	0	0	0	0	0	0	0	238
20:00	0	152	31	0	2	0	0	0	0	0	0	0	0	185
21:00	0	105	19	0	3	0	0	0	0	0	0	0	0	127
22:00	0	63	5	0	0	0	0	0	0	0	0	0	0	68
23:00	0	28	4	0	1	0	0	0	0	0	0	0	0	33
Total	15	5412	1216	15	255	4	0	23	2	0	0	0	0	6942
Percent	0.2%	78.0%	17.5%	0.2%	3.7%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	07:00	07:00	07:00	06:00		06:00	11:00					07:00
Vol.	2	647	154	3	26	2		3	1					833
PM Peak	17:00	17:00	14:00	14:00	14:00			14:00	12:00					17:00
Vol.	3	478	124	4	25			3	1					606
Grand Total	15	5412	1216	15	255	4	0	23	2	0	0	0	0	6942
Percent	0.2%	78.0%	17.5%	0.2%	3.7%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Wheeler Avenue
B/ Holly Oak Street - Bonita Avenue
24 Hour Directional Classification Count

LVR010
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	25	7	0	1	0	0	0	0	0	0	0	0	33
01:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	16	4	0	0	0	0	0	1	0	0	0	0	21
04:00	0	33	10	0	5	0	0	1	1	0	0	0	0	50
05:00	1	129	37	1	5	0	0	0	0	0	0	0	0	173
06:00	2	268	51	2	16	0	0	3	0	**1**	0	0	0	343
07:00	**5**	**756**	**135**	**6**	22	2	**1**	5	1	1	0	0	0	**934**
08:00	1	546	132	3	24	2	0	5	**2**	1	0	0	0	716
09:00	1	442	91	2	29	2	0	3	0	0	0	0	0	570
10:00	1	422	108	2	34	**5**	0	4	2	0	0	0	0	578
11:00	3	557	112	1	**35**	5	0	**7**	2	1	0	0	0	723
12 PM	0	669	116	**3**	**37**	4	0	6	**1**	0	0	0	0	836
13:00	8	617	95	3	28	**5**	0	3	0	0	0	0	0	759
14:00	7	680	144	3	34	2	0	6	0	**1**	0	0	0	877
15:00	3	739	174	2	30	2	0	7	0	1	0	0	0	958
16:00	**10**	792	**186**	1	34	1	**1**	**9**	1	1	0	0	0	1036
17:00	3	**891**	169	1	28	0	1	7	0	0	0	0	0	**1100**
18:00	5	603	125	1	14	1	0	3	0	0	0	0	0	752
19:00	0	426	91	0	11	0	0	4	0	0	0	0	0	532
20:00	1	297	64	0	8	0	0	2	0	0	0	0	0	372
21:00	1	212	50	0	8	1	0	0	0	0	0	0	0	272
22:00	0	153	20	0	2	0	0	0	1	0	0	0	0	176
23:00	0	60	9	0	0	0	0	0	0	0	0	0	0	69
Total	52	9361	1934	31	405	32	3	75	12	7	0	0	0	11912
Percent	0.4%	78.6%	16.2%	0.3%	3.4%	0.3%	0.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	11:00	10:00	07:00	11:00	08:00	06:00				07:00
Vol.	5	756	135	6	35	5	1	7	2	1				934
PM Peak	16:00	17:00	16:00	12:00	12:00	13:00	16:00	16:00	12:00	14:00				17:00
Vol.	10	891	186	3	37	5	1	9	1	1				1100
Grand Total	52	9361	1934	31	405	32	3	75	12	7	0	0	0	11912
Percent	0.4%	78.6%	16.2%	0.3%	3.4%	0.3%	0.0%	0.6%	0.1%	0.1%	0.0%	0.0%	0.0%	

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City of La Verne
B Street
B/ 6th Street - 12th Street
24 Hour Directional Classification Count

LVR011
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	13	3	0	0	0	0	0	0	0	0	0	0	16
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
05:00	0	23	5	0	2	0	0	0	0	0	0	0	0	30
06:00	0	99	15	0	0	**1**	0	0	0	0	0	0	0	115
07:00	0	**216**	29	0	4	0	0	0	**1**	0	0	0	0	**250**
08:00	0	159	25	1	5	0	0	0	0	0	0	0	0	190
09:00	0	116	27	0	5	1	0	0	0	0	0	0	0	149
10:00	0	103	28	**2**	8	0	0	0	0	0	0	0	0	141
11:00	0	140	**32**	0	**9**	1	0	0	0	0	0	0	0	182
12 PM	0	187	22	**1**	7	0	0	0	**1**	0	0	0	0	218
13:00	0	133	31	1	5	0	0	0	0	0	0	0	0	170
14:00	0	186	39	1	9	0	0	0	0	0	0	0	0	**235**
15:00	0	171	**46**	0	7	0	0	0	0	0	0	0	0	224
16:00	0	**188**	32	0	9	0	0	0	0	0	0	0	0	229
17:00	**1**	175	42	0	**11**	0	0	**1**	0	0	0	0	0	230
18:00	0	144	32	0	6	0	0	0	0	0	0	0	0	182
19:00	0	109	16	0	3	0	0	0	0	0	0	0	0	128
20:00	0	85	16	0	2	0	0	0	0	0	0	0	0	103
21:00	0	68	10	0	0	0	0	0	0	0	0	0	0	78
22:00	0	52	6	0	1	0	0	0	0	0	0	0	0	59
23:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Total	1	2412	459	6	95	3	0	1	2	0	0	0	0	2979
Percent	0.0%	81.0%	15.4%	0.2%	3.2%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	10:00	11:00	06:00			07:00					07:00
Vol.		216	32	2	9	1			1					250
PM Peak	17:00	16:00	15:00	12:00	17:00			17:00	12:00					14:00
Vol.	1	188	46	1	11			1	1					235
Grand Total	1	2412	459	6	95	3	0	1	2	0	0	0	0	2979
Percent	0.0%	81.0%	15.4%	0.2%	3.2%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
D Street
B/ 11th Street - 8th Street
24 Hour Directional Classification Count

LVR012
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	62	2	0	2	0	0	0	0	0	0	0	0	66
01:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28
02:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
04:00	0	17	8	0	4	0	0	0	0	0	0	0	0	29
05:00	0	59	12	0	1	0	0	0	0	0	0	0	0	72
06:00	1	179	33	0	6	**1**	0	0	0	0	0	0	0	220
07:00	**2**	**644**	**110**	**2**	12	1	0	**2**	0	0	0	0	0	**773**
08:00	0	427	65	2	13	0	0	0	0	0	0	0	0	507
09:00	0	347	69	1	11	0	0	0	0	0	0	0	0	428
10:00	0	327	63	1	10	0	0	0	0	0	0	0	0	401
11:00	0	477	64	2	**17**	0	0	0	0	0	0	0	0	560
12 PM	1	535	78	**5**	8	0	0	**1**	0	0	0	0	0	628
13:00	0	563	87	1	17	0	0	1	**2**	0	0	0	0	671
14:00	0	681	**129**	4	19	0	0	0	0	0	0	0	0	833
15:00	1	619	103	1	**32**	0	0	0	1	0	0	0	0	757
16:00	0	628	120	1	14	0	0	0	0	0	0	0	0	763
17:00	1	**778**	116	1	15	0	0	0	0	0	0	0	0	**911**
18:00	0	585	84	0	14	**1**	0	0	0	0	0	0	0	684
19:00	0	414	46	1	10	0	0	0	0	0	0	0	0	471
20:00	**2**	391	42	0	8	0	0	0	0	0	0	0	0	443
21:00	0	291	30	0	7	0	0	1	0	0	0	0	0	329
22:00	0	181	17	0	0	0	0	0	0	0	0	0	0	198
23:00	0	82	10	0	2	0	0	0	0	0	0	0	0	94
Total	8	8333	1292	22	222	3	0	5	3	0	0	0	0	9888
Percent	0.1%	84.3%	13.1%	0.2%	2.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	11:00	06:00		07:00						07:00
Vol.	2	644	110	2	17	1		2						773
PM Peak	20:00	17:00	14:00	12:00	15:00	18:00		12:00	13:00					17:00
Vol.	2	778	129	5	32	1		1	2					911
Grand Total	8	8333	1292	22	222	3	0	5	3	0	0	0	0	9888
Percent	0.1%	84.3%	13.1%	0.2%	2.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
White Street
B/ Villa Way - 8th Street
24 Hour Directional Classification Count

LVR013
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	70	10	0	0	0	0	0	0	0	0	0	0	80
01:00	0	42	5	0	0	0	0	1	0	0	0	0	0	48
02:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37
03:00	0	56	16	1	3	0	0	0	1	0	0	0	0	77
04:00	0	120	58	2	17	1	0	2	1	0	0	0	0	201
05:00	0	220	66	1	13	3	0	0	**4**	0	0	0	0	307
06:00	2	491	116	2	43	1	0	0	0	0	0	0	0	655
07:00	2	**1023**	**235**	**12**	**55**	1	0	**5**	0	0	0	0	0	**1333**
08:00	**4**	832	194	4	36	3	0	2	0	0	0	0	0	1075
09:00	0	666	166	1	30	3	0	4	1	0	0	0	0	871
10:00	3	715	192	5	42	**5**	0	2	0	0	0	0	0	964
11:00	4	806	199	4	37	1	0	4	4	0	**1**	0	0	1060
12 PM	7	933	195	**4**	45	0	0	1	**2**	0	0	0	0	1187
13:00	8	973	205	2	59	1	0	4	1	0	0	0	0	1253
14:00	**9**	1027	249	2	**63**	1	0	2	0	0	**1**	0	0	1354
15:00	3	1125	**271**	2	57	1	0	2	1	0	0	0	0	1462
16:00	4	1130	241	2	48	**3**	0	**5**	1	0	0	0	0	1434
17:00	2	**1268**	230	3	35	2	0	4	1	0	0	0	0	**1545**
18:00	4	995	174	1	34	0	0	2	1	0	0	0	0	1211
19:00	1	768	115	1	23	0	0	0	0	0	0	0	0	908
20:00	1	603	113	1	19	0	0	1	0	0	0	0	0	738
21:00	2	414	72	0	6	0	0	0	0	0	0	0	0	494
22:00	0	238	38	0	1	0	0	0	0	0	0	0	0	277
23:00	0	150	18	1	3	0	0	0	0	0	0	0	0	172
Total	56	14693	3186	51	670	26	0	41	18	0	2	0	0	18743
Percent	0.3%	78.4%	17.0%	0.3%	3.6%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	07:00	07:00	10:00		07:00	05:00		11:00			07:00
Vol.	4	1023	235	12	55	5		5	4		1			1333
PM Peak	14:00	17:00	15:00	12:00	14:00	16:00		16:00	12:00		14:00			17:00
Vol.	9	1268	271	4	63	3		5	2		1			1545
Grand Total	56	14693	3186	51	670	26	0	41	18	0	2	0	0	18743
Percent	0.3%	78.4%	17.0%	0.3%	3.6%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Bonita Avenue
B/ Damien Way - Glenfield Avenue
24 Hour Directional Classification Count

LVR014
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	34	7	0	2	0	0	0	0	0	0	0	0	43
01:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
02:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17
03:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
04:00	0	37	14	1	2	0	0	0	0	0	0	0	0	54
05:00	1	110	42	3	10	0	0	0	0	0	0	0	0	166
06:00	2	303	91	2	23	1	0	2	**1**	0	0	0	0	425
07:00	**15**	**855**	258	3	61	**2**	1	**13**	0	0	0	0	0	**1208**
08:00	6	794	**259**	**6**	**62**	0	**2**	11	1	0	0	0	0	1141
09:00	1	452	146	4	35	0	0	4	1	0	0	0	0	643
10:00	3	423	127	4	33	1	1	5	0	0	0	0	0	597
11:00	2	551	146	3	38	1	0	9	0	0	0	0	0	750
12 PM	3	576	159	2	47	0	0	6	0	0	0	0	0	793
13:00	3	642	174	4	41	3	0	4	0	0	0	0	0	871
14:00	11	786	235	**10**	56	1	0	7	0	**1**	0	0	0	1107
15:00	**15**	**985**	**294**	6	69	1	**1**	**16**	0	1	**2**	0	0	**1390**
16:00	9	918	226	4	**80**	1	0	14	0	0	1	0	0	1253
17:00	12	927	249	2	63	**4**	1	14	0	1	0	0	0	1273
18:00	7	640	173	2	27	0	0	12	0	1	0	0	0	862
19:00	3	427	116	3	27	0	0	3	0	0	0	0	0	579
20:00	5	338	83	3	15	0	0	2	0	0	0	0	0	446
21:00	1	287	49	2	13	0	0	0	0	0	0	0	0	352
22:00	0	157	33	1	2	0	0	0	0	0	0	0	0	193
23:00	0	85	23	0	4	0	0	0	0	0	0	0	0	112
Total	99	10364	2922	65	710	15	6	122	3	4	3	0	0	14313
Percent	0.7%	72.4%	20.4%	0.5%	5.0%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	08:00	08:00	07:00	08:00	07:00	06:00					07:00
Vol.	15	855	259	6	62	2	2	13	1					1208
PM Peak	15:00	15:00	15:00	14:00	16:00	17:00	15:00	15:00		14:00	15:00			15:00
Vol.	15	985	294	10	80	4	1	16		1	2			1390
Grand Total	99	10364	2922	65	710	15	6	122	3	4	3	0	0	14313
Percent	0.7%	72.4%	20.4%	0.5%	5.0%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	

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City of La Verne
Bonita Avneue
B/ D Street - E Street
24 Hour Directional Classification Count

LVR015
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	1	52	5	0	3	0	0	0	0	0	0	0	0	61
01:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	13	0	0	2	0	0	0	0	0	0	0	0	15
03:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
04:00	0	43	16	1	5	0	0	0	0	0	0	0	0	65
05:00	0	114	32	3	9	0	0	0	0	0	0	0	0	158
06:00	5	288	74	3	23	0	0	**2**	0	0	0	0	0	395
07:00	**7**	**758**	**171**	2	32	0	0	1	0	0	0	0	0	**971**
08:00	6	676	147	**8**	**36**	0	0	1	0	0	0	0	0	874
09:00	5	445	107	4	28	0	0	1	**1**	0	0	0	0	591
10:00	6	480	119	4	22	0	**1**	0	0	0	0	0	0	632
11:00	4	613	137	4	27	**1**	0	2	0	0	0	0	0	788
12 PM	5	608	121	**3**	28	0	0	3	0	0	0	0	0	768
13:00	6	652	126	2	32	0	0	2	0	0	0	0	0	820
14:00	8	733	147	3	38	0	0	0	0	0	0	0	0	929
15:00	5	737	166	1	**43**	0	0	3	0	0	0	0	0	955
16:00	6	777	178	1	43	**1**	0	**5**	0	0	0	0	0	1011
17:00	4	**942**	**185**	2	22	1	0	3	0	0	0	0	0	**1159**
18:00	**9**	716	136	3	22	0	0	1	0	0	0	0	0	887
19:00	7	447	98	3	17	0	0	0	0	0	0	0	0	572
20:00	1	368	56	3	10	0	0	0	0	0	0	0	0	438
21:00	1	319	51	3	11	0	0	0	0	0	0	0	0	385
22:00	2	170	31	2	0	0	0	0	0	0	0	0	0	205
23:00	1	105	19	0	0	0	0	0	0	0	0	0	0	125
Total	89	10094	2125	55	453	3	1	24	1	0	0	0	0	12845
Percent	0.7%	78.6%	16.5%	0.4%	3.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	08:00	11:00	10:00	06:00	09:00					07:00
Vol.	7	758	171	8	36	1	1	2	1					971
PM Peak	18:00	17:00	17:00	12:00	15:00	16:00		16:00						17:00
Vol.	9	942	185	3	43	1		5						1159
Grand Total	89	10094	2125	55	453	3	1	24	1	0	0	0	0	12845
Percent	0.7%	78.6%	16.5%	0.4%	3.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Arrow Highway
B/ San Dimas Canyon Road - Wheeler Avenue
24 Hour Directional Classification Count

LVR016
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	79	6	0	0	0	0	0	0	0	0	0	0	85
01:00	2	46	4	0	1	0	0	0	0	0	0	0	0	53
02:00	0	25	6	1	3	0	0	0	0	0	0	0	0	35
03:00	1	49	4	1	2	0	0	0	0	0	0	0	0	57
04:00	0	146	21	4	8	0	0	0	1	0	0	0	0	180
05:00	5	538	157	2	30	2	0	2	2	1	0	0	0	739
06:00	4	1019	220	4	71	**5**	0	11	1	**2**	**2**	**1**	0	1340
07:00	3	**1173**	**270**	5	**78**	3	0	11	2	0	0	0	0	**1545**
08:00	4	942	223	**9**	58	1	0	12	5	0	0	0	0	1254
09:00	2	690	183	5	55	3	0	5	4	0	0	0	0	947
10:00	4	645	168	6	66	2	**1**	**13**	**6**	1	1	0	0	913
11:00	**6**	750	192	7	71	4	0	12	3	0	0	0	**1**	1046
12 PM	6	818	217	**14**	64	6	0	9	1	0	0	0	0	1135
13:00	1	872	222	4	59	1	0	8	**3**	0	0	0	0	1170
14:00	7	1134	272	6	75	2	0	10	3	0	0	0	0	1509
15:00	13	1466	356	3	104	**9**	1	11	2	0	0	0	0	1965
16:00	20	1861	388	9	**126**	2	0	10	2	**2**	0	0	0	2420
17:00	**23**	**2027**	**398**	5	95	5	**2**	**13**	2	1	0	0	0	**2571**
18:00	11	1343	264	6	43	2	0	5	0	0	0	**1**	0	1675
19:00	4	674	129	4	27	0	0	1	0	0	0	0	0	839
20:00	4	530	108	1	24	0	0	1	1	0	0	0	0	669
21:00	5	351	58	0	15	0	0	0	0	0	0	0	0	429
22:00	0	227	37	0	4	0	0	1	0	0	0	0	0	269
23:00	1	174	21	0	3	0	0	0	0	0	0	0	0	199
Total	126	17579	3924	96	1082	47	4	135	38	7	3	2	1	23044
Percent	0.5%	76.3%	17.0%	0.4%	4.7%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	06:00	10:00	10:00	10:00	06:00	06:00	06:00	11:00	07:00
Vol.	6	1173	270	9	78	5	1	13	6	2	2	1	1	1545
PM Peak	17:00	17:00	17:00	12:00	16:00	15:00	17:00	17:00	13:00	16:00		18:00		17:00
Vol.	23	2027	398	14	126	9	2	13	3	2		1		2571
Grand Total	126	17579	3924	96	1082	47	4	135	38	7	3	2	1	23044
Percent	0.5%	76.3%	17.0%	0.4%	4.7%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

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City of La Verne
Wheeler Avenue
B/ Puddingstone Drive - Arrow Highway
24 Hour Directional Classification Count

LVR017
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	17	4	0	0	0	0	0	0	0	0	0	0	21
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
06:00	0	21	6	0	1	0	0	0	0	0	0	0	0	28
07:00	2	53	8	0	6	**3**	0	0	**2**	0	0	0	0	74
08:00	2	**107**	**27**	0	12	1	0	0	0	0	0	0	0	**149**
09:00	**4**	95	17	**2**	**17**	1	0	1	0	0	0	0	0	137
10:00	0	56	12	0	12	0	0	0	0	0	0	0	0	80
11:00	1	46	12	2	11	1	0	**2**	1	**1**	0	0	0	77
12 PM	1	81	19	**3**	17	0	0	0	**1**	0	0	0	0	122
13:00	3	112	25	3	16	**5**	0	3	0	0	0	0	0	**167**
14:00	4	79	25	1	18	1	0	1	1	0	0	0	0	130
15:00	**6**	70	18	3	17	2	0	**4**	0	0	0	0	0	120
16:00	3	67	20	2	**20**	0	**1**	3	0	0	0	0	0	116
17:00	0	93	24	1	17	0	0	0	0	0	0	0	0	135
18:00	1	**123**	21	0	17	0	0	0	0	0	0	0	0	162
19:00	1	80	**30**	0	5	0	0	0	0	0	0	0	0	116
20:00	0	51	22	0	8	0	0	1	0	0	0	0	0	82
21:00	0	45	19	0	6	0	0	0	0	0	0	0	0	70
22:00	0	31	10	0	3	0	0	0	0	0	0	0	0	44
23:00	0	32	3	0	1	0	0	0	0	0	0	0	0	36
Total	28	1271	326	17	205	14	1	15	5	1	0	0	0	1883
Percent	1.5%	67.5%	17.3%	0.9%	10.9%	0.7%	0.1%	0.8%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	09:00	09:00	07:00		11:00	07:00	11:00				08:00
Vol.	4	107	27	2	17	3		2	2	1				149
PM Peak	15:00	18:00	19:00	12:00	16:00	13:00	16:00	15:00	12:00					13:00
Vol.	6	123	30	3	20	5	1	4	1					167
Grand Total	28	1271	326	17	205	14	1	15	5	1	0	0	0	1883
Percent	1.5%	67.5%	17.3%	0.9%	10.9%	0.7%	0.1%	0.8%	0.3%	0.1%	0.0%	0.0%	0.0%	

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City of La Verne
Arrow Highway
B/ White Avenue - Miramonte Drive
24 Hour Directional Classification Count

LVR018
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/16/17	0	79	13	0	1	0	0	0	0	0	0	0	0	93
01:00	0	48	12	0	0	0	0	0	0	0	0	0	0	60
02:00	0	27	10	0	3	0	0	0	1	0	0	0	0	41
03:00	0	61	19	0	5	0	0	0	2	0	0	0	0	87
04:00	0	183	41	3	26	0	0	1	0	1	0	0	0	255
05:00	5	577	165	4	56	5	1	5	1	0	0	0	0	819
06:00	11	942	241	11	**74**	**7**	0	**24**	1	1	0	**1**	0	1313
07:00	**17**	**1191**	**344**	12	74	7	**2**	20	3	**4**	0	1	0	**1675**
08:00	11	947	220	**14**	68	5	0	12	2	0	**1**	1	**1**	1282
09:00	4	701	203	12	74	3	2	15	2	2	1	0	0	1019
10:00	7	678	188	9	51	5	0	11	6	1	1	0	0	957
11:00	13	793	221	9	63	6	0	15	**9**	0	0	0	0	1129
12 PM	6	807	253	6	71	4	0	12	**5**	1	0	0	**1**	1166
13:00	**12**	911	274	13	72	5	0	23	5	0	0	0	0	1315
14:00	8	1097	325	8	**106**	**8**	0	25	3	1	**1**	0	0	1582
15:00	12	1496	427	**14**	104	3	**1**	15	1	1	0	0	0	2074
16:00	11	1844	**450**	6	105	1	0	**27**	0	**4**	0	0	0	2448
17:00	11	**1891**	436	8	105	2	1	25	2	4	1	0	0	**2486**
18:00	5	1227	293	4	59	0	0	5	3	2	0	0	0	1598
19:00	2	718	164	1	32	1	0	1	0	0	0	0	0	919
20:00	5	585	113	3	23	1	0	1	1	1	0	0	0	733
21:00	1	467	93	0	15	0	0	3	0	0	0	0	0	579
22:00	0	299	48	0	7	0	0	0	0	0	0	0	0	354
23:00	2	190	38	0	7	1	0	0	0	0	0	0	0	238
Total	143	17759	4591	137	1201	64	7	240	47	23	5	3	2	24222
Percent	0.6%	73.3%	19.0%	0.6%	5.0%	0.3%	0.0%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	06:00	06:00	07:00	06:00	11:00	07:00	08:00	06:00	08:00	07:00
Vol.	17	1191	344	14	74	7	2	24	9	4	1	1	1	1675
PM Peak	13:00	17:00	16:00	15:00	14:00	14:00	15:00	16:00	12:00	16:00	14:00		12:00	17:00
Vol.	12	1891	450	14	106	8	1	27	5	4	1		1	2486
Grand Total	143	17759	4591	137	1201	64	7	240	47	23	5	3	2	24222
Percent	0.6%	73.3%	19.0%	0.6%	5.0%	0.3%	0.0%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc.

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City of La Verne
Wheeler Avenue
B/ Bonita Avenue Arrow Highway
24 Hour Directional Classification Count

LVR019
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	30	3	0	0	0	0	0	0	0	0	0	0	33
01:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
02:00	0	22	4	0	0	0	0	0	0	0	0	0	0	26
03:00	0	20	6	0	0	0	0	0	1	0	0	0	0	27
04:00	0	37	9	0	7	0	0	1	1	0	0	0	0	55
05:00	0	135	37	1	7	0	0	1	0	0	0	0	0	181
06:00	5	305	63	1	28	2	**1**	2	1	0	0	0	0	408
07:00	**6**	**708**	124	**5**	23	0	0	4	0	0	0	0	0	**870**
08:00	0	584	**132**	1	28	1	0	**8**	1	**1**	0	0	0	756
09:00	0	393	83	1	**30**	1	0	0	0	0	0	0	0	508
10:00	0	363	88	3	28	**4**	0	3	**2**	0	0	0	0	491
11:00	0	479	99	1	30	3	0	7	2	0	0	0	0	621
12 PM	2	607	109	**3**	30	3	0	1	**4**	0	0	0	0	759
13:00	2	519	104	2	29	**5**	0	5	0	0	0	0	0	666
14:00	2	549	113	0	39	0	0	3	0	0	0	0	0	706
15:00	**6**	641	148	3	35	2	0	2	0	0	**1**	0	0	838
16:00	6	720	**152**	1	**47**	2	0	**6**	0	0	0	0	0	934
17:00	1	**782**	123	0	31	0	**1**	1	0	0	0	0	0	**939**
18:00	1	562	73	1	13	0	0	2	0	0	0	0	0	652
19:00	0	348	68	0	16	1	0	0	0	0	0	0	0	433
20:00	0	272	31	0	10	0	0	1	0	0	0	0	0	314
21:00	0	182	36	0	9	0	0	0	0	0	0	0	0	227
22:00	1	119	13	0	2	0	0	1	1	0	0	0	0	137
23:00	0	63	12	0	1	0	0	0	0	0	0	0	0	76
Total	32	8457	1633	23	443	24	2	48	13	1	1	0	0	10677
Percent	0.3%	79.2%	15.3%	0.2%	4.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	08:00	07:00	09:00	10:00	06:00	08:00	10:00	08:00				07:00
Vol.	6	708	132	5	30	4	1	8	2	1				870
PM Peak	15:00	17:00	16:00	12:00	16:00	13:00	17:00	16:00	12:00		15:00			17:00
Vol.	6	782	152	3	47	5	1	6	4		1			939
Grand Total	32	8457	1633	23	443	24	2	48	13	1	1	0	0	10677
Percent	0.3%	79.2%	15.3%	0.2%	4.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Fairplex Drive
B/ Puddingstone Drive - Arrow Highway
24 Hour Directional Classification Count

LVR020
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	1	66	8	0	7	1	0	0	0	0	0	0	0	83
01:00	0	40	8	0	0	0	0	0	0	0	0	0	0	48
02:00	1	23	9	0	3	1	0	0	0	0	0	0	0	37
03:00	0	30	2	1	1	0	0	0	0	0	0	0	0	34
04:00	0	100	43	0	14	1	0	1	0	0	0	0	0	159
05:00	4	236	61	1	17	1	0	4	**1**	0	0	0	0	325
06:00	4	373	101	2	29	2	0	5	1	**1**	0	0	0	518
07:00	**11**	**840**	**124**	4	18	1	**1**	1	1	0	0	0	0	**1001**
08:00	5	632	104	5	26	2	0	0	0	1	0	0	0	775
09:00	3	552	93	6	27	1	0	3	0	0	0	0	0	685
10:00	2	435	103	6	**30**	0	0	**6**	1	0	0	0	0	583
11:00	8	559	119	**8**	28	**3**	0	3	1	1	0	0	0	730
12 PM	9	614	122	**9**	27	3	0	4	**3**	0	0	0	0	791
13:00	11	621	134	6	33	5	**1**	**9**	3	0	0	0	0	823
14:00	7	653	130	6	41	5	0	8	0	0	0	0	0	850
15:00	11	807	**174**	2	**51**	**6**	1	4	2	0	0	0	0	1058
16:00	**15**	904	157	5	33	0	0	3	1	0	0	0	0	1118
17:00	10	**975**	150	1	28	1	0	5	1	0	0	0	0	**1171**
18:00	6	756	102	0	19	0	0	1	0	0	0	0	0	884
19:00	5	469	58	1	13	0	0	0	0	**1**	0	0	0	547
20:00	1	362	52	0	9	0	0	0	0	0	0	0	0	424
21:00	1	381	37	0	10	0	0	1	0	0	0	0	0	430
22:00	5	208	24	0	1	2	0	1	0	0	0	0	0	241
23:00	1	108	13	0	1	1	0	0	0	0	0	0	0	124
Total	121	10744	1928	63	466	36	3	59	15	4	0	0	0	13439
Percent	0.9%	79.9%	14.3%	0.5%	3.5%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	11:00	10:00	11:00	07:00	10:00	05:00	06:00				07:00
Vol.	11	840	124	8	30	3	1	6	1	1				1001
PM Peak	16:00	17:00	15:00	12:00	15:00	15:00	13:00	13:00	12:00	19:00				17:00
Vol.	15	975	174	9	51	6	1	9	3	1				1171
Grand Total	121	10744	1928	63	466	36	3	59	15	4	0	0	0	13439
Percent	0.9%	79.9%	14.3%	0.5%	3.5%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Emerald Avenue
B/ Essex Avneue - Genesse Drive
24 Hour Directional Classification Count

LVR021
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
04:00	0	11	1	0	3	0	0	0	0	0	0	0	0	15
05:00	**1**	20	14	0	6	0	0	0	0	0	0	0	0	41
06:00	1	84	46	0	15	0	0	0	0	0	0	0	0	146
07:00	0	**384**	**187**	**2**	**36**	0	0	0	0	0	0	0	0	**609**
08:00	0	192	82	0	22	0	0	0	0	0	0	0	0	296
09:00	0	184	59	0	10	0	0	0	0	0	0	0	0	253
10:00	1	200	65	0	21	0	0	0	0	0	0	0	0	287
11:00	1	222	71	1	23	0	0	**1**	0	0	0	0	0	319
12 PM	0	208	94	0	22	**1**	0	0	0	0	0	0	0	325
13:00	0	255	112	0	14	0	0	0	0	0	0	0	0	381
14:00	1	367	**147**	**2**	28	0	0	0	0	0	0	0	0	545
15:00	1	319	107	1	**34**	0	0	0	0	0	0	0	0	462
16:00	0	378	124	0	30	0	0	0	0	0	0	0	0	532
17:00	**5**	**413**	137	0	27	0	0	**2**	0	0	0	0	0	**584**
18:00	0	288	77	0	17	0	0	0	0	0	0	0	0	382
19:00	0	186	49	0	19	0	0	0	0	0	0	0	0	254
20:00	0	148	38	0	14	0	0	0	0	0	0	0	0	200
21:00	3	84	28	0	3	0	0	0	0	0	0	0	0	118
22:00	0	41	13	0	2	0	0	0	0	0	0	0	0	56
23:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Total	14	4021	1462	6	346	1	0	3	0	0	0	0	0	5853
Percent	0.2%	68.7%	25.0%	0.1%	5.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	07:00	07:00	07:00	07:00			11:00						07:00
Vol.	1	384	187	2	36			1						609
PM Peak	17:00	17:00	14:00	14:00	15:00	12:00		17:00						17:00
Vol.	5	413	147	2	34	1		2						584
Grand Total	14	4021	1462	6	346	1	0	3	0	0	0	0	0	5853
Percent	0.2%	68.7%	25.0%	0.1%	5.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

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City of La Verne
Golden Hills
B/ Cil Aragon - Via Dicha
24 Hour Directional Classification Count

LVR022
Site Code: 999-17780

Eastbound, Westbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	10	3	0	0	0	0	0	0	0	0	0	0	13
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	17	6	0	1	0	0	1	**1**	0	0	0	0	26
05:00	0	52	12	0	3	0	0	2	0	0	0	0	0	69
06:00	**1**	84	28	**3**	5	0	0	1	0	0	0	0	0	122
07:00	0	**197**	57	3	11	0	0	3	0	0	0	0	0	**271**
08:00	1	157	53	1	**13**	0	0	**6**	0	0	0	0	0	231
09:00	1	124	54	0	12	0	0	2	0	0	0	0	0	193
10:00	1	121	**59**	0	11	0	0	0	0	0	0	0	0	192
11:00	1	112	45	3	6	**1**	0	2	0	0	0	0	0	170
12 PM	0	151	44	0	11	0	0	1	0	0	0	0	0	207
13:00	0	141	61	1	6	0	0	**3**	0	0	0	0	0	212
14:00	**1**	179	**73**	**3**	10	**2**	0	0	0	0	0	0	0	**268**
15:00	1	**199**	52	1	7	0	0	0	0	0	0	0	0	260
16:00	1	180	44	0	**12**	0	0	0	0	0	0	0	0	237
17:00	1	182	49	0	4	0	0	0	0	0	0	0	0	236
18:00	0	151	36	0	4	0	0	0	0	0	0	0	0	191
19:00	0	132	25	0	4	0	0	0	0	0	0	0	0	161
20:00	1	104	16	0	2	1	0	0	0	0	0	0	0	124
21:00	0	78	15	0	3	0	0	0	0	0	0	0	0	96
22:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
23:00	0	14	2	0	1	0	0	0	0	0	0	0	0	17
Total	10	2450	740	15	127	4	0	21	1	0	0	0	0	3368
Percent	0.3%	72.7%	22.0%	0.4%	3.8%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	10:00	06:00	08:00	11:00		08:00	04:00					07:00
Vol.	1	197	59	3	13	1		6	1					271
PM Peak	14:00	15:00	14:00	14:00	16:00	14:00		13:00						14:00
Vol.	1	199	73	3	12	2		3						268
Grand Total	10	2450	740	15	127	4	0	21	1	0	0	0	0	3368
Percent	0.3%	72.7%	22.0%	0.4%	3.8%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
Esperanza Drive
B/ Baseline Road - Stephens Ranch Road
24 Hour Directional Classification Count

LVR023
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	17	5	0	1	0	0	1	0	0	0	0	0	24
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
04:00	0	23	13	0	5	0	0	0	0	0	0	0	0	41
05:00	0	62	29	0	10	0	0	2	0	0	0	0	0	103
06:00	0	177	89	1	28	**1**	0	**5**	0	0	0	0	0	301
07:00	0	**290**	**154**	2	**45**	0	0	1	0	0	0	0	0	**492**
08:00	**3**	253	139	**3**	38	0	0	2	0	0	0	0	0	438
09:00	1	202	107	0	34	1	0	2	0	0	0	0	0	347
10:00	0	191	97	2	43	0	0	5	0	0	0	0	0	338
11:00	0	202	132	2	37	0	0	3	0	0	0	0	0	376
12 PM	**1**	209	110	0	32	2	0	2	0	0	0	0	0	356
13:00	0	202	124	**1**	25	**3**	0	0	0	0	0	0	0	355
14:00	0	259	168	1	38	1	0	**3**	0	0	0	0	0	470
15:00	0	234	**170**	0	38	0	0	2	0	0	0	0	0	444
16:00	0	283	169	0	34	0	0	1	0	0	0	0	0	487
17:00	1	**308**	164	0	**40**	2	0	2	0	0	0	0	0	**517**
18:00	0	249	115	0	37	0	0	0	0	0	0	0	0	401
19:00	1	191	98	0	22	0	0	0	0	0	0	0	0	312
20:00	1	138	52	0	17	0	0	0	0	0	0	0	0	208
21:00	1	93	40	0	6	0	0	0	0	0	0	0	0	140
22:00	0	56	33	0	6	0	0	0	0	0	0	0	0	95
23:00	0	28	13	0	2	0	0	0	0	0	0	0	0	43
Total	9	3686	2030	12	539	10	0	31	0	0	0	0	0	6317
Percent	0.1%	58.4%	32.1%	0.2%	8.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	07:00	07:00	08:00	07:00	06:00		06:00						07:00
Vol.	3	290	154	3	45	1		5						492
PM Peak	12:00	17:00	15:00	13:00	17:00	13:00		14:00						17:00
Vol.	1	308	170	1	40	3		3						517
Grand Total	9	3686	2030	12	539	10	0	31	0	0	0	0	0	6317
Percent	0.1%	58.4%	32.1%	0.2%	8.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited, Inc

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City of La Verne
White Avenue
B/ Bonita Avenue - Arrow Highway
24 Hour Directional Classification Count

LVR024
Site Code: 999-17780

Northbound, Southbound

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
11/15/17	0	75	10	0	2	0	0	0	0	0	0	0	0	87
01:00	0	44	4	0	0	0	0	1	0	0	0	0	0	49
02:00	0	32	10	0	3	0	0	0	0	0	0	0	0	45
03:00	0	54	18	1	9	0	0	0	0	0	0	0	0	82
04:00	0	117	50	1	23	1	0	3	0	0	0	0	0	195
05:00	1	263	73	2	22	**4**	0	0	**2**	0	0	0	0	367
06:00	5	502	146	2	52	0	0	0	0	**1**	0	0	0	708
07:00	**8**	**1053**	**247**	**11**	**63**	0	0	**10**	0	1	0	0	0	**1393**
08:00	6	863	228	3	51	2	0	1	1	0	0	0	0	1155
09:00	3	616	184	2	48	3	0	2	0	1	0	0	0	859
10:00	6	633	187	4	43	3	0	2	0	0	0	0	0	878
11:00	8	653	181	5	38	1	0	3	2	0	0	0	0	891
12 PM	6	763	189	3	43	0	0	1	**2**	0	0	0	0	1007
13:00	6	865	203	**5**	54	2	0	2	2	0	0	0	0	1139
14:00	8	903	**264**	3	68	2	0	**6**	0	0	0	0	0	1254
15:00	**9**	1048	241	4	**75**	2	0	2	1	0	0	0	0	1382
16:00	5	1028	218	2	49	**4**	0	5	0	0	0	0	0	1311
17:00	8	**1181**	233	2	48	2	0	2	1	0	0	0	0	**1477**
18:00	5	872	161	1	41	0	0	3	1	0	0	0	0	1084
19:00	2	658	103	1	30	0	0	1	0	0	0	0	0	795
20:00	5	558	112	1	17	0	0	0	0	0	0	0	0	693
21:00	3	425	87	0	16	0	0	0	0	0	0	0	0	531
22:00	1	257	37	0	3	0	0	0	0	0	0	0	0	298
23:00	0	148	19	1	4	0	0	0	0	0	0	0	0	172
Total	95	13611	3205	54	802	26	0	44	12	3	0	0	0	17852
Percent	0.5%	76.2%	18.0%	0.3%	4.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	07:00	05:00		07:00	05:00	06:00				07:00
Vol.	8	1053	247	11	63	4		10	2	1				1393
PM Peak	15:00	17:00	14:00	13:00	15:00	16:00		14:00	12:00					17:00
Vol.	9	1181	264	5	75	4		6	2					1477
Grand Total	95	13611	3205	54	802	26	0	44	12	3	0	0	0	17852
Percent	0.5%	76.2%	18.0%	0.3%	4.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Counts Unlimited
PO Box 1178
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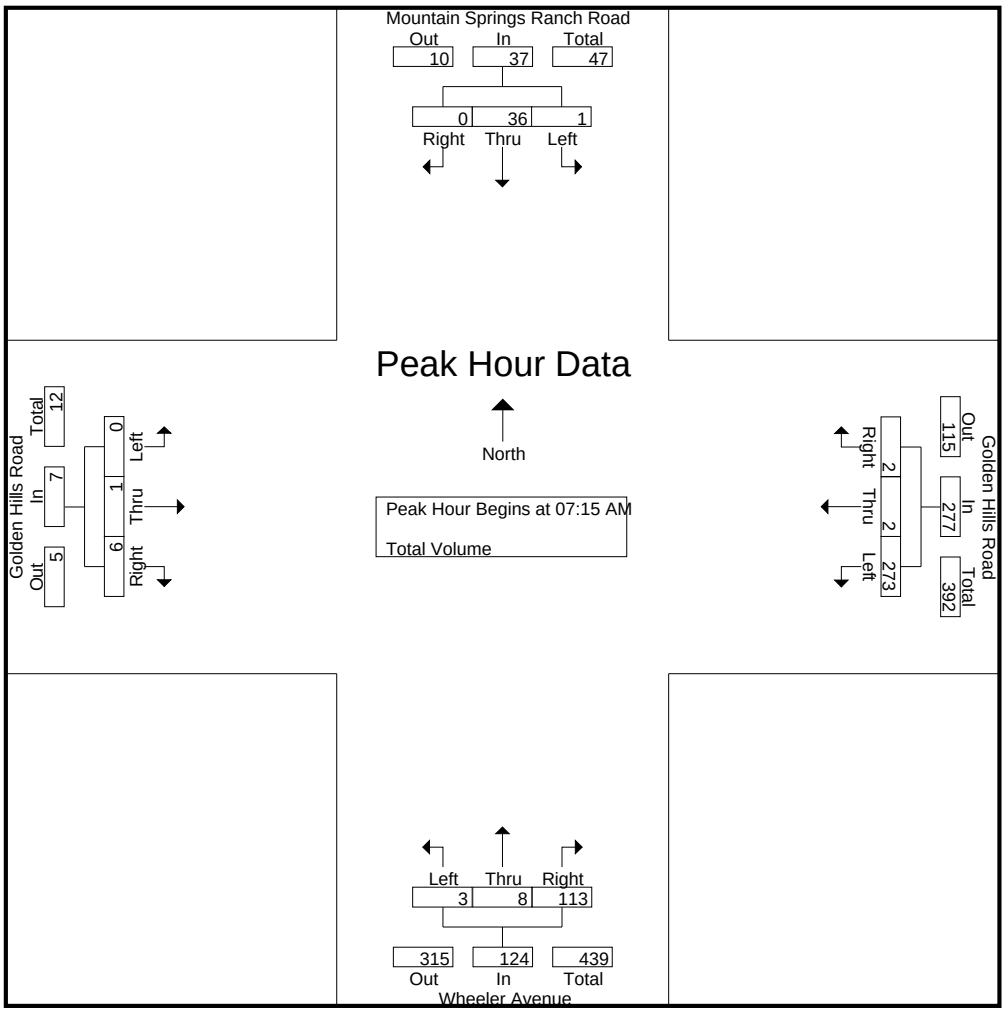
City of La Verne
N/S: Mtn Springs Ranch Rd/Wheeler Ave
E/W: Golden HIlls Road
Weather: Clear

File Name : 01_LVR_ Wheel Gold AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:00 AM			
+0 mins.	0	6	0	6	58	0	**1**	59	1	1	37	39	0	0	1	1
+15 mins.	0	**12**	0	**12**	79	0	1	80	0	2	**42**	44	0	0	0	0
+30 mins.	0	12	0	12	**86**	**1**	0	**87**	**3**	1	17	21	0	0	**3**	3
+45 mins.	**1**	6	0	7	50	1	0	51	2	**7**	36	**45**	0	**1**	3	**4**
Total Volume	1	36	0	37	273	2	2	277	6	11	132	149	0	1	7	8
% App. Total	2.7	97.3	0		98.6	0.7	0.7		4	7.4	88.6		0	12.5	87.5	
PHF	.250	.750	.000	.771	.794	.500	.500	.796	.500	.393	.786	.828	.000	.250	.583	.500

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City of La Verne
N/S: Mtn Springs Ranch Rd/Wheeler Ave
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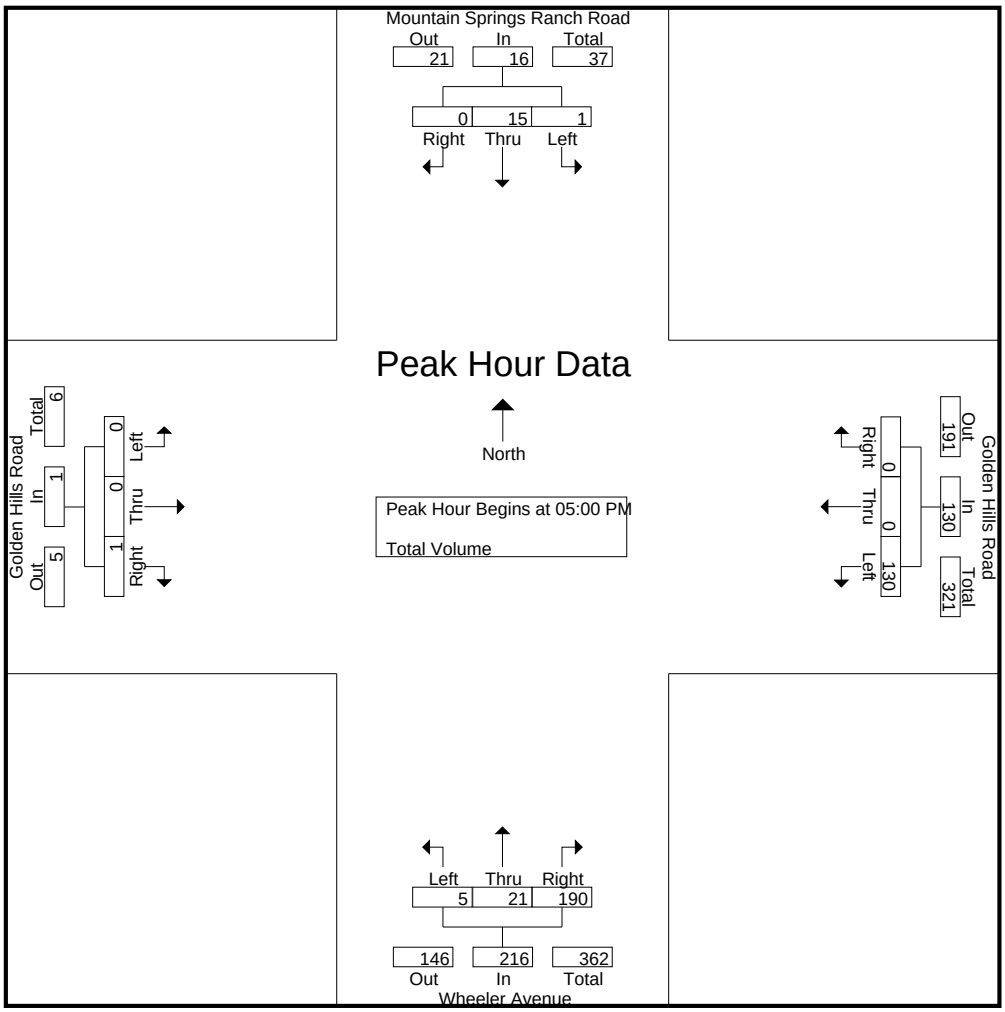
Weather: Clear

File Name : 01_LVR_ Wheel Gold PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	**1**	**8**	0	**9**	33	**1**	1	35	0	2	45	47	0	**1**	1	2
+15 mins.	0	3	0	3	**34**	0	1	35	**2**	5	**52**	59	0	0	0	0
+30 mins.	1	7	0	8	31	1	1	33	1	5	41	47	0	0	1	1
+45 mins.	1	4	0	5	32	1	**3**	**36**	2	**9**	52	**63**	0	1	**3**	**4**
Total Volume	3	22	0	25	130	3	6	139	5	21	190	216	0	2	5	7
% App. Total	12	88	0		93.5	2.2	4.3		2.3	9.7	88		0	28.6	71.4	
PHF	.750	.688	.000	.694	.956	.750	.500	.965	.625	.583	.913	.857	.000	.500	.417	.438

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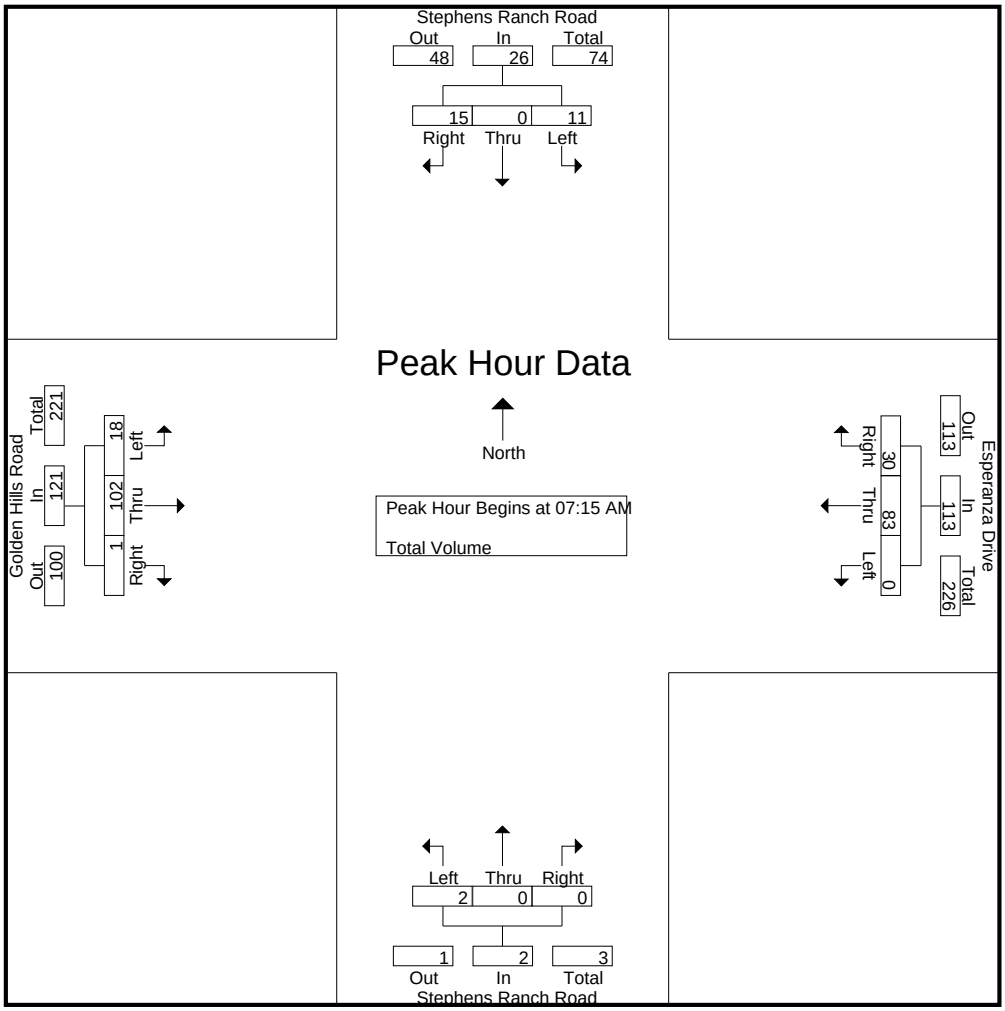
City of La Verne
N/S: Stephens Ranch Road
E/W: Golden HIlls Road/Esperanza Drive
Weather: Clear

File Name : 02_LVR_ Steph Gold AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	3	0	3	6	0	15	6	21	0	0	0	0	0	**28**	**1**	29
+15 mins.	**4**	0	1	5	0	20	6	26	**2**	0	0	**2**	**8**	25	0	**33**
+30 mins.	3	0	**6**	**9**	0	**30**	**11**	**41**	0	0	0	0	6	25	0	31
+45 mins.	2	0	5	7	0	18	7	25	0	0	0	0	4	24	0	28
Total Volume	12	0	15	27	0	83	30	113	2	0	0	2	18	102	1	121
% App. Total	44.4	0	55.6		0	73.5	26.5		100	0	0		14.9	84.3	0.8	
PHF	.750	.000	.625	.750	.000	.692	.682	.689	.250	.000	.000	.250	.563	.911	.250	.917

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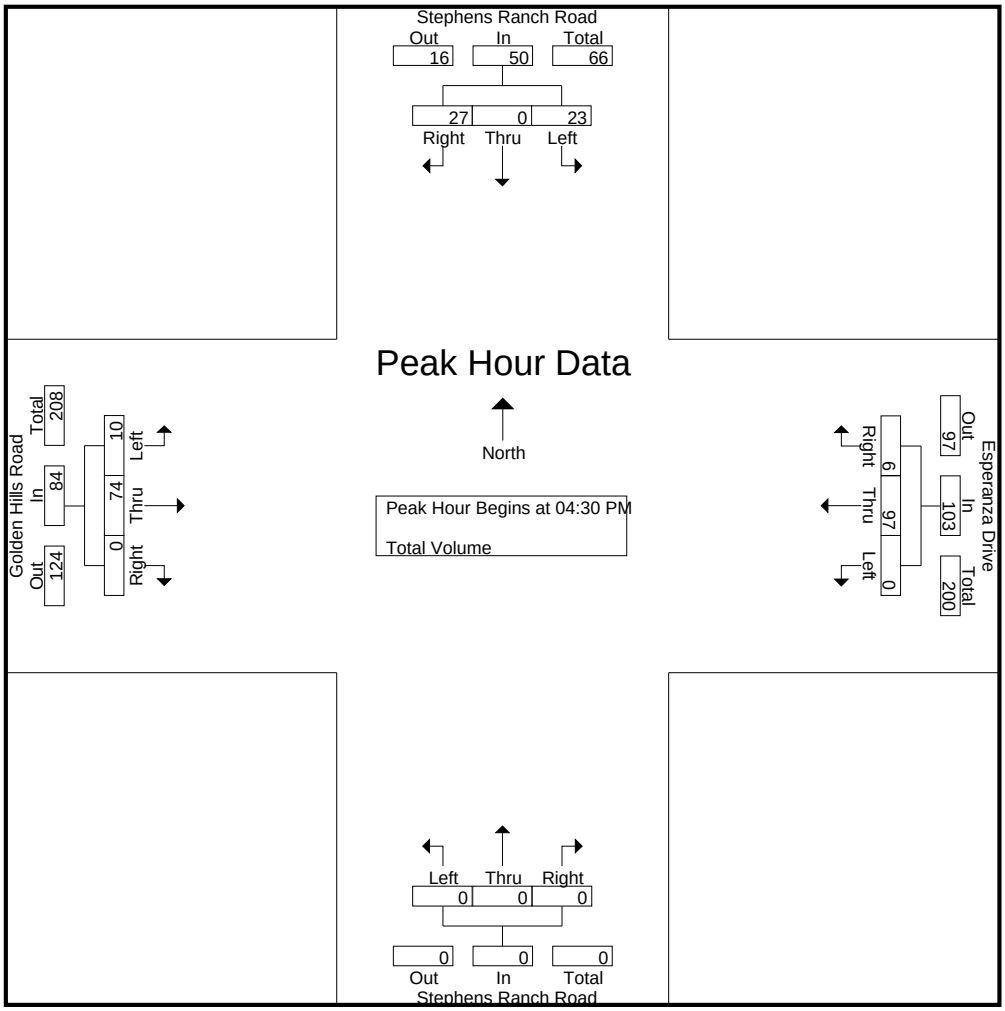
City of La Verne
N/S: Stephens Ranch Road
E/W: Golden HIlls Road/Esperanza Drive
Weather: Clear

File Name : 02_LVR_ Steph Gold PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	4	0	6	10	0	21	1	22	0	0	0	0	**6**	18	0	24
+15 mins.	5	0	8	13	0	25	0	25	0	0	0	0	1	20	0	21
+30 mins.	5	0	5	10	0	26	**2**	28	0	0	0	0	5	15	0	20
+45 mins.	**10**	0	**10**	**20**	0	**30**	1	**31**	0	0	0	0	3	**24**	0	**27**
Total Volume	24	0	29	53	0	102	4	106	0	0	0	0	15	77	0	92
% App. Total	45.3	0	54.7		0	96.2	3.8		0	0	0		16.3	83.7	0	
PHF	.600	.000	.725	.663	.000	.850	.500	.855	.000	.000	.000	.000	.625	.802	.000	.852

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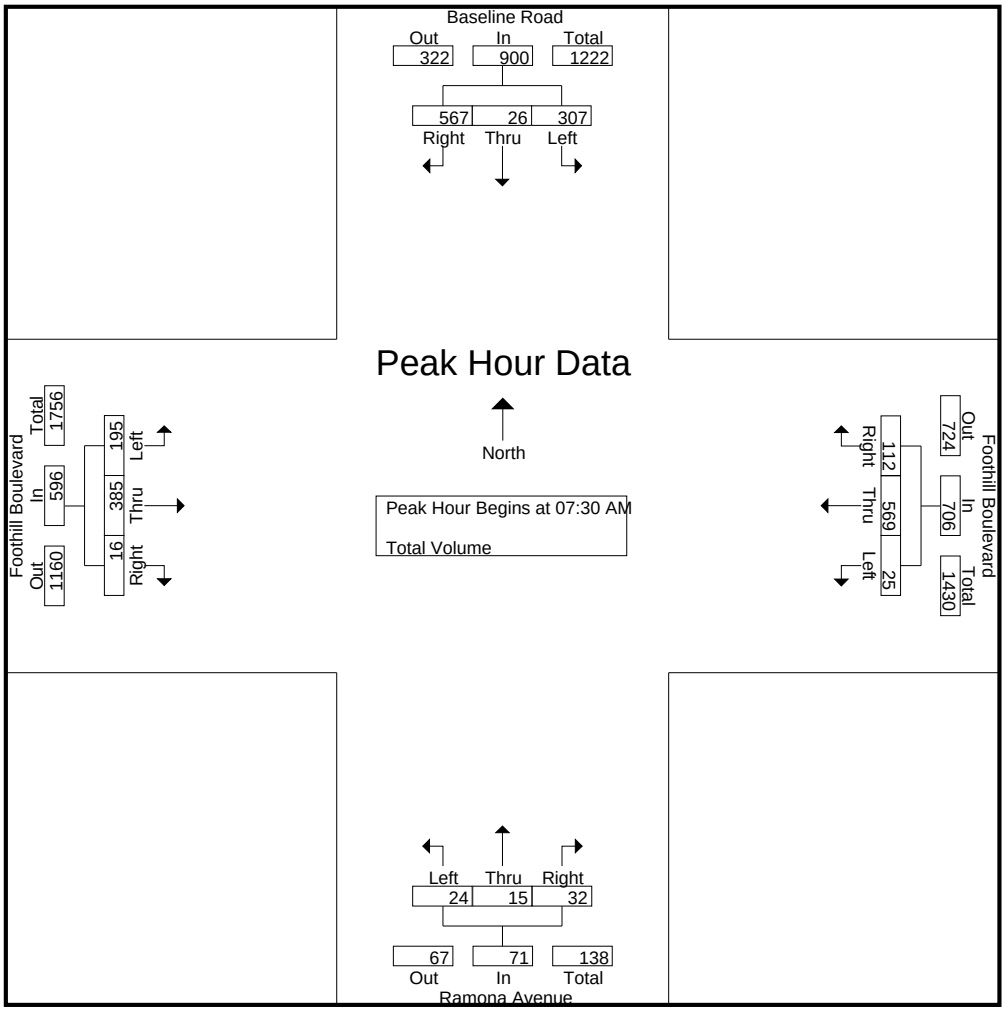
City of La Verne
N/S: Baseline Road/Ramona Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 03_LVR_ Base Foot AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:45 AM			
+0 mins.	70	4	114	188	4	126	15	145	**9**	2	**11**	**22**	**67**	98	2	**167**
+15 mins.	**86**	7	147	240	5	**178**	28	**211**	7	3	6	16	43	87	5	135
+30 mins.	74	6	**171**	**251**	6	140	**33**	179	4	4	8	16	46	**113**	**6**	165
+45 mins.	86	**9**	140	235	**9**	136	31	176	4	**6**	7	17	43	95	5	143
Total Volume	316	26	572	914	24	580	107	711	24	15	32	71	199	393	18	610
% App. Total	34.6	2.8	62.6		3.4	81.6	15		33.8	21.1	45.1		32.6	64.4	3	
PHF	.919	.722	.836	.910	.667	.815	.811	.842	.667	.625	.727	.807	.743	.869	.750	.913

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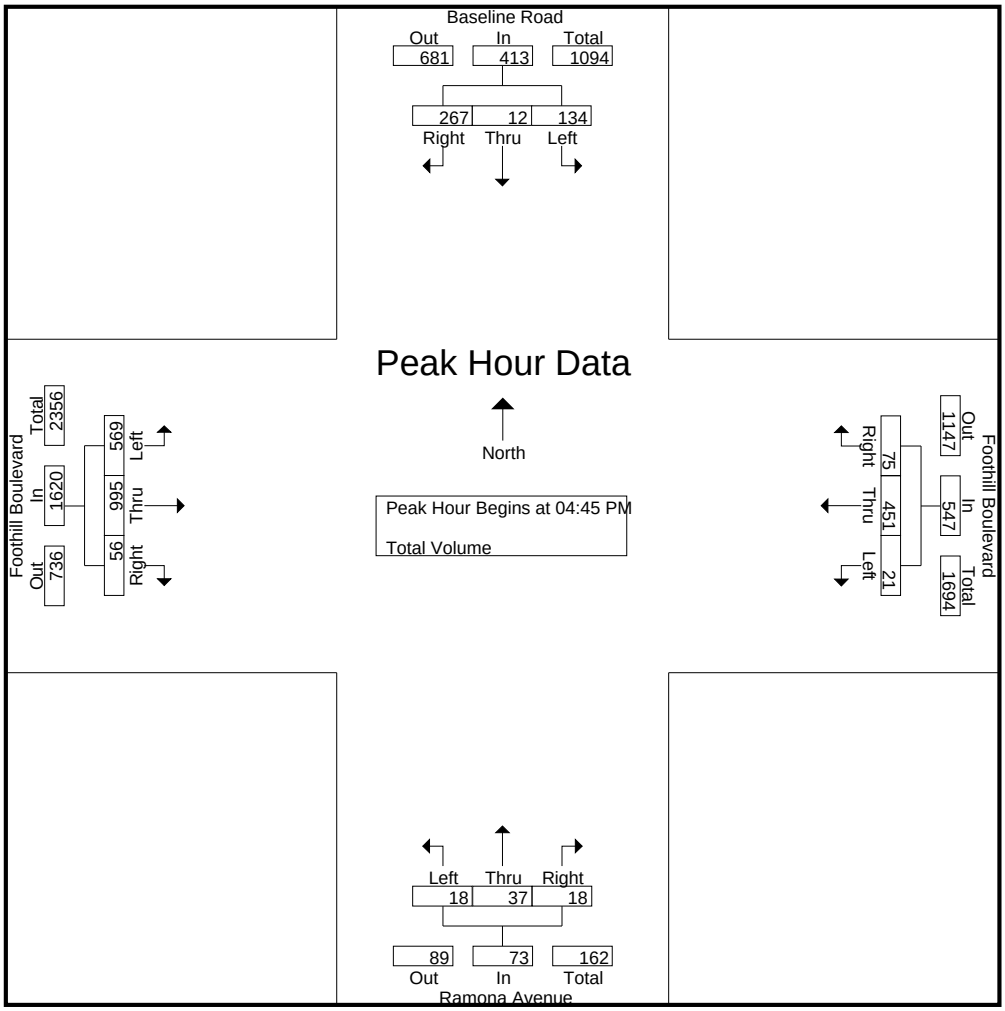
City of La Verne
N/S: Baseline Road/Ramona Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 03_LVR_ Base Foot PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				04:45 PM			
+0 mins.	39	3	55	97	2	**122**	16	140	**9**	8	1	18	**152**	254	13	**419**
+15 mins.	**43**	2	76	121	4	120	18	**142**	7	10	**6**	**23**	141	238	**18**	397
+30 mins.	33	**7**	**94**	**134**	**9**	100	18	127	1	12	5	18	144	248	11	403
+45 mins.	33	2	56	91	6	109	**23**	138	5	**14**	2	21	132	**255**	14	401
Total Volume	148	14	281	443	21	451	75	547	22	44	14	80	569	995	56	1620
% App. Total	33.4	3.2	63.4		3.8	82.4	13.7		27.5	55	17.5		35.1	61.4	3.5	
PHF	.860	.500	.747	.826	.583	.924	.815	.963	.611	.786	.583	.870	.936	.975	.778	.967

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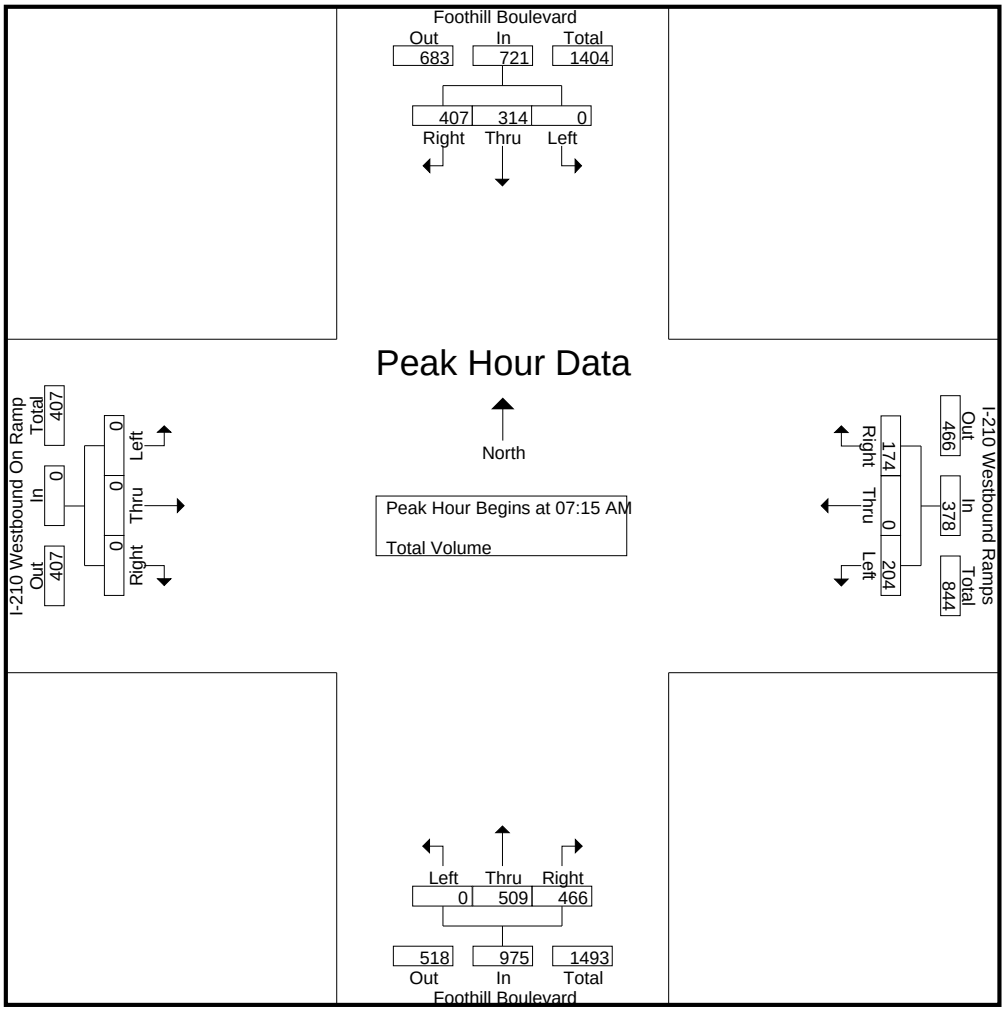
City of La Verne
N/S: Foothill Boulevard
E/W: I-210 Westbound Ramps
Weather: Clear

File Name : 04_LVR_ Foot 210W AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	86	97	183	49	0	28	77	0	**148**	**147**	**295**	0	0	0	0
+15 mins.	0	68	101	169	**90**	0	**50**	**140**	0	136	110	246	0	0	0	0
+30 mins.	0	**88**	**112**	**200**	61	0	43	104	0	122	113	235	0	0	0	0
+45 mins.	0	72	97	169	26	0	49	75	0	96	110	206	0	0	0	0
Total Volume	0	314	407	721	226	0	170	396	0	502	480	982	0	0	0	0
% App. Total	0	43.6	56.4		57.1	0	42.9		0	51.1	48.9		0	0	0	
PHF	.000	.892	.908	.901	.628	.000	.850	.707	.000	.848	.816	.832	.000	.000	.000	.000

Counts Unlimited
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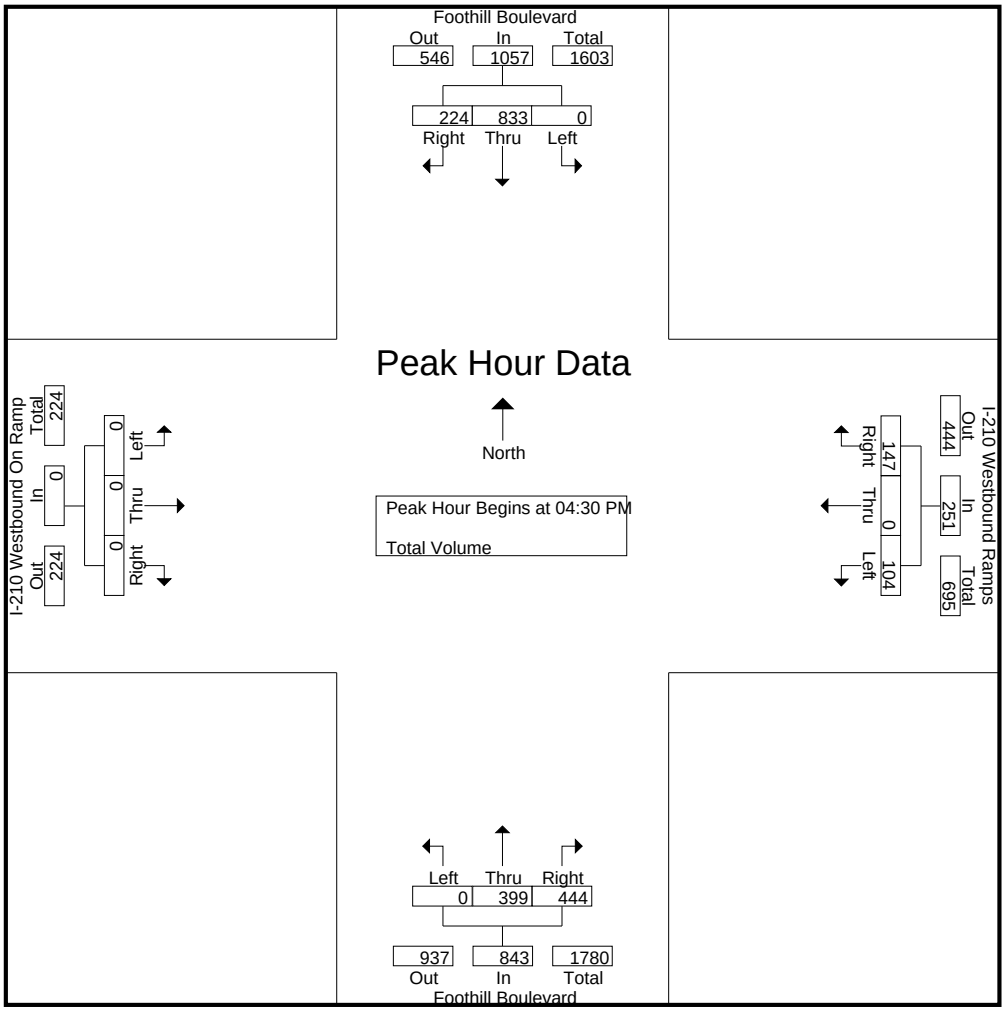
City of La Verne
N/S: Foothill Boulevard
E/W: I-210 Westbound Ramps
Weather: Clear

File Name : 04_LVR_ Foot 210W PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	209	59	**268**	**32**	0	**41**	**73**	0	108	94	202	0	0	0	0
+15 mins.	0	205	**61**	266	22	0	33	55	0	**111**	106	217	0	0	0	0
+30 mins.	0	200	56	256	21	0	34	55	0	100	**127**	**227**	0	0	0	0
+45 mins.	0	**219**	48	267	29	0	39	68	0	80	117	197	0	0	0	0
Total Volume	0	833	224	1057	104	0	147	251	0	399	444	843	0	0	0	0
% App. Total	0	78.8	21.2		41.4	0	58.6		0	47.3	52.7		0	0	0	
PHF	.000	.951	.918	.986	.813	.000	.896	.860	.000	.899	.874	.928	.000	.000	.000	.000

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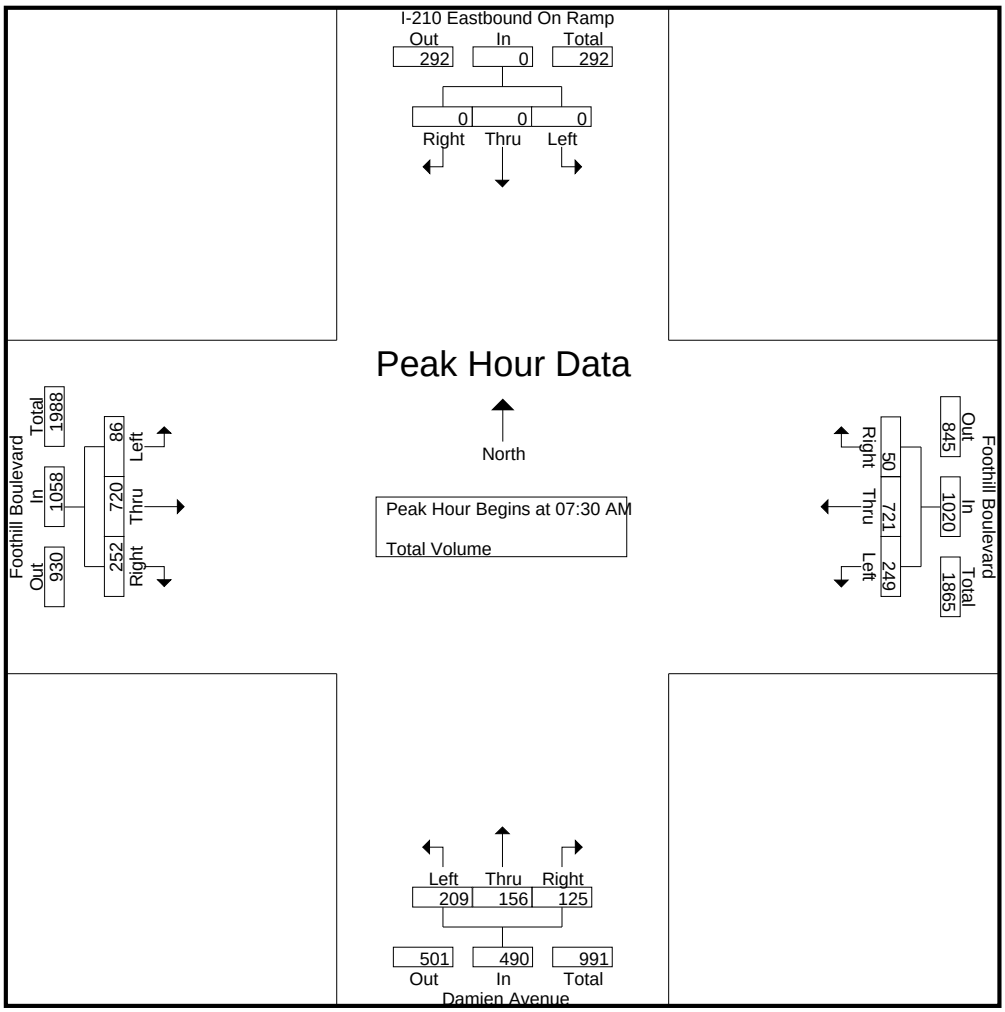
City of La Verne
N/S: I-210 Eastbound On Ramp/Damien Ave
E/W: Foothill Boulevard
Weather: Clear

File Name : 05_LVR_ 210E Foot AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				07:15 AM			
+0 mins.	0	0	0	0	51	186	15	252	**51**	30	29	110	20	177	101	**298**
+15 mins.	0	0	0	0	**70**	**193**	**17**	**280**	38	30	49	117	15	172	**105**	292
+30 mins.	0	0	0	0	70	184	13	267	30	**46**	59	135	21	**184**	53	258
+45 mins.	0	0	0	0	58	158	5	221	47	35	**60**	**142**	**23**	172	52	247
Total Volume	0	0	0	0	249	721	50	1020	166	141	197	504	79	705	311	1095
% App. Total	0	0	0		24.4	70.7	4.9		32.9	28	39.1		7.2	64.4	28.4	
PHF	.000	.000	.000	.000	.889	.934	.735	.911	.814	.766	.821	.887	.859	.958	.740	.919

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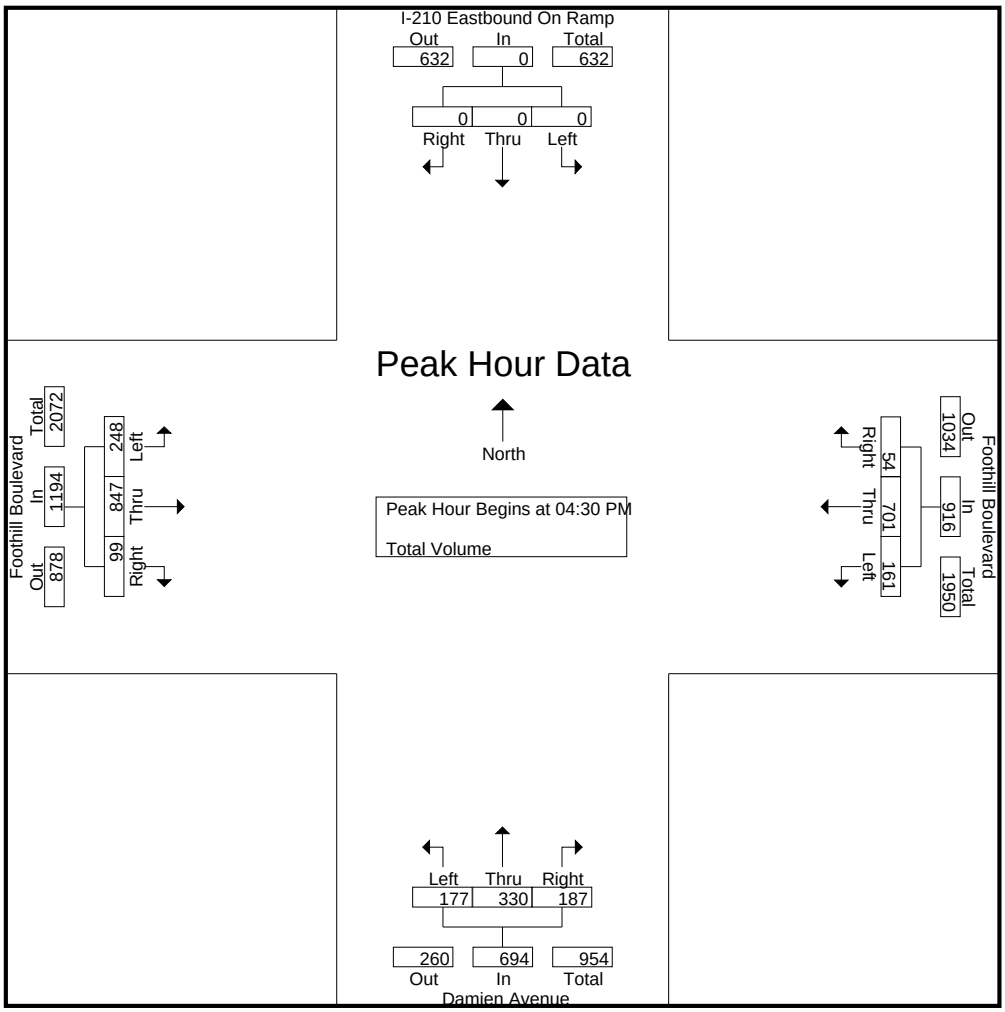
City of La Verne
N/S: I-210 Eastbound On Ramp/Damien Ave
E/W: Foothill Boulevard
Weather: Clear

File Name : 05_LVR_ 210E Foot PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	31	169	14	214	**54**	**94**	41	**189**	61	226	25	312
+15 mins.	0	0	0	0	44	**183**	**15**	**242**	41	80	46	167	56	202	24	282
+30 mins.	0	0	0	0	39	178	15	232	37	87	**55**	179	**64**	214	**28**	306
+45 mins.	0	0	0	0	**47**	171	10	228	45	69	45	159	63	**246**	14	**323**
Total Volume	0	0	0	0	161	701	54	916	177	330	187	694	244	888	91	1223
% App. Total	0	0	0		17.6	76.5	5.9		25.5	47.6	26.9		20	72.6	7.4	
PHF	.000	.000	.000	.000	.856	.958	.900	.946	.819	.878	.850	.918	.953	.902	.813	.947

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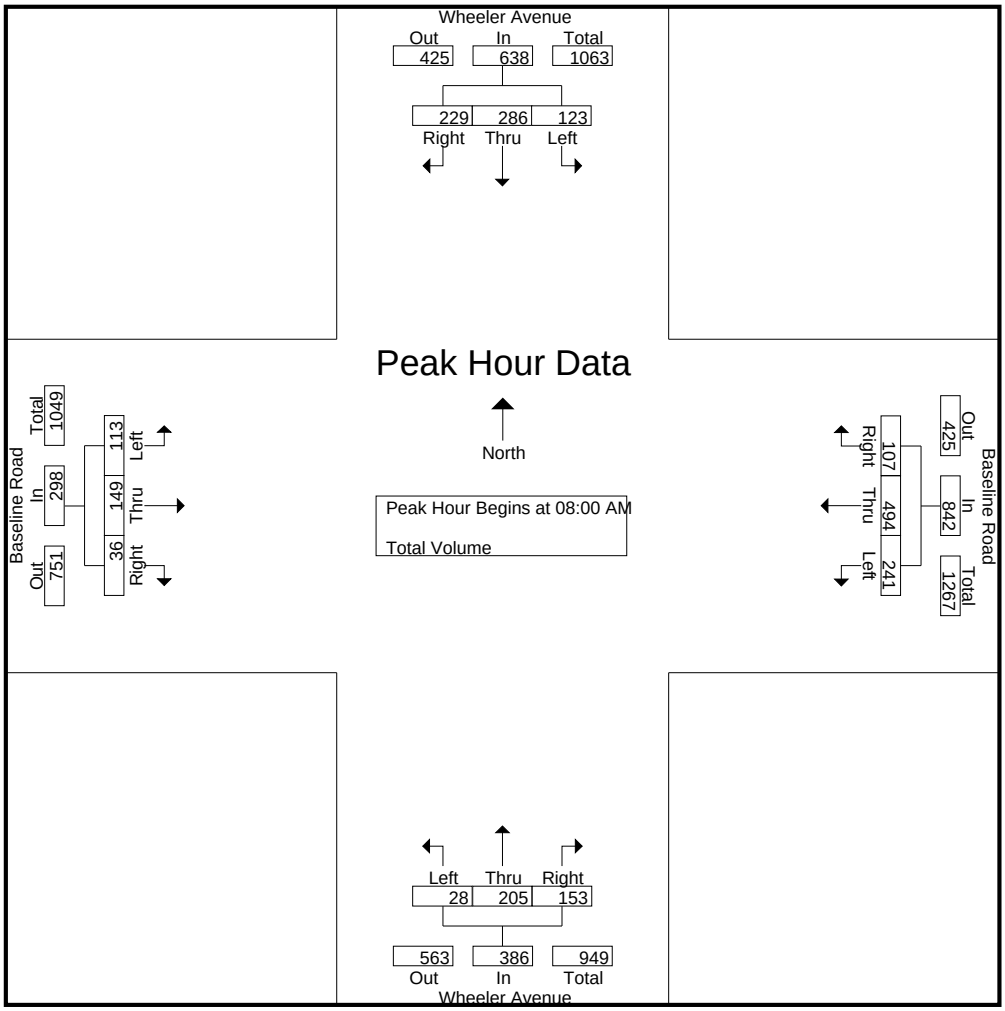
City of La Verne
N/S: Wheeler Avenue
E/W: Baseline Road
Weather: Clear

File Name : 06_LVR_ Wheel Base AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	23	48	49	120	**34**	266	3	303	2	30	10	42	11	20	7	38
+15 mins.	32	72	31	135	33	**285**	3	**321**	3	27	22	52	16	29	**12**	57
+30 mins.	30	80	**79**	189	25	261	8	294	**17**	59	55	131	34	34	9	77
+45 mins.	**38**	**86**	70	**194**	33	173	**14**	220	6	**89**	**66**	**161**	**52**	**66**	8	**126**
Total Volume	123	286	229	638	125	985	28	1138	28	205	153	386	113	149	36	298
% App. Total	19.3	44.8	35.9		11	86.6	2.5		7.3	53.1	39.6		37.9	50	12.1	
PHF	.809	.831	.725	.822	.919	.864	.500	.886	.412	.576	.580	.599	.543	.564	.750	.591

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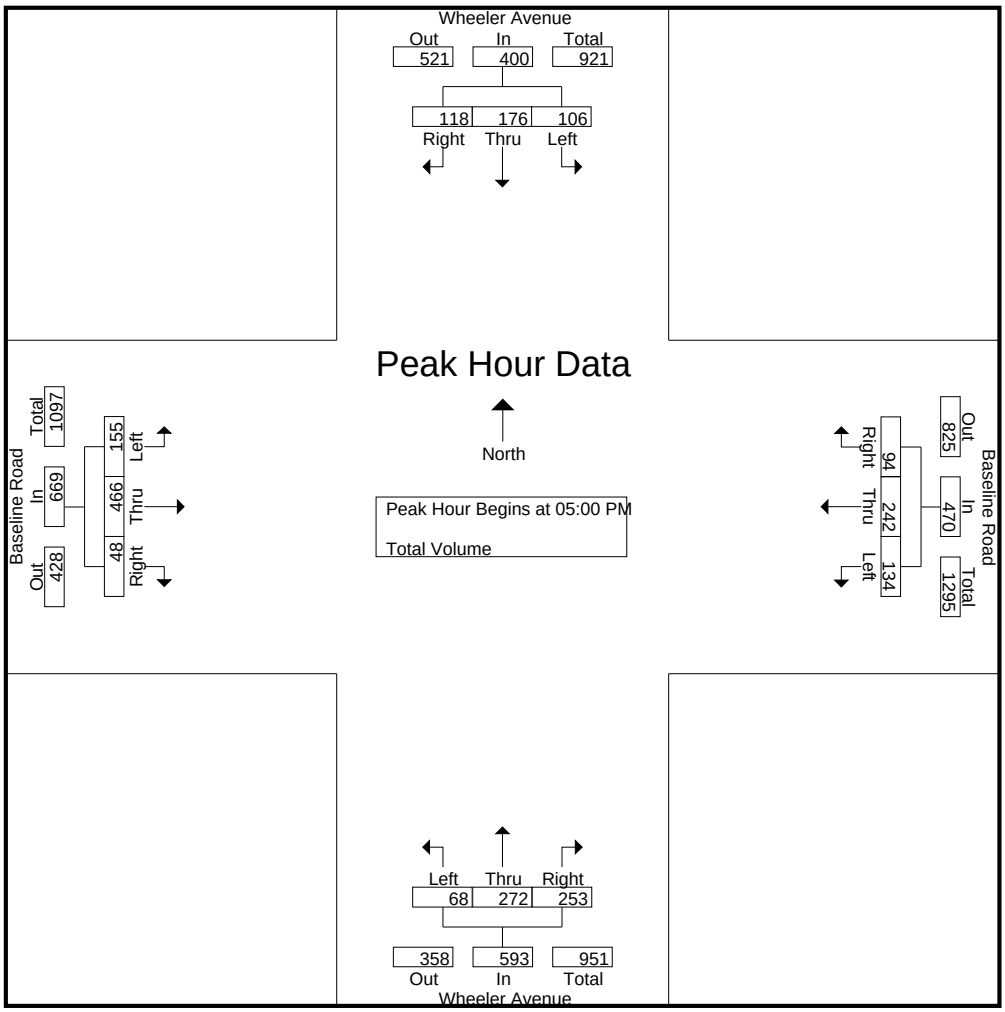
City of La Verne
N/S: Wheeler Avenue
E/W: Baseline Road
Weather: Clear

File Name : 06_LVR_ Wheel Base PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	**34**	**59**	39	**132**	**42**	48	21	111	11	55	**75**	141	**46**	91	7	144
+15 mins.	15	53	**42**	110	27	39	21	87	**21**	61	57	139	22	113	**18**	153
+30 mins.	16	40	32	88	29	69	22	120	16	**95**	54	**165**	44	120	15	179
+45 mins.	22	42	27	91	36	**86**	**30**	**152**	20	61	67	148	43	**142**	8	**193**
Total Volume	87	194	140	421	134	242	94	470	68	272	253	593	155	466	48	669
% App. Total	20.7	46.1	33.3		28.5	51.5	20		11.5	45.9	42.7		23.2	69.7	7.2	
PHF	.640	.822	.833	.797	.798	.703	.783	.773	.810	.716	.843	.898	.842	.820	.667	.867

Counts Unlimited
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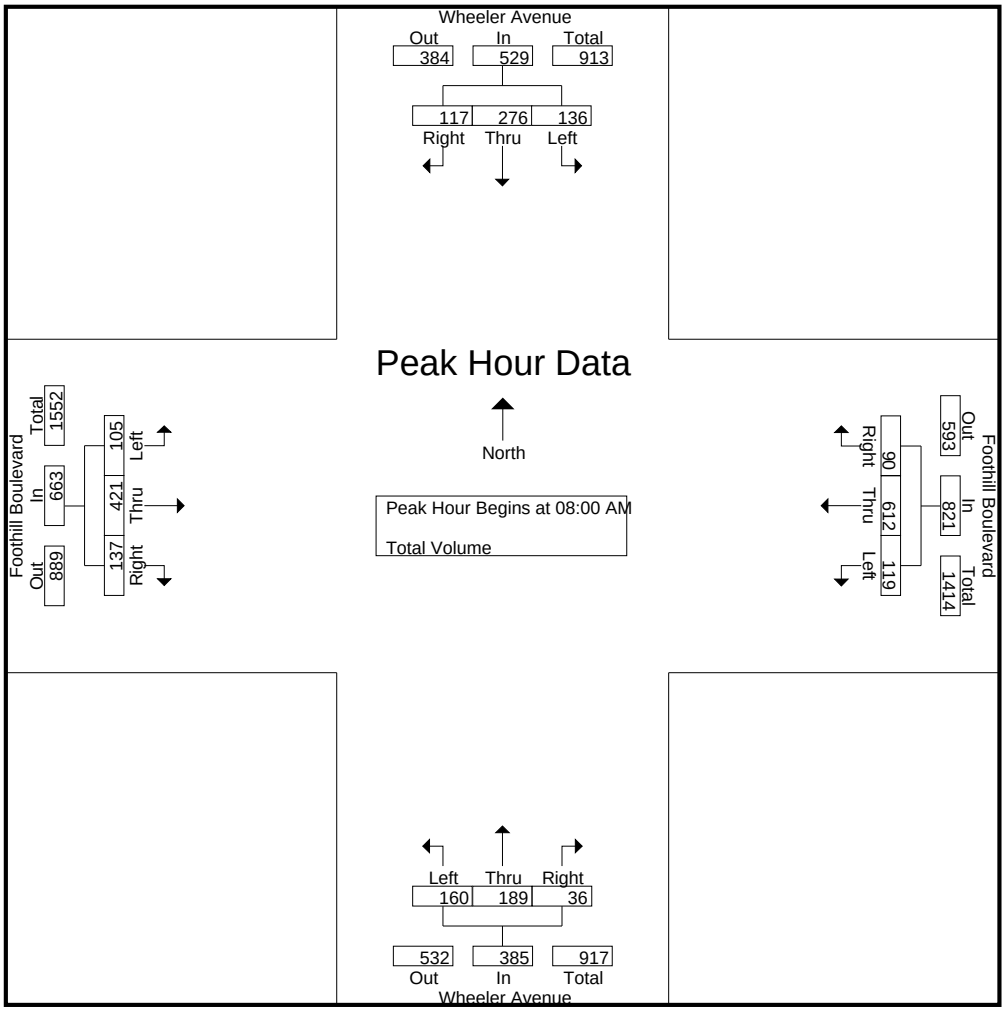
City of La Verne
N/S: Wheeler Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 07_LVR_ Wheel Foot AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	22	43	20	85	29	131	7	167	28	17	5	50	20	67	16	103
+15 mins.	**47**	63	26	136	28	140	10	178	31	29	7	67	22	**144**	27	193
+30 mins.	35	**87**	33	**155**	**36**	**179**	35	**250**	44	60	6	110	22	106	41	169
+45 mins.	32	83	**38**	153	26	162	**38**	226	**57**	**83**	**18**	**158**	**41**	104	**53**	**198**
Total Volume	136	276	117	529	119	612	90	821	160	189	36	385	105	421	137	663
% App. Total	25.7	52.2	22.1		14.5	74.5	11		41.6	49.1	9.4		15.8	63.5	20.7	
PHF	.723	.793	.770	.853	.826	.855	.592	.821	.702	.569	.500	.609	.640	.731	.646	.837

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City of La Verne
N/S: Wheeler Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 07_LVR_ Wheel Foot PM
Site Code : 99917780
Start Date : 11/16/2017
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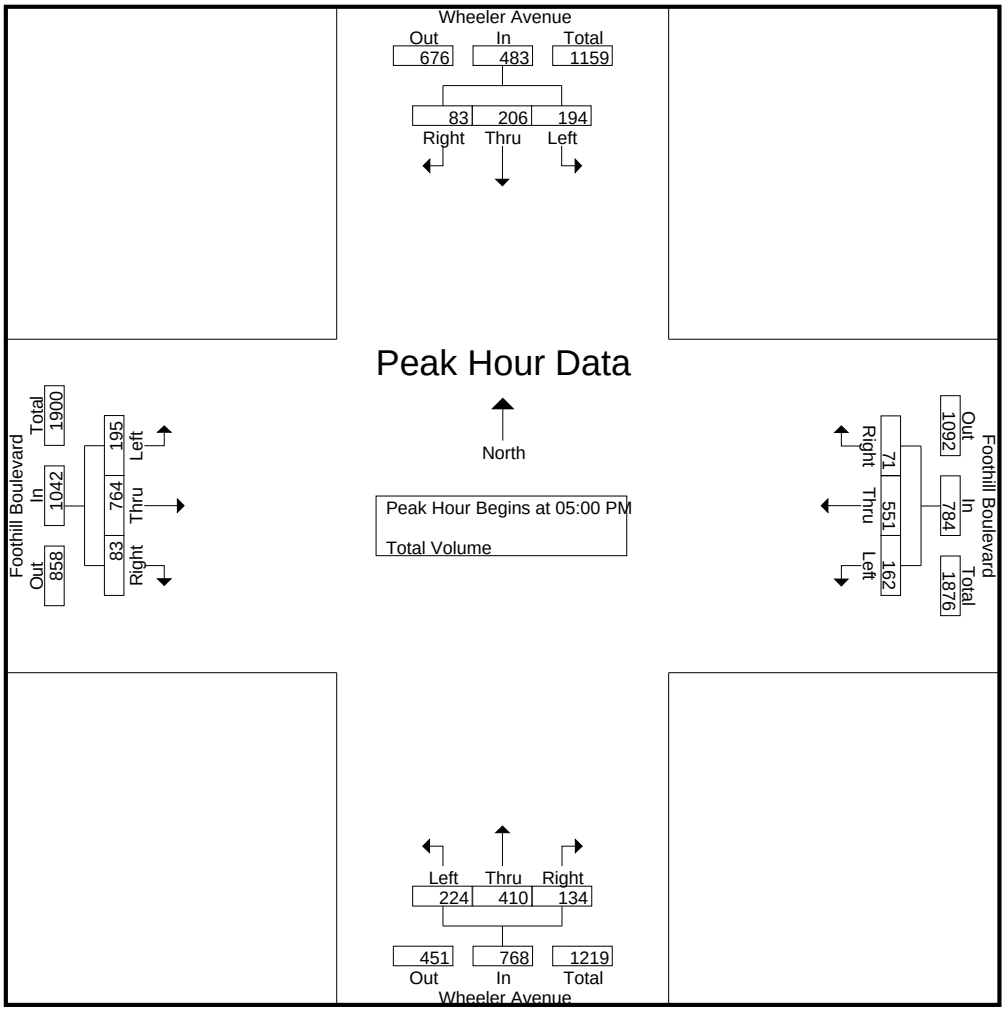

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	**51**	51	18	120	45	139	13	197	**62**	74	32	168	45	199	28	272
+15 mins.	51	**61**	19	**131**	40	**174**	18	**232**	48	114	21	183	**72**	**243**	**30**	**345**
+30 mins.	43	39	**27**	109	39	140	**22**	201	60	**121**	**45**	**226**	55	195	21	271
+45 mins.	49	55	19	123	**50**	144	16	210	54	101	36	191	42	167	20	229
Total Volume	194	206	83	483	174	597	69	840	224	410	134	768	214	804	99	1117
% App. Total	40.2	42.7	17.2		20.7	71.1	8.2		29.2	53.4	17.4		19.2	72	8.9	
PHF	.951	.844	.769	.922	.870	.858	.784	.905	.903	.847	.744	.850	.743	.827	.825	.809

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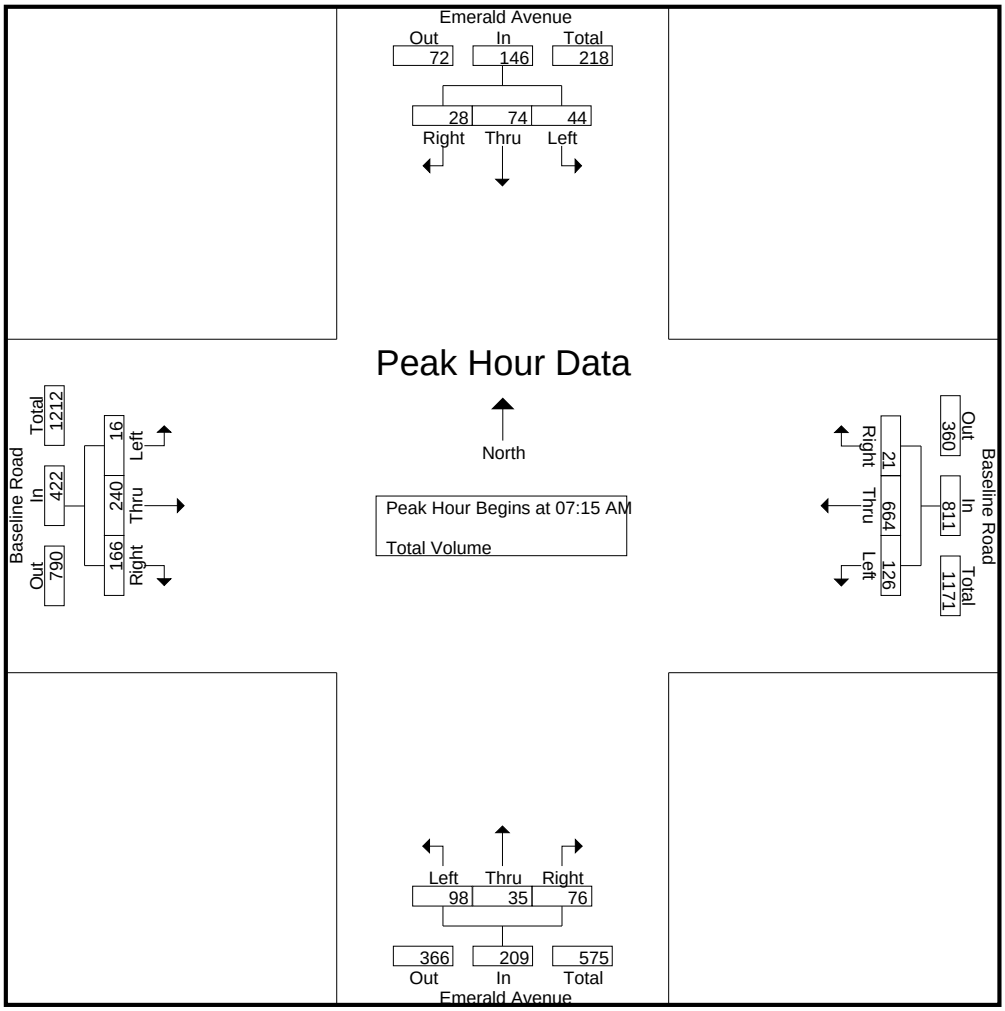
City of La Verne
N/S: Emerald Avenue
E/W: Baseline Road
Weather: Clear

File Name : 08_LVR_ Eme Base AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	7	**33**	6	**46**	38	131	4	173	19	6	19	44	3	32	**48**	83
+15 mins.	10	19	**9**	38	**55**	146	3	204	**42**	**15**	**27**	**84**	3	59	32	94
+30 mins.	7	12	7	26	31	**198**	6	**235**	28	9	13	50	**5**	**79**	47	**131**
+45 mins.	**20**	10	6	36	17	183	**8**	208	9	5	17	31	5	70	39	114
Total Volume	44	74	28	146	141	658	21	820	98	35	76	209	16	240	166	422
% App. Total	30.1	50.7	19.2		17.2	80.2	2.6		46.9	16.7	36.4		3.8	56.9	39.3	
PHF	.550	.561	.778	.793	.641	.831	.656	.872	.583	.583	.704	.622	.800	.759	.865	.805

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City of La Verne
N/S: Emerald Avenue
E/W: Baseline Road
Weather: Clear

File Name : 08_LVR_ Eme Base PM
Site Code : 99917780
Start Date : 11/16/2017
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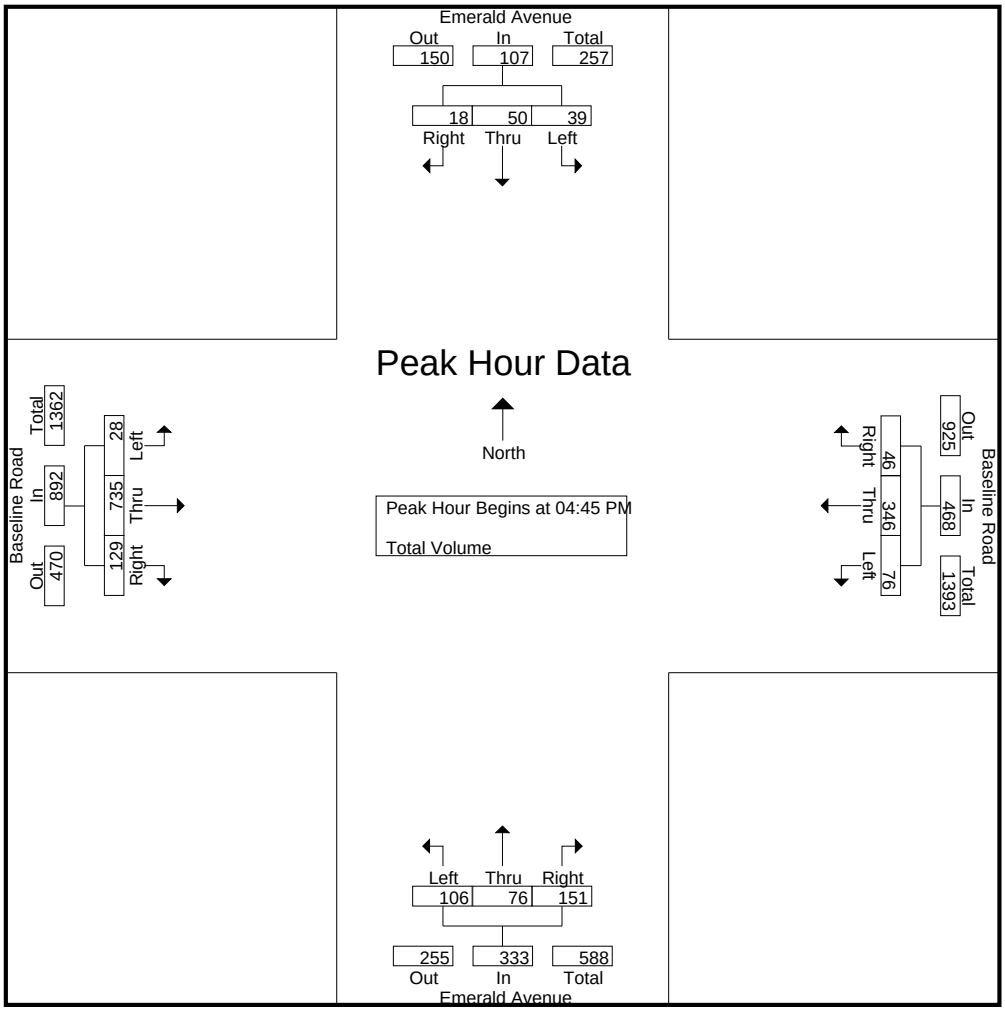

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	**13**	13	4	30	20	103	12	135	26	16	**45**	87	7	176	31	214
+15 mins.	9	12	1	22	20	**120**	9	**149**	29	**30**	38	**97**	**10**	178	**34**	222
+30 mins.	9	8	5	22	**23**	80	8	111	18	13	28	59	5	**193**	30	**228**
+45 mins.	8	**17**	**8**	**33**	13	81	**17**	111	**33**	17	40	90	6	188	34	228
Total Volume	39	50	18	107	76	384	46	506	106	76	151	333	28	735	129	892
% App. Total	36.4	46.7	16.8		15	75.9	9.1		31.8	22.8	45.3		3.1	82.4	14.5	
PHF	.750	.735	.563	.811	.826	.800	.676	.849	.803	.633	.839	.858	.700	.952	.949	.978

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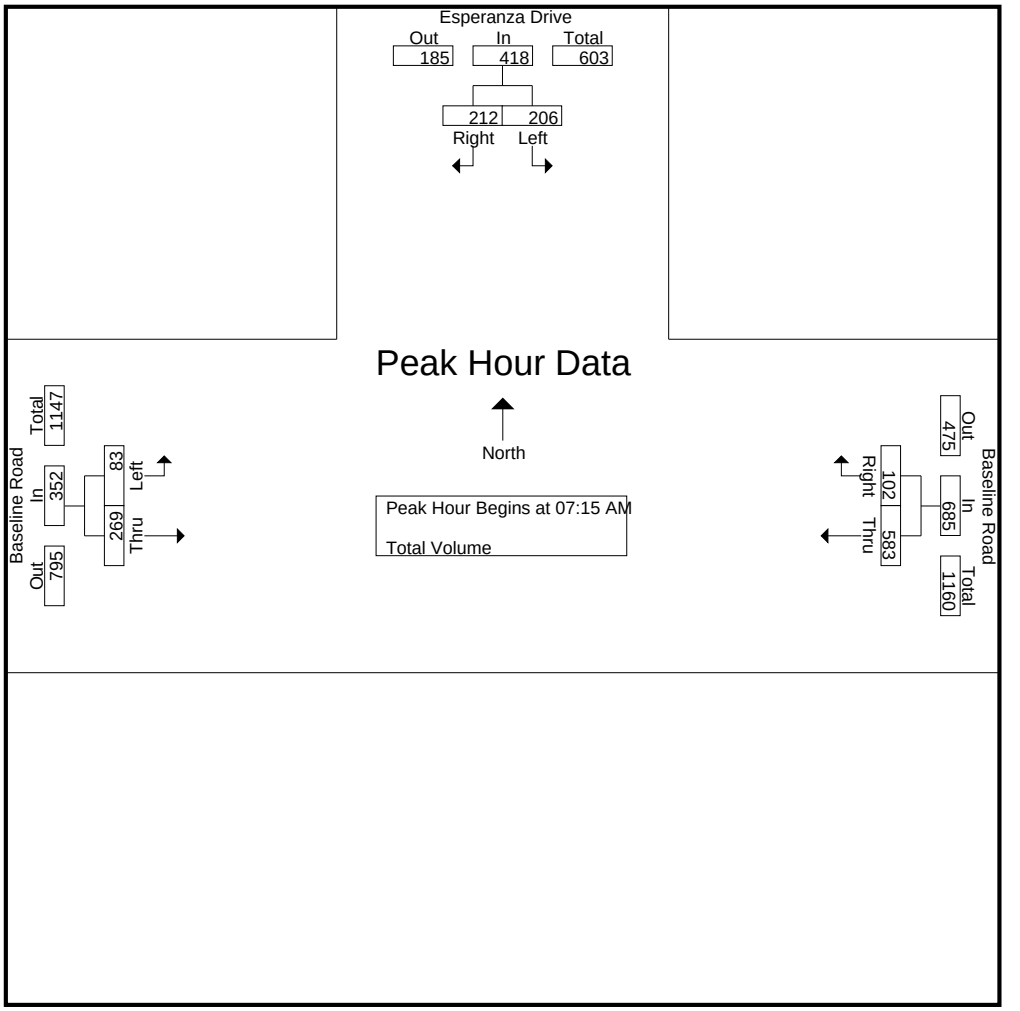
City of La Verne
N/S: Esperanza Drive
E/W: Baseline Road
Weather: Clear

File Name : 09_LVR_ Esp Base AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:30 AM		
+0 mins.	45	37	82	138	26	164	**27**	67	94
+15 mins.	50	**70**	120	131	18	149	24	75	99
+30 mins.	**69**	52	**121**	**178**	23	**201**	20	**84**	**104**
+45 mins.	49	51	100	150	**31**	181	18	48	66
Total Volume	213	210	423	597	98	695	89	274	363
% App. Total	50.4	49.6		85.9	14.1		24.5	75.5	
PHF	.772	.750	.874	.838	.790	.864	.824	.815	.873

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City of La Verne
N/S: Esperanza Drive
E/W: Baseline Road
Weather: Clear

File Name : 09_LVR_ Esp Base PM
Site Code : 99917780
Start Date : 11/16/2017
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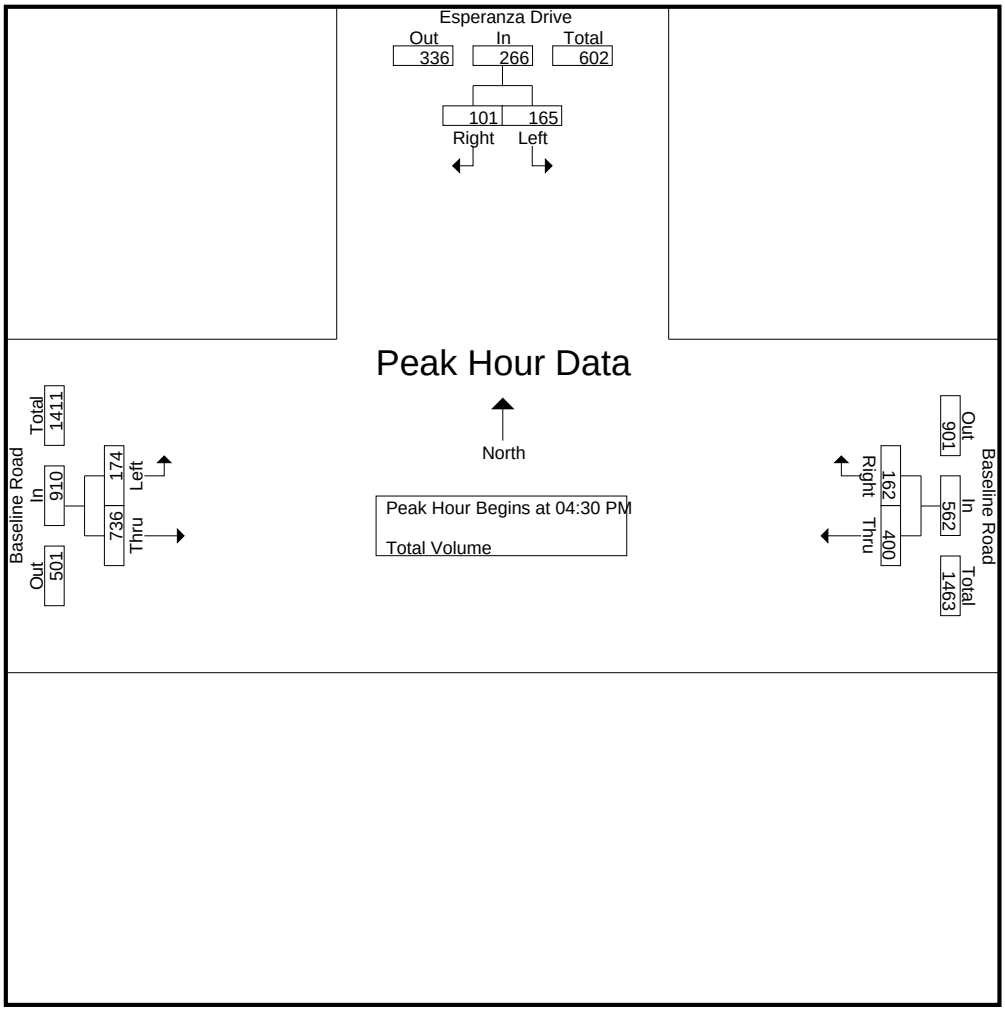

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:30 PM			04:45 PM		
+0 mins.	36	**35**	71	**115**	31	146	**51**	181	**232**
+15 mins.	**54**	26	**80**	113	**46**	**159**	40	186	226
+30 mins.	38	22	60	85	42	127	41	**191**	232
+45 mins.	39	25	64	87	43	130	41	185	226
Total Volume	167	108	275	400	162	562	173	743	916
% App. Total	60.7	39.3		71.2	28.8		18.9	81.1	
PHF	.773	.771	.859	.870	.880	.884	.848	.973	.987

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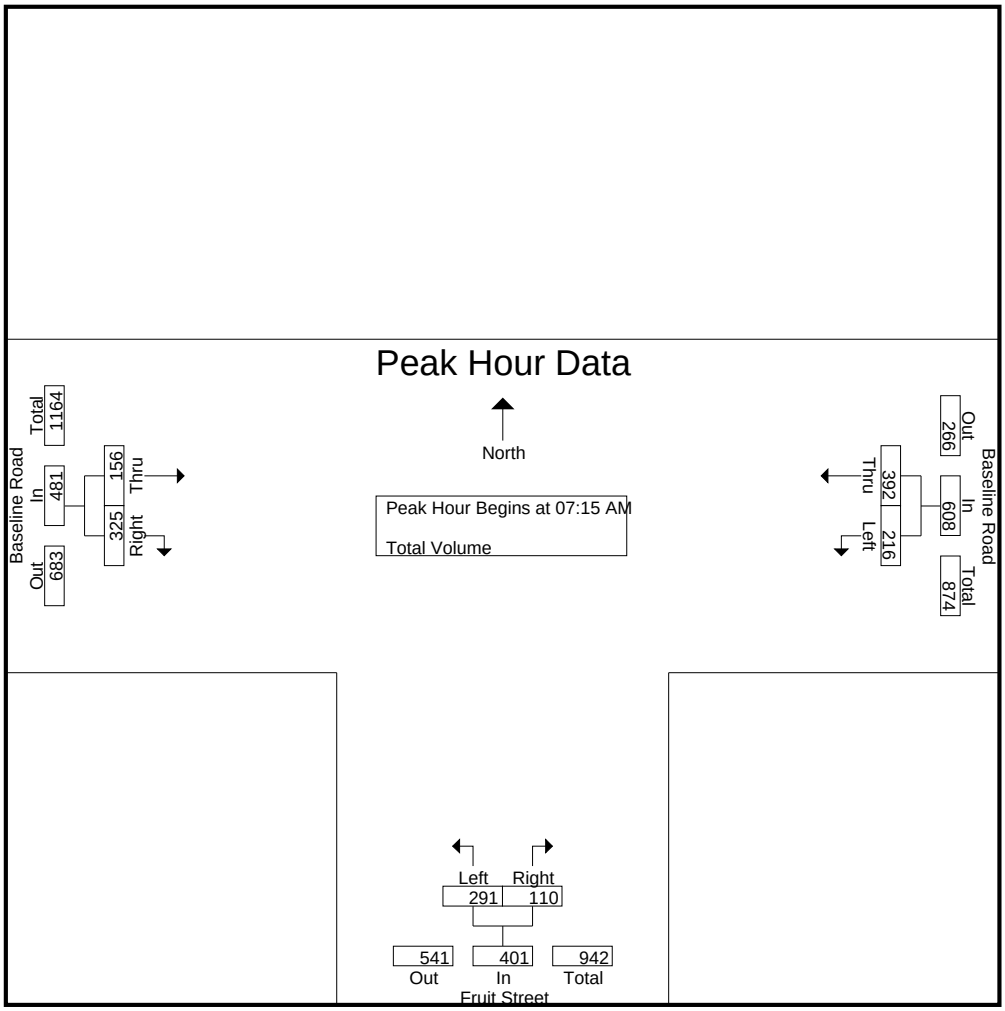
City of La Verne
N/S: Fruit Street
E/W: Baseline Road
Weather: Clear

File Name : 10_LVR_ Fru Base AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:30 AM			07:30 AM		
+0 mins.	58	105	163	85	29	114	43	81	124
+15 mins.	**62**	106	**168**	**94**	**34**	**128**	**46**	88	**134**
+30 mins.	47	**120**	167	66	30	96	37	**89**	126
+45 mins.	50	75	125	74	10	84	34	66	100
Total Volume	217	406	623	319	103	422	160	324	484
% App. Total	34.8	65.2		75.6	24.4		33.1	66.9	
PHF	.875	.846	.927	.848	.757	.824	.870	.910	.903

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City of La Verne
N/S: Fruit Street
E/W: Baseline Road
Weather: Clear

File Name : 10_LVR_ Fru Base PM
Site Code : 99917780
Start Date : 11/16/2017
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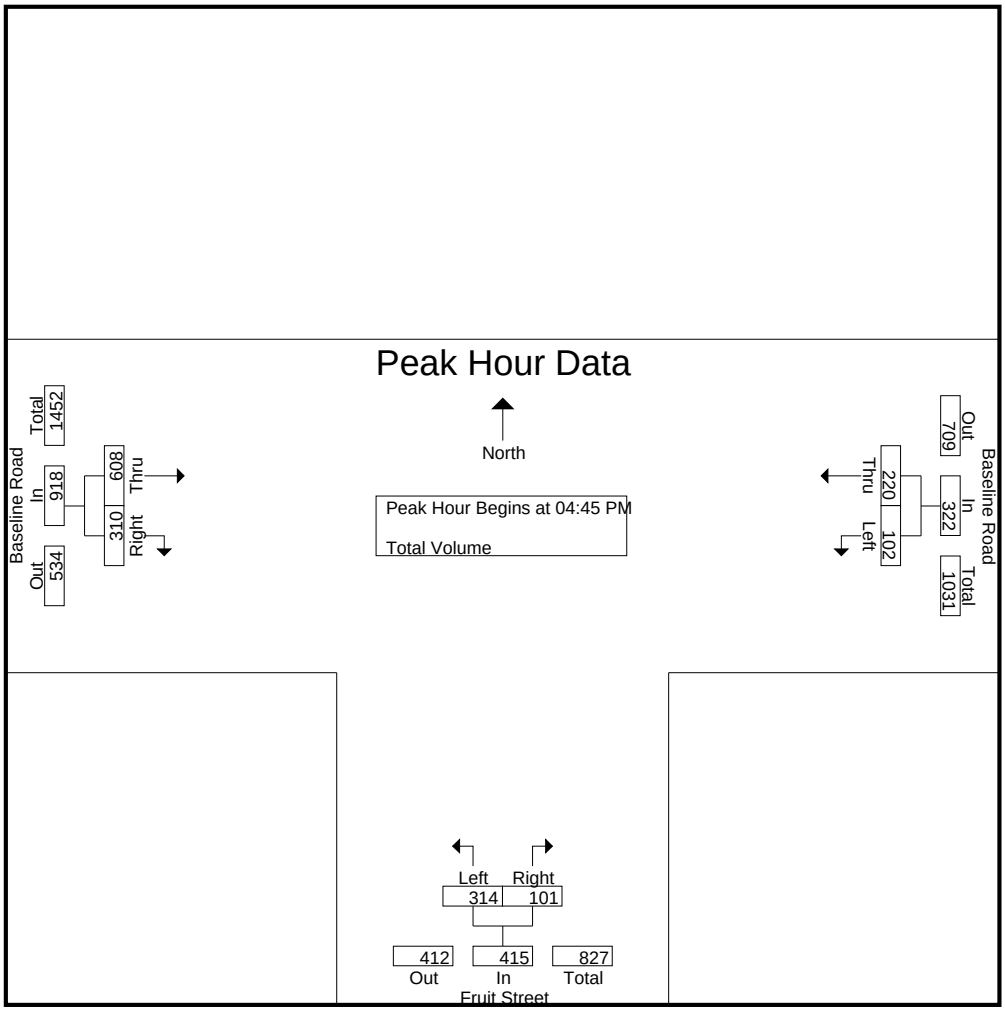

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:15 PM			04:45 PM		
+0 mins.	26	**68**	**94**	61	28	89	152	75	227
+15 mins.	21	45	66	**102**	16	118	151	**87**	**238**
+30 mins.	22	60	82	94	**30**	**124**	148	81	229
+45 mins.	**33**	47	80	82	30	112	**157**	67	224
Total Volume	102	220	322	339	104	443	608	310	918
% App. Total	31.7	68.3		76.5	23.5		66.2	33.8	
PHF	.773	.809	.856	.831	.867	.893	.968	.891	.964

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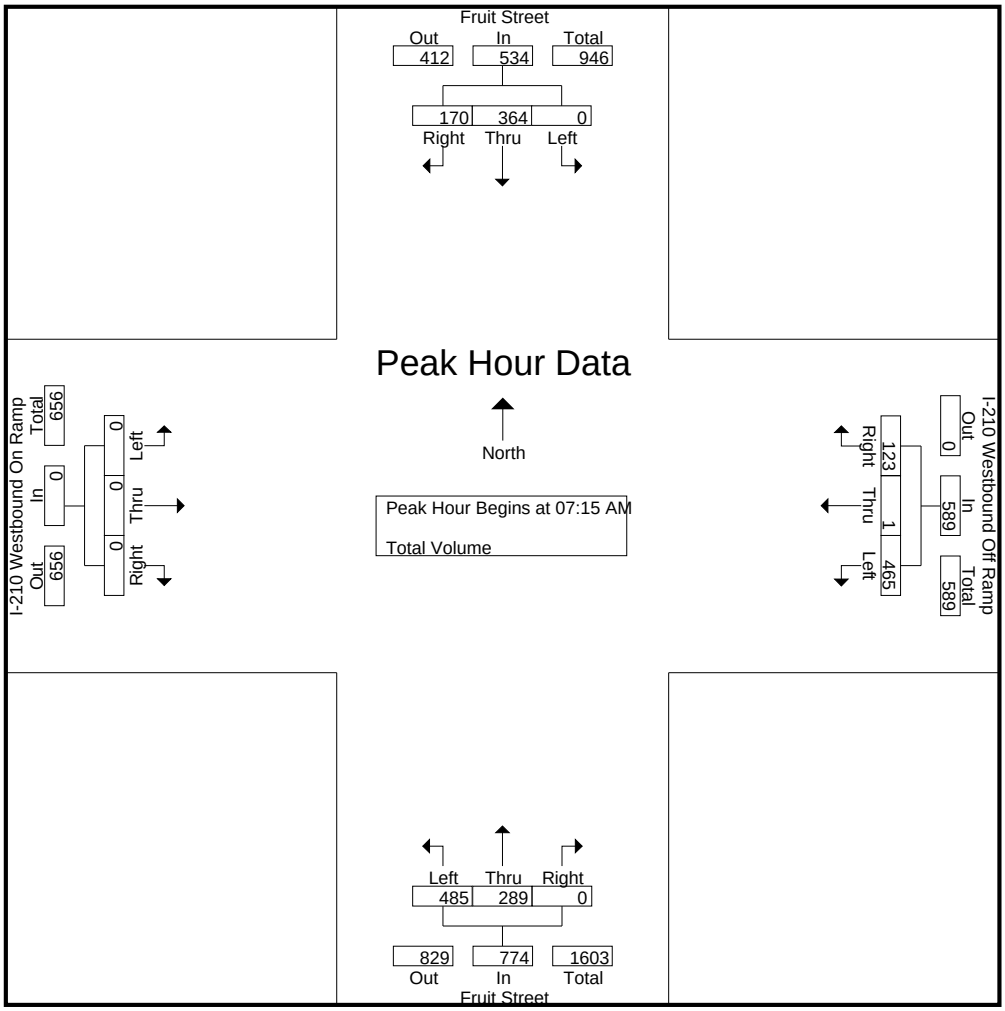
City of La Verne
N/S: Fruit Street
E/W: I-210 Westbound Ramps
Weather: Clear

File Name : 11_LVR_ Fru 210W AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	83	**50**	133	119	0	26	145	108	50	0	158	0	0	0	0
+15 mins.	0	92	33	125	**124**	0	22	146	**129**	**91**	0	**220**	0	0	0	0
+30 mins.	0	91	43	134	104	**1**	35	140	126	73	0	199	0	0	0	0
+45 mins.	0	**98**	44	**142**	122	0	**43**	**165**	122	75	0	197	0	0	0	0
Total Volume	0	364	170	534	469	1	126	596	485	289	0	774	0	0	0	0
% App. Total	0	68.2	31.8		78.7	0.2	21.1		62.7	37.3	0		0	0	0	
PHF	.000	.929	.850	.940	.946	.250	.733	.903	.940	.794	.000	.880	.000	.000	.000	.000

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City of La Verne
N/S: Fruit Street
E/W: I-210 Westbound Ramps
Weather: Clear

File Name : 11_LVR_ Fru 210W PM
Site Code : 99917780
Start Date : 11/16/2017
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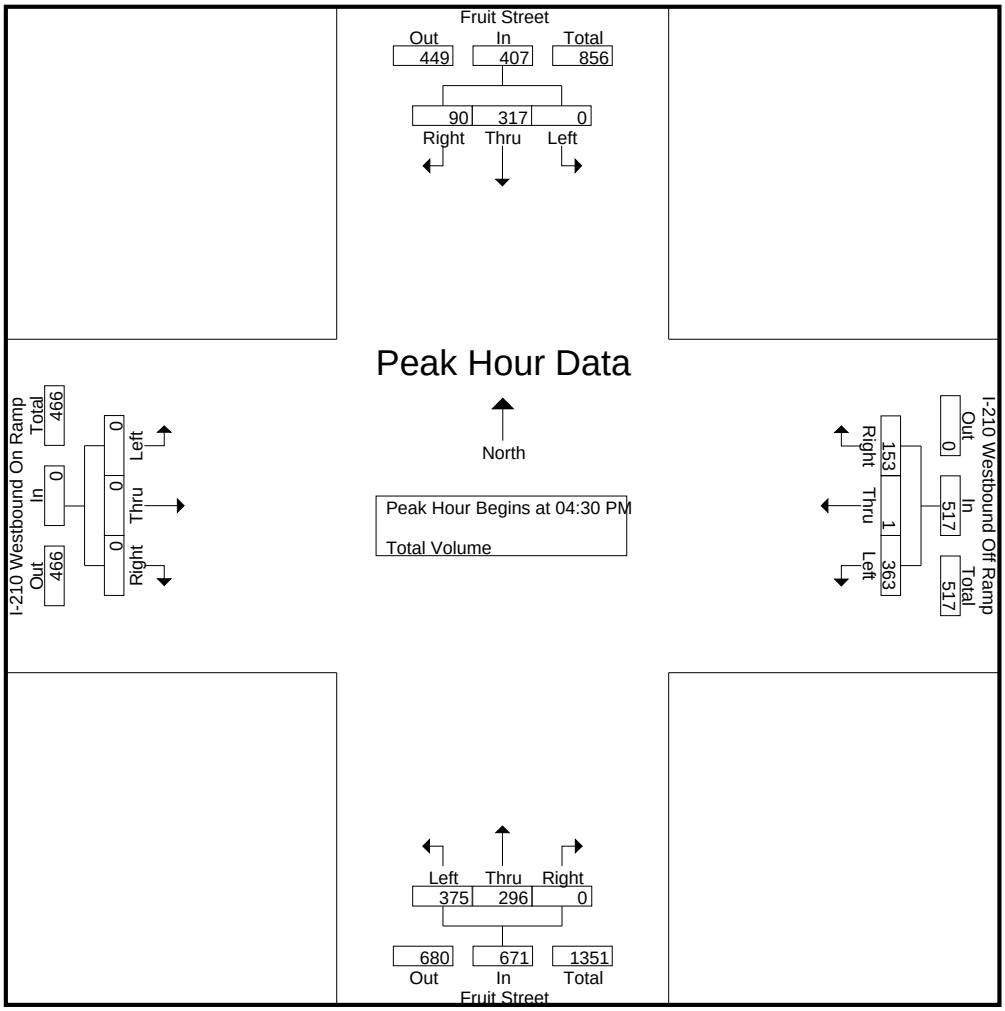

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:45 PM				04:00 PM			
+0 mins.	0	**88**	19	**107**	**104**	**1**	**50**	**155**	91	76	0	167	0	0	0	0
+15 mins.	0	81	25	106	104	0	45	149	**113**	**83**	0	**196**	0	0	0	0
+30 mins.	0	85	22	107	67	0	31	98	102	62	0	164	0	0	0	0
+45 mins.	0	70	**28**	98	88	0	27	115	94	76	0	170	0	0	0	0
Total Volume	0	324	94	418	363	1	153	517	400	297	0	697	0	0	0	0
% App. Total	0	77.5	22.5		70.2	0.2	29.6		57.4	42.6	0		0	0	0	
PHF	.000	.920	.839	.977	.873	.250	.765	.834	.885	.895	.000	.889	.000	.000	.000	.000

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City of La Verne
N/S: Fruit Street
E/W: I-210 Eastbound Ramps
Weather: Clear

File Name : 12_LVR_ Fru 210E AM
Site Code : 99917780
Start Date : 11/16/2017
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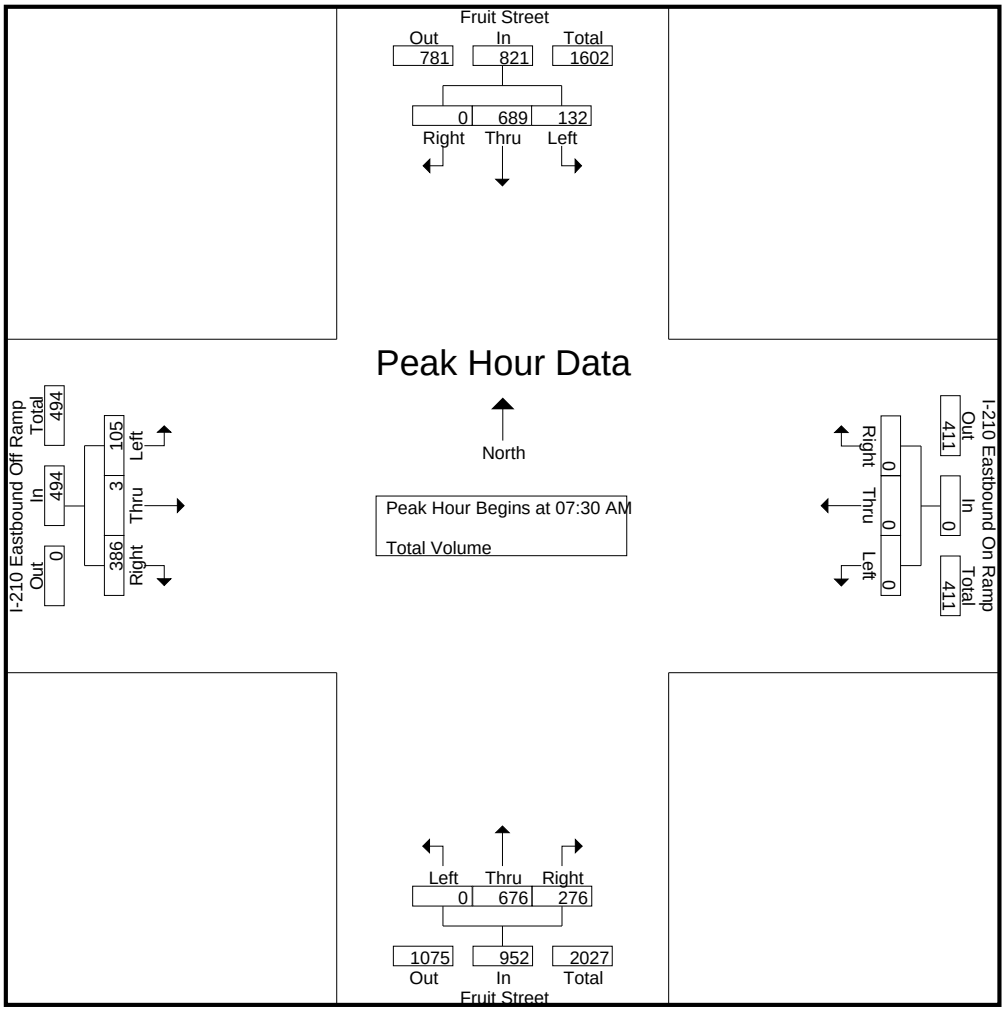

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	24	**181**	0	205	0	0	0	0	0	138	71	209	23	0	**108**	**131**
+15 mins.	35	167	0	202	0	0	0	0	0	**195**	**91**	**286**	23	1	105	129
+30 mins.	28	177	0	205	0	0	0	0	0	187	64	251	**34**	0	91	125
+45 mins.	**42**	179	0	**221**	0	0	0	0	0	157	58	215	25	**2**	82	109
Total Volume	129	704	0	833	0	0	0	0	0	677	284	961	105	3	386	494
% App. Total	15.5	84.5	0		0	0	0		0	70.4	29.6		21.3	0.6	78.1	
PHF	.768	.972	.000	.942	.000	.000	.000	.000	.000	.868	.780	.840	.772	.375	.894	.943

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City of La Verne
N/S: Fruit Street
E/W: I-210 Eastbound Ramps
Weather: Clear

File Name : 12_LVR_ Fru 210E PM
Site Code : 99917780
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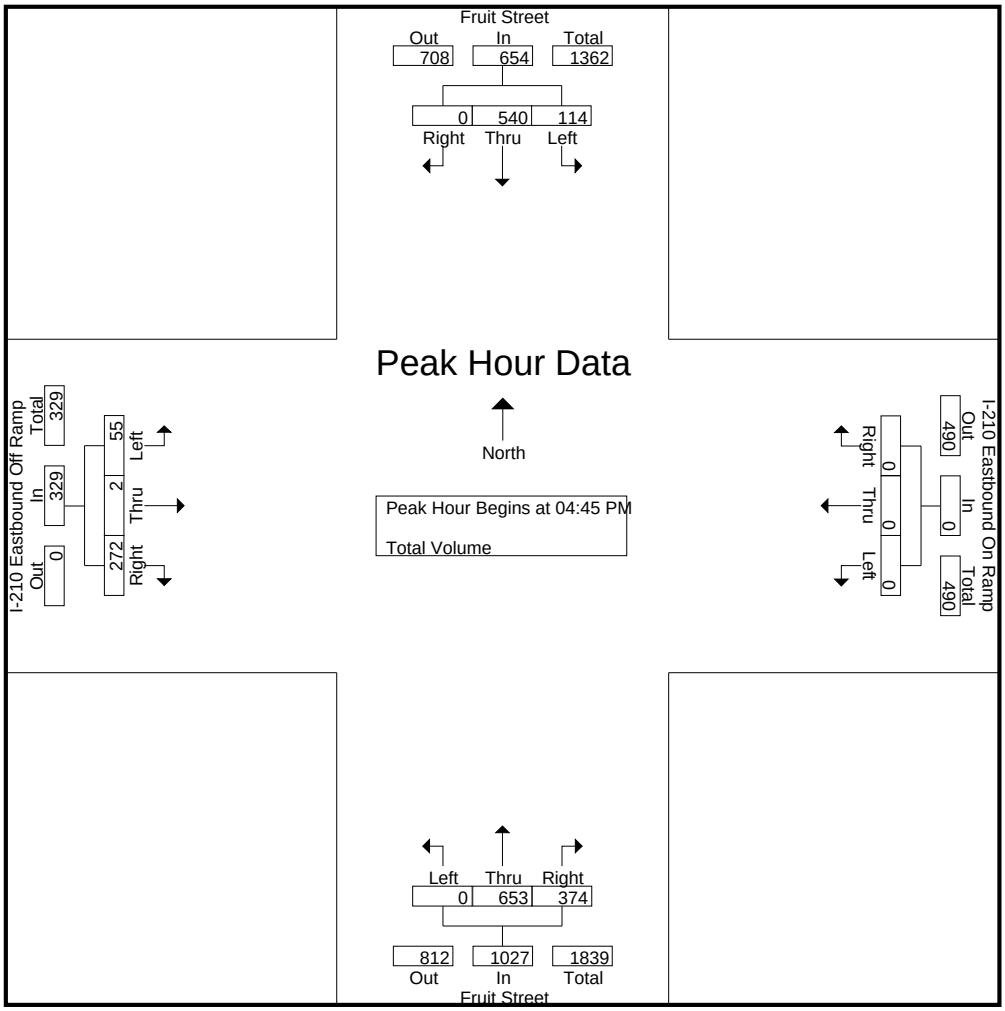

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	34	132	0	166	0	0	0	0	0	152	86	238	15	0	**75**	90
+15 mins.	**37**	**152**	0	**189**	0	0	0	0	0	**192**	96	**288**	8	0	57	65
+30 mins.	24	130	0	154	0	0	0	0	0	156	**110**	266	15	**1**	69	85
+45 mins.	29	137	0	166	0	0	0	0	0	153	82	235	**18**	0	73	**91**
Total Volume	124	551	0	675	0	0	0	0	0	653	374	1027	56	1	274	331
% App. Total	18.4	81.6	0		0	0	0		0	63.6	36.4		16.9	0.3	82.8	
PHF	.838	.906	.000	.893	.000	.000	.000	.000	.000	.850	.850	.891	.778	.250	.913	.909

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City of La Verne
N/S: Topaz Lane/B Street
E/W: Foothill Boulevard
Weather: Clear

File Name : 13_LVR_ B Foot AM
Site Code : 99917780
Start Date : 11/16/2017
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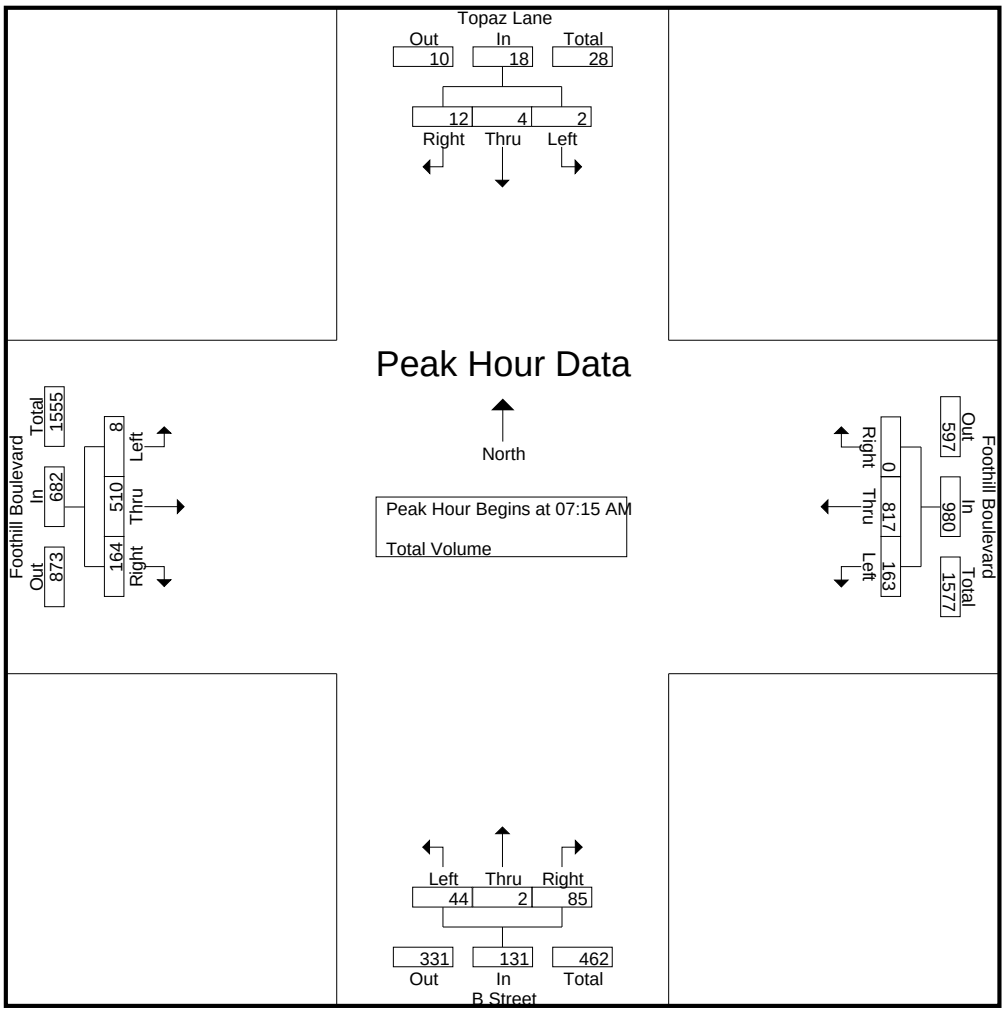

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	0	0	4	4	43	186	0	229	**17**	0	**30**	**47**	2	**146**	**66**	**214**
+15 mins.	**2**	1	**5**	**8**	**51**	**242**	0	**293**	10	0	17	27	**3**	104	44	151
+30 mins.	0	1	1	2	34	197	0	231	9	**1**	22	32	2	123	31	156
+45 mins.	0	**2**	2	4	35	192	0	227	17	0	16	33	1	137	23	161
Total Volume	2	4	12	18	163	817	0	980	53	1	85	139	8	510	164	682
% App. Total	11.1	22.2	66.7		16.6	83.4	0		38.1	0.7	61.2		1.2	74.8	24	
PHF	.250	.500	.600	.563	.799	.844	.000	.836	.779	.250	.708	.739	.667	.873	.621	.797

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City of La Verne
N/S: Topaz Lane/B Street
E/W: Foothill Boulevard
Weather: Clear

File Name : 13_LVR_ B Foot PM
Site Code : 99917780
Start Date : 11/16/2017
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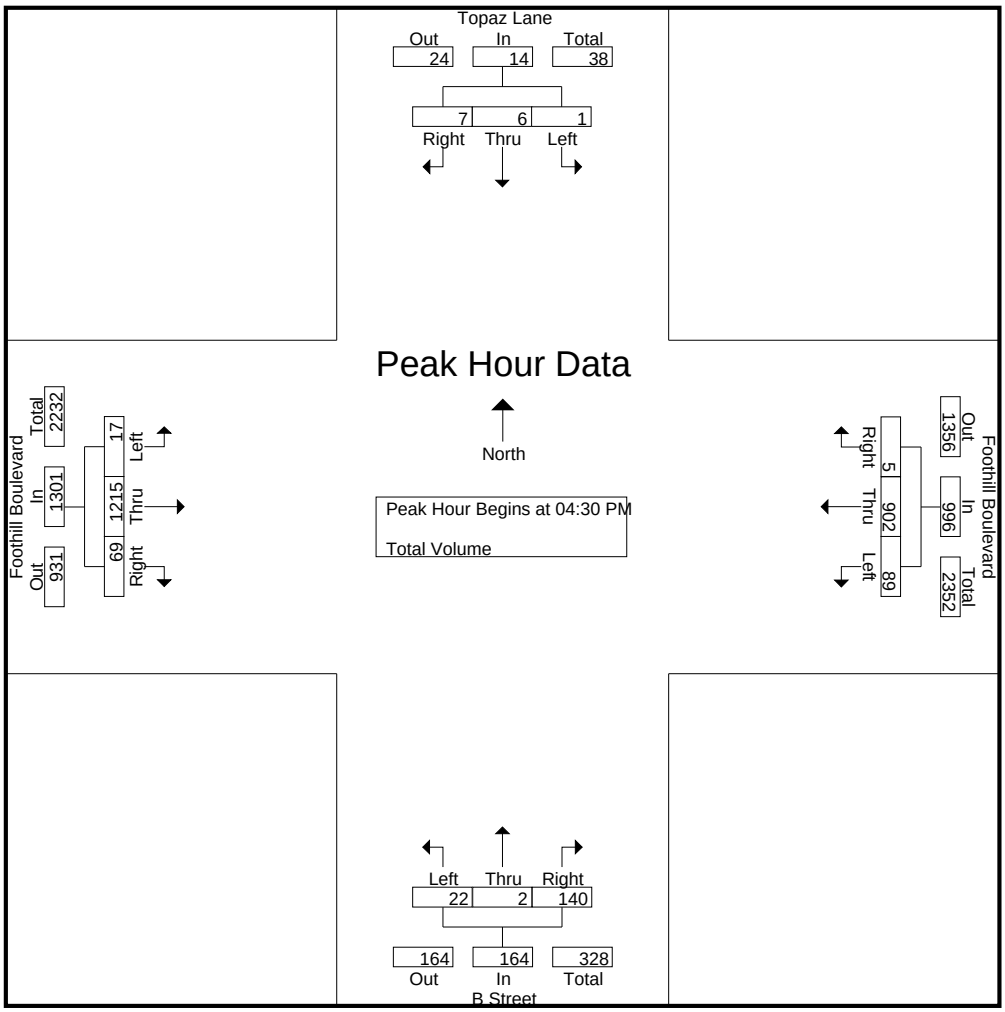

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	**1**	0	3	4	19	**232**	1	252	3	0	33	36	3	312	12	327
+15 mins.	0	2	3	**5**	**33**	226	1	**260**	**7**	**1**	32	40	6	**323**	**22**	**351**
+30 mins.	0	**4**	0	4	22	223	**2**	247	7	0	37	**44**	**12**	298	18	328
+45 mins.	0	1	**4**	5	15	221	1	237	5	1	**38**	44	6	282	18	306
Total Volume	1	7	10	18	89	902	5	996	22	2	140	164	27	1215	70	1312
% App. Total	5.6	38.9	55.6		8.9	90.6	0.5		13.4	1.2	85.4		2.1	92.6	5.3	
PHF	.250	.438	.625	.900	.674	.972	.625	.958	.786	.500	.921	.932	.563	.940	.795	.934

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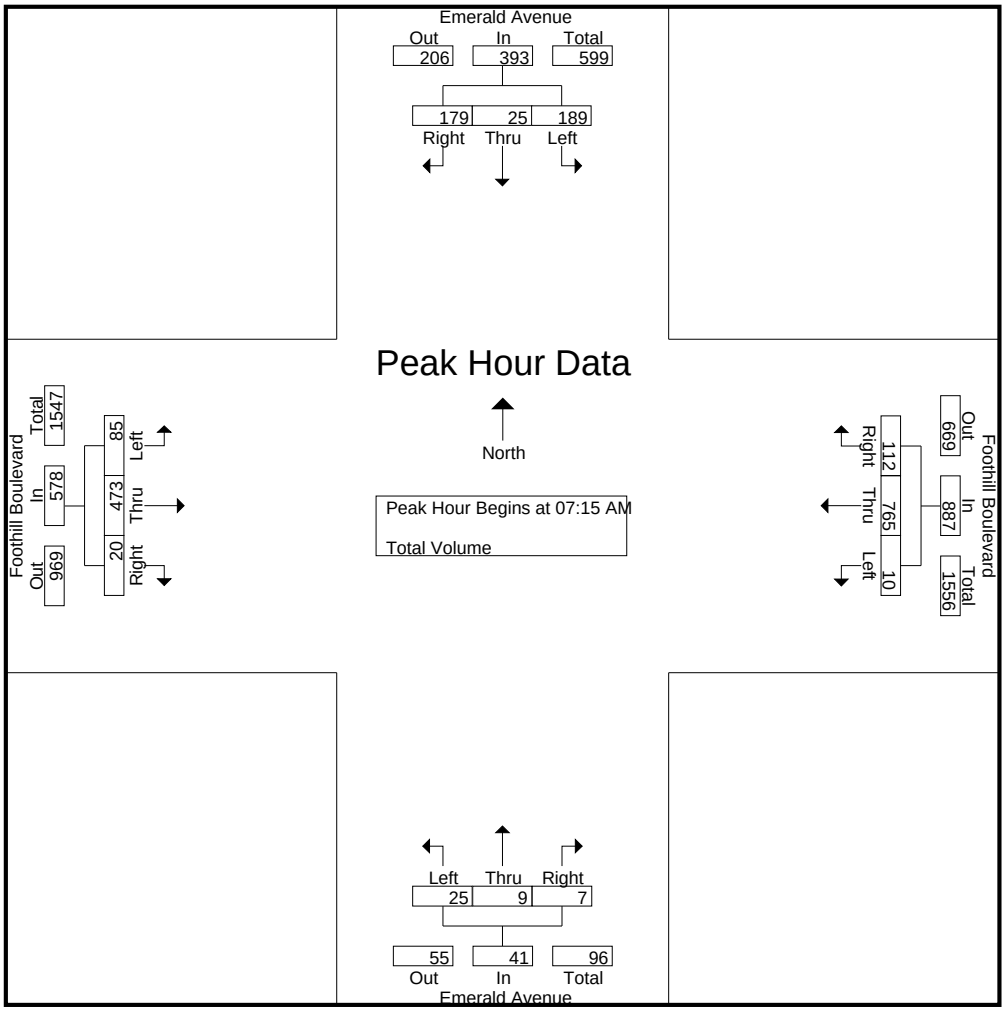
City of La Verne
N/S: Emerald Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 14_LVR_ Eme Foot AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	**94**	9	**52**	**155**	3	168	33	204	4	2	1	7	18	**137**	2	157
+15 mins.	45	**10**	43	98	**5**	**241**	**48**	**294**	5	**4**	**3**	12	16	128	**4**	148
+30 mins.	18	2	45	65	1	175	20	196	**12**	3	1	**16**	23	117	1	141
+45 mins.	32	4	39	75	1	181	11	193	4	0	2	6	**26**	133	2	**161**
Total Volume	189	25	179	393	10	765	112	887	25	9	7	41	83	515	9	607
% App. Total	48.1	6.4	45.5		1.1	86.2	12.6		61	22	17.1		13.7	84.8	1.5	
PHF	.503	.625	.861	.634	.500	.794	.583	.754	.521	.563	.583	.641	.798	.940	.563	.943

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City of La Verne
N/S: Emerald Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 14_LVR_ Eme Foot PM
Site Code : 99917780
Start Date : 11/16/2017
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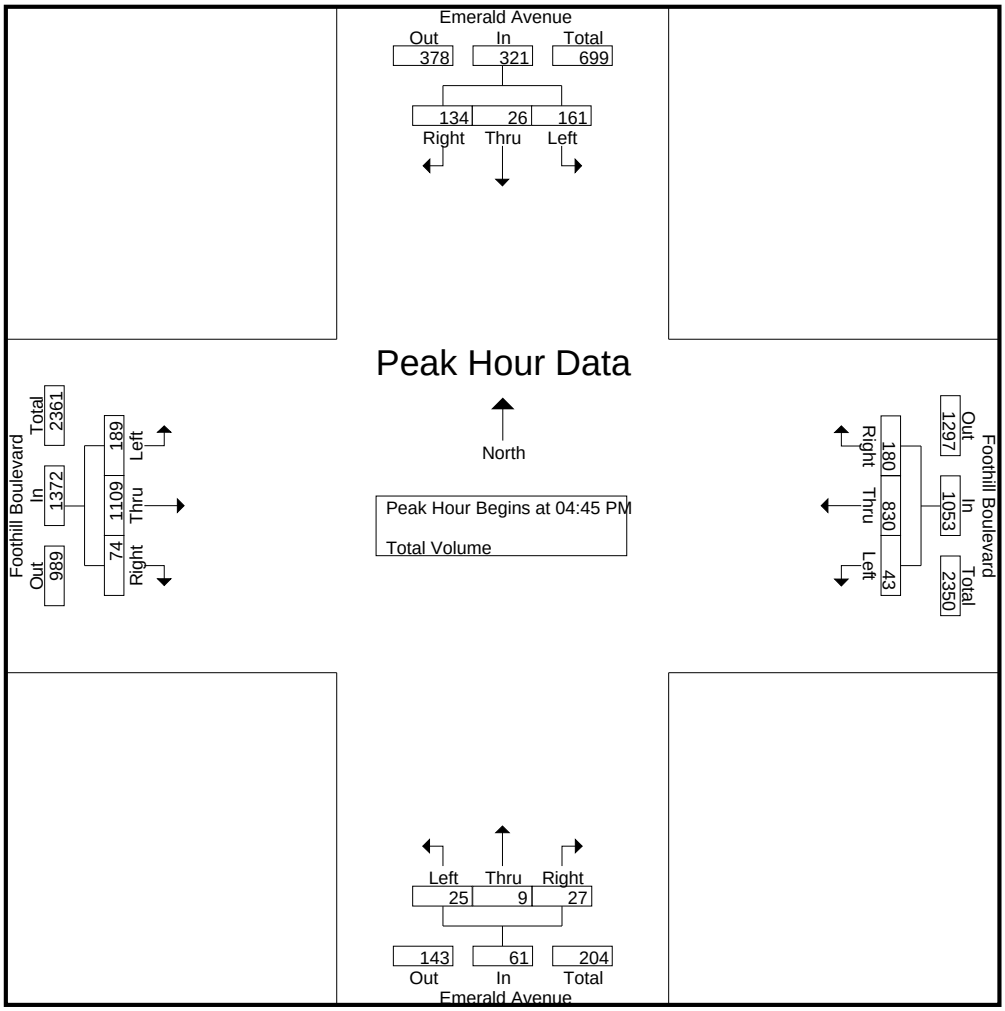

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	**49**	2	37	88	7	**213**	43	263	6	3	7	16	47	262	15	324
+15 mins.	34	4	32	70	**13**	200	**53**	266	6	2	6	14	44	286	20	350
+30 mins.	31	6	26	63	12	204	35	251	**10**	**5**	4	**19**	45	**290**	16	**351**
+45 mins.	47	**14**	**39**	**100**	11	213	49	**273**	8	2	**8**	18	**53**	271	**23**	347
Total Volume	161	26	134	321	43	830	180	1053	30	12	25	67	189	1109	74	1372
% App. Total	50.2	8.1	41.7		4.1	78.8	17.1		44.8	17.9	37.3		13.8	80.8	5.4	
PHF	.821	.464	.859	.803	.827	.974	.849	.964	.750	.600	.781	.882	.892	.956	.804	.977

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City of La Verne
N/S: D Street
E/W: Foothill Boulevard
Weather: Clear

File Name : 15_LVR_ D Foot AM
Site Code : 99917780
Start Date : 11/16/2017
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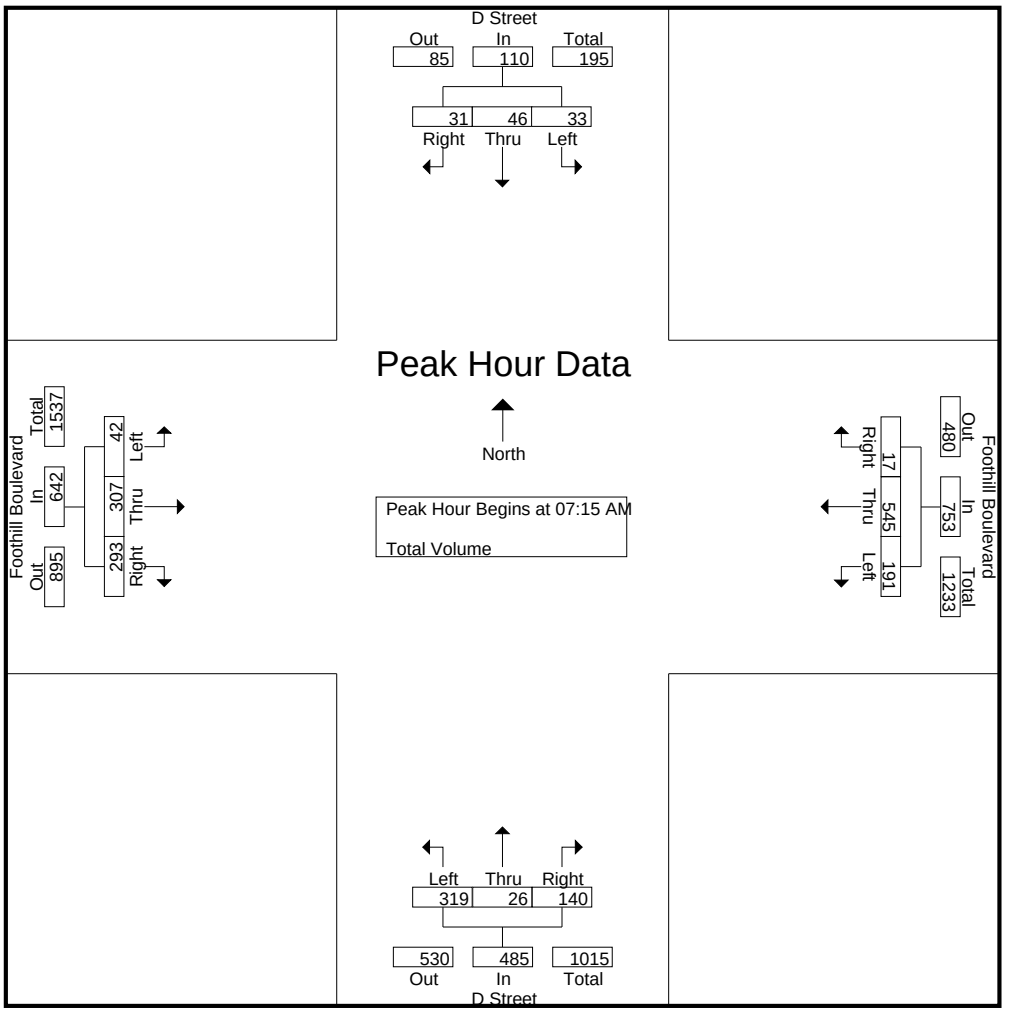

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	4	**19**	8	**31**	43	127	2	172	96	5	45	146	5	62	**139**	**206**
+15 mins.	5	12	**11**	28	36	144	3	183	**146**	**9**	**52**	**207**	10	75	78	163
+30 mins.	**15**	4	10	29	46	**154**	**6**	**206**	32	4	15	51	**15**	77	28	120
+45 mins.	9	11	2	22	**47**	145	6	198	45	8	28	81	12	**93**	48	153
Total Volume	33	46	31	110	172	570	17	759	319	26	140	485	42	307	293	642
% App. Total	30	41.8	28.2		22.7	75.1	2.2		65.8	5.4	28.9		6.5	47.8	45.6	
PHF	.550	.605	.705	.887	.915	.925	.708	.921	.546	.722	.673	.586	.700	.825	.527	.779

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City of La Verne
N/S: D Street
E/W: Foothill Boulevard
Weather: Clear

File Name : 15_LVR_ D Foot PM
Site Code : 99917780
Start Date : 11/16/2017
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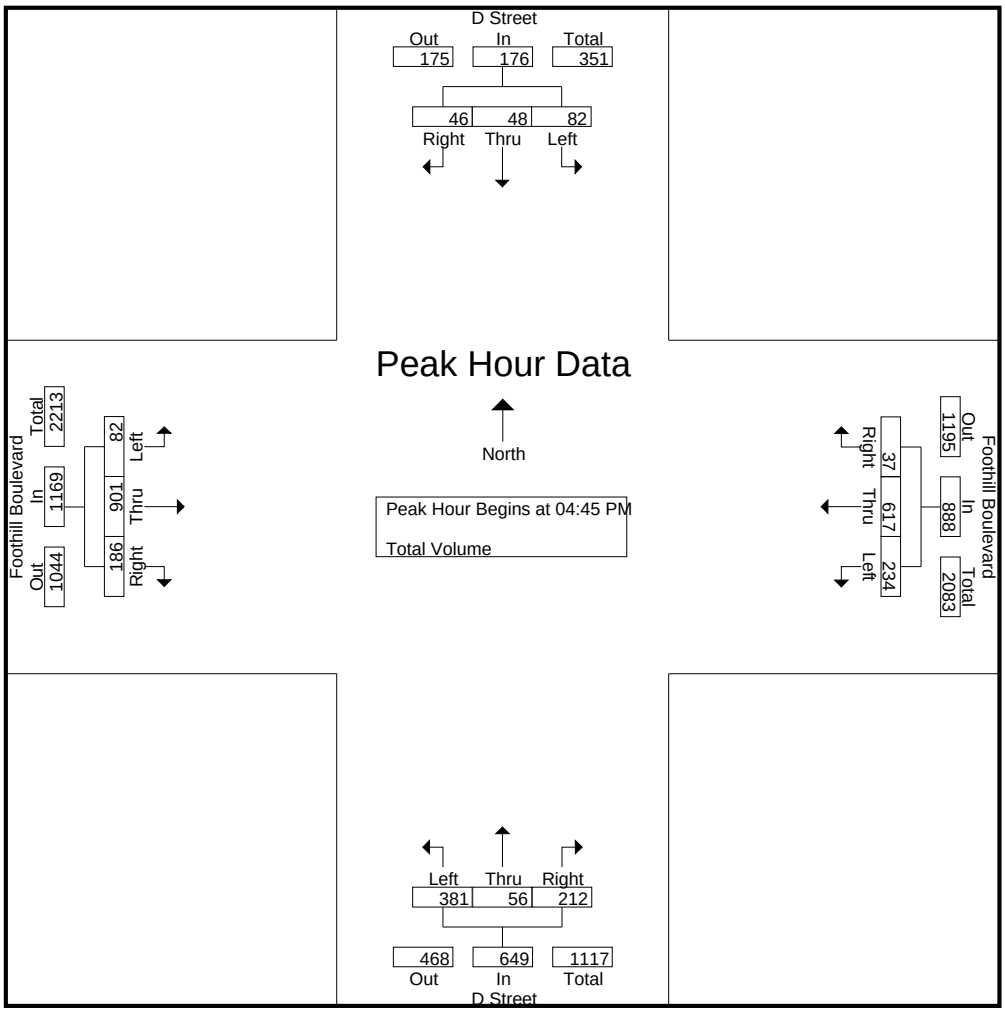

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	17	11	10	38	55	154	11	220	99	14	42	155	17	199	46	262
+15 mins.	14	12	17	43	**64**	157	11	232	94	10	**61**	165	23	224	45	292
+30 mins.	12	**13**	**22**	47	63	**158**	**13**	**234**	84	**16**	54	154	17	**249**	**53**	**319**
+45 mins.	**27**	11	12	**50**	63	132	9	204	**104**	16	55	**175**	**24**	241	51	316
Total Volume	70	47	61	178	245	601	44	890	381	56	212	649	81	913	195	1189
% App. Total	39.3	26.4	34.3		27.5	67.5	4.9		58.7	8.6	32.7		6.8	76.8	16.4	
PHF	.648	.904	.693	.890	.957	.951	.846	.951	.916	.875	.869	.927	.844	.917	.920	.932

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City of La Verne
N/S: Fruit Street/White Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 16_LVR_ Fru Foot AM
Site Code : 99917780
Start Date : 11/16/2017
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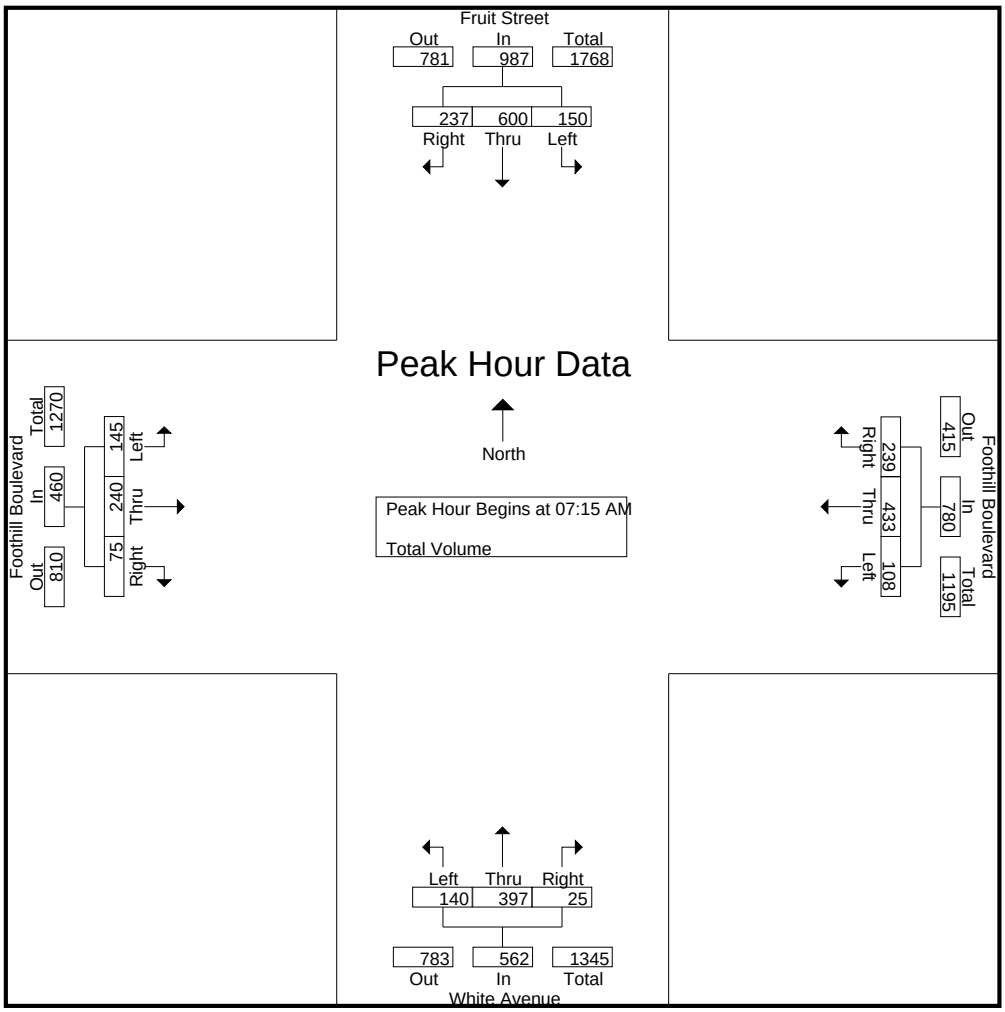

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	24	**167**	**82**	**273**	32	110	55	197	34	93	**12**	139	**33**	75	23	131
+15 mins.	24	131	50	205	**35**	96	**64**	195	30	**113**	1	144	21	76	19	116
+30 mins.	**62**	162	47	271	15	111	62	188	**45**	101	6	**152**	21	**83**	**28**	**132**
+45 mins.	40	140	58	238	26	**116**	58	**200**	31	90	6	127	21	67	14	102
Total Volume	150	600	237	987	108	433	239	780	140	397	25	562	96	301	84	481
% App. Total	15.2	60.8	24		13.8	55.5	30.6		24.9	70.6	4.4		20	62.6	17.5	
PHF	.605	.898	.723	.904	.771	.933	.934	.975	.778	.878	.521	.924	.727	.907	.750	.911

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City of La Verne
N/S: Fruit Street/White Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 16_LVR_ Fru Foot PM
Site Code : 99917780
Start Date : 11/16/2017
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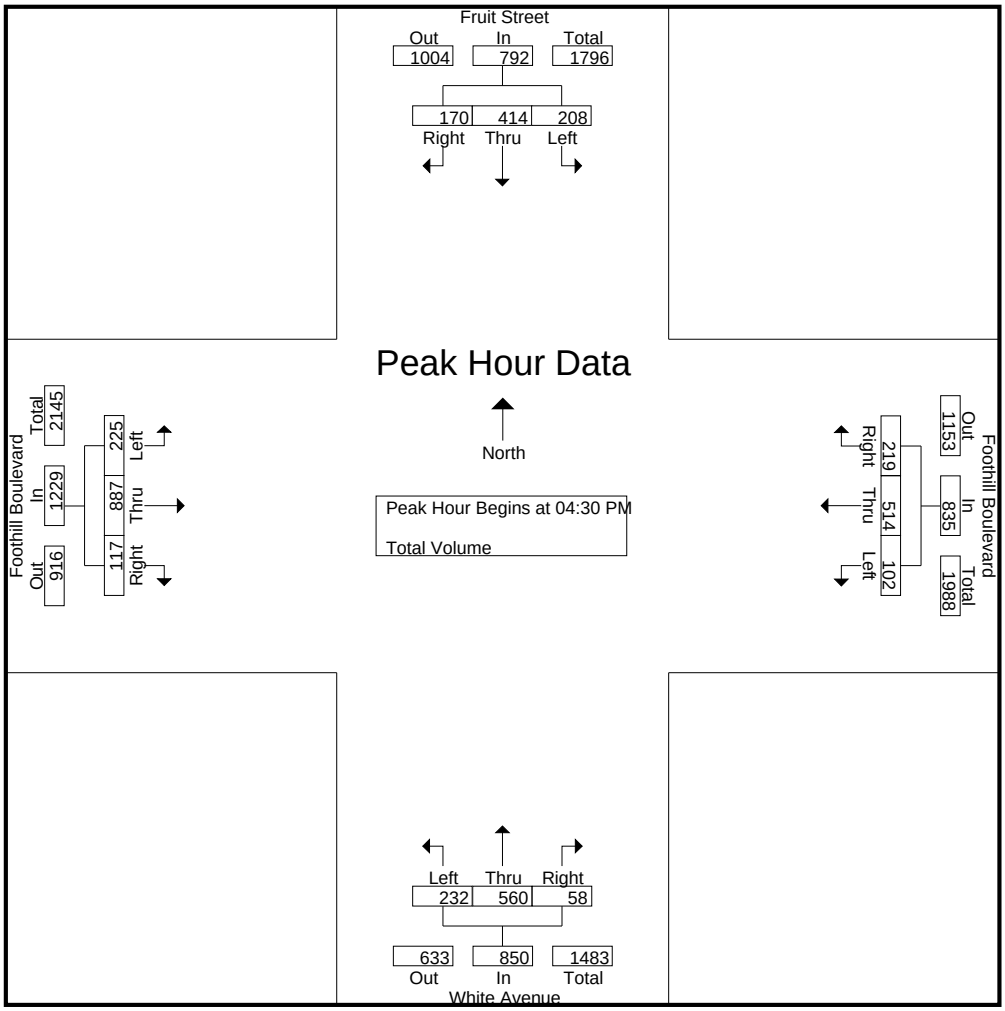

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:15 PM				04:30 PM			
+0 mins.	45	90	**49**	184	22	107	60	189	55	152	15	222	51	212	**31**	294
+15 mins.	43	**115**	48	206	23	128	58	209	**62**	116	14	192	46	201	28	275
+30 mins.	**60**	99	35	194	**31**	**149**	**62**	**242**	56	159	13	228	60	228	29	317
+45 mins.	60	110	38	**208**	31	123	47	201	58	**163**	**19**	**240**	**68**	**246**	29	**343**
Total Volume	208	414	170	792	107	507	227	841	231	590	61	882	225	887	117	1229
% App. Total	26.3	52.3	21.5		12.7	60.3	27		26.2	66.9	6.9		18.3	72.2	9.5	
PHF	.867	.900	.867	.952	.863	.851	.915	.869	.931	.905	.803	.919	.827	.901	.944	.896

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City of La Verne
N/S: Damien Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 17_LVR_Dami Bon AM
Site Code : 99917780
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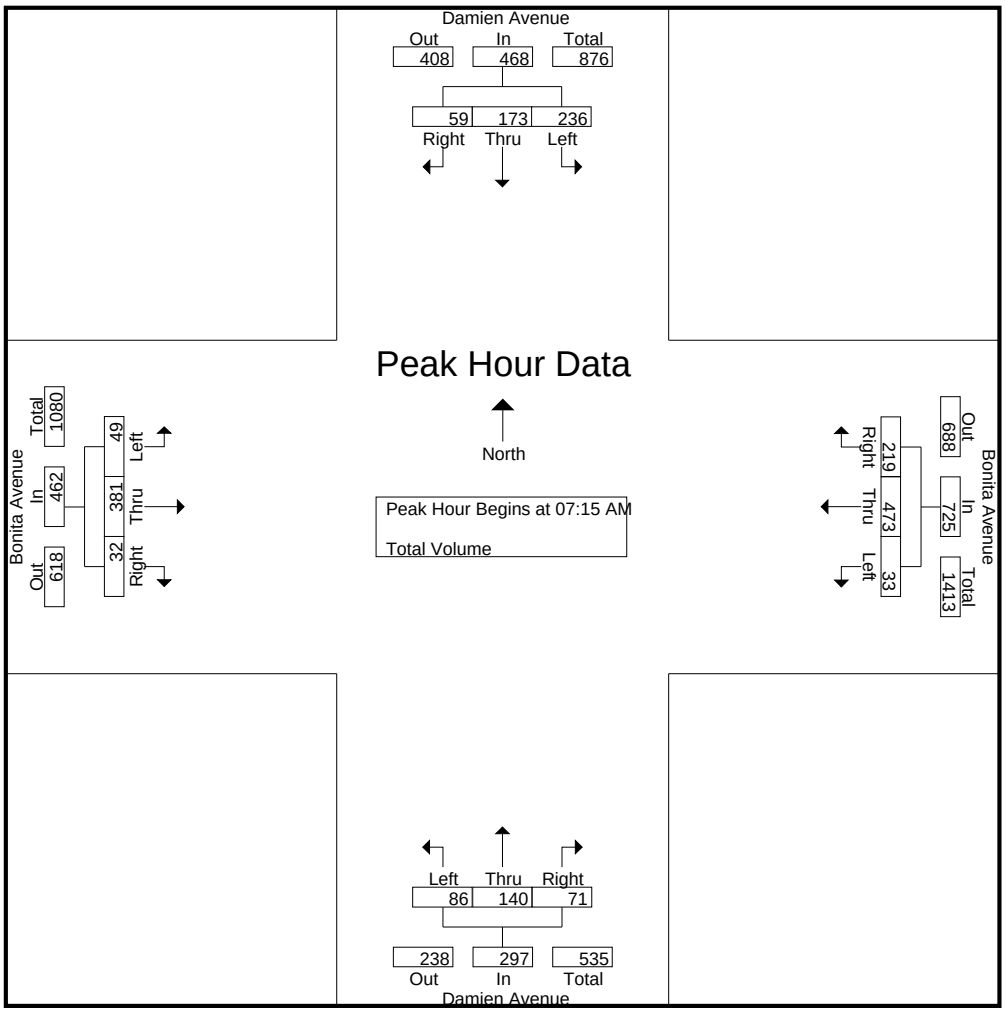

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				07:15 AM			
+0 mins.	63	58	8	129	**11**	129	47	187	3	17	4	24	8	87	**16**	111
+15 mins.	**65**	**79**	19	**163**	9	**136**	54	**199**	15	43	24	82	10	**117**	15	**142**
+30 mins.	49	24	**22**	95	6	115	**73**	194	**55**	**72**	**25**	**152**	**18**	97	1	116
+45 mins.	59	12	10	81	4	88	65	157	16	20	18	54	13	80	0	93
Total Volume	236	173	59	468	30	468	239	737	89	152	71	312	49	381	32	462
% App. Total	50.4	37	12.6		4.1	63.5	32.4		28.5	48.7	22.8		10.6	82.5	6.9	
PHF	.908	.547	.670	.718	.682	.860	.818	.926	.405	.528	.710	.513	.681	.814	.500	.813

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City of La Verne
N/S: Damien Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 17_LVR_Dami Bon PM
Site Code : 99917780
Start Date : 11/16/2017
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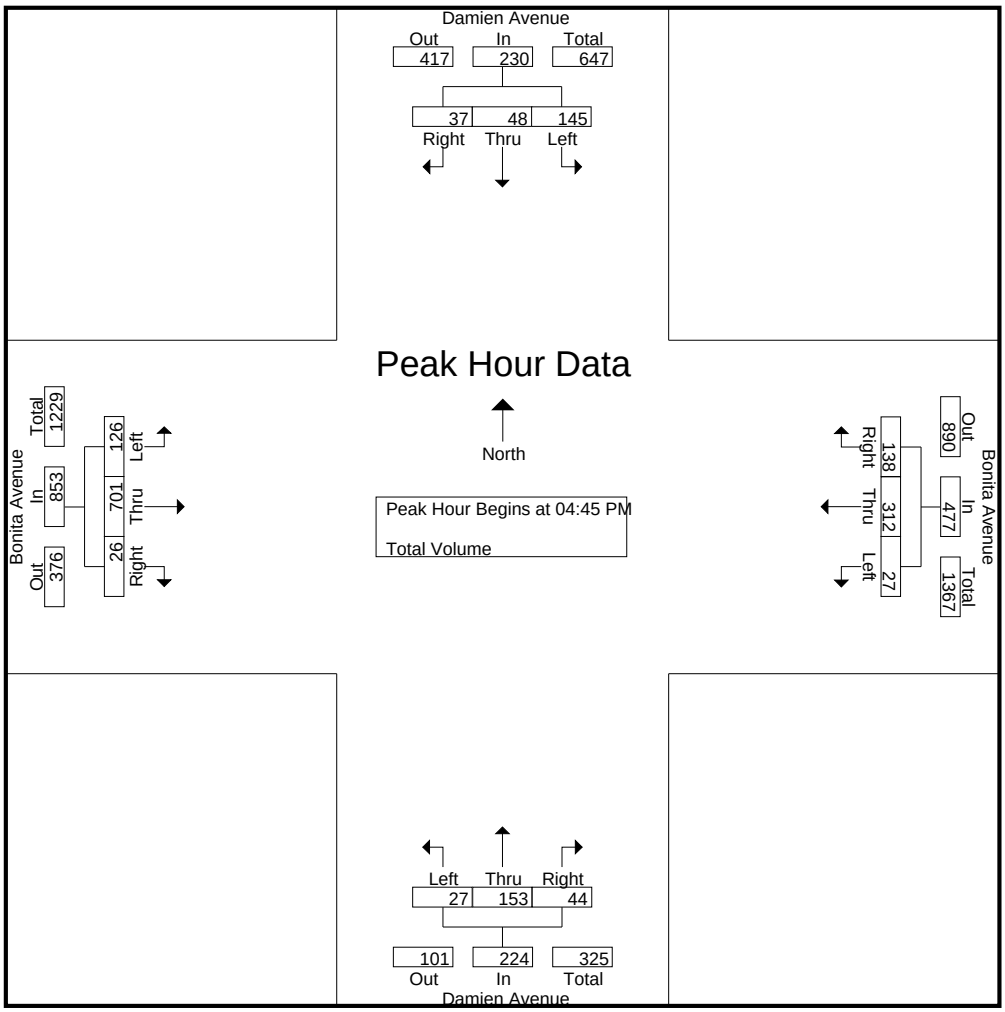

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	25	**15**	**11**	51	0	**96**	43	139	2	22	6	30	32	163	9	204
+15 mins.	38	14	7	59	1	78	42	121	**13**	**62**	12	**87**	**37**	174	**10**	**221**
+30 mins.	**44**	10	10	**64**	**5**	89	**51**	**145**	7	41	**14**	62	24	181	5	210
+45 mins.	38	9	9	56	5	91	28	124	5	28	12	45	33	**183**	2	218
Total Volume	145	48	37	230	11	354	164	529	27	153	44	224	126	701	26	853
% App. Total	63	20.9	16.1		2.1	66.9	31		12.1	68.3	19.6		14.8	82.2	3	
PHF	.824	.800	.841	.898	.550	.922	.804	.912	.519	.617	.786	.644	.851	.958	.650	.965

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City of La Verne
N/S: Wheeler Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 18_LVR_Wheel Bon AM
Site Code : 99917780
Start Date : 11/16/2017
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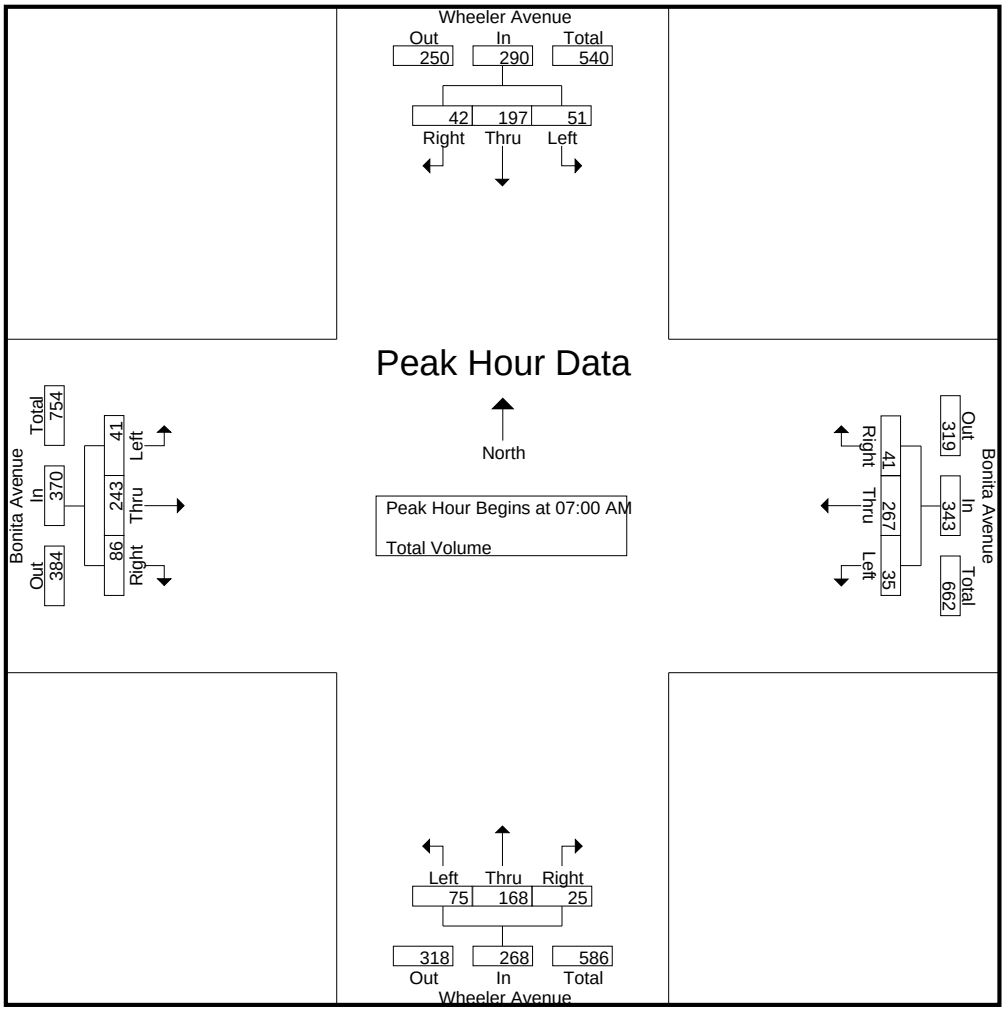

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**15**	**63**	9	**87**	9	**114**	11	**134**	**37**	47	7	**91**	11	**83**	**35**	**129**
+15 mins.	11	53	**12**	76	7	53	11	71	11	34	6	51	6	52	23	81
+30 mins.	12	45	9	66	**11**	56	**16**	83	14	38	**9**	61	10	52	19	81
+45 mins.	13	36	12	61	8	44	3	55	13	**49**	3	65	**14**	56	9	79
Total Volume	51	197	42	290	35	267	41	343	75	168	25	268	41	243	86	370
% App. Total	17.6	67.9	14.5		10.2	77.8	12		28	62.7	9.3		11.1	65.7	23.2	
PHF	.850	.782	.875	.833	.795	.586	.641	.640	.507	.857	.694	.736	.732	.732	.614	.717

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City of La Verne
N/S: Wheeler Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 18_LVR_Wheel Bon PM
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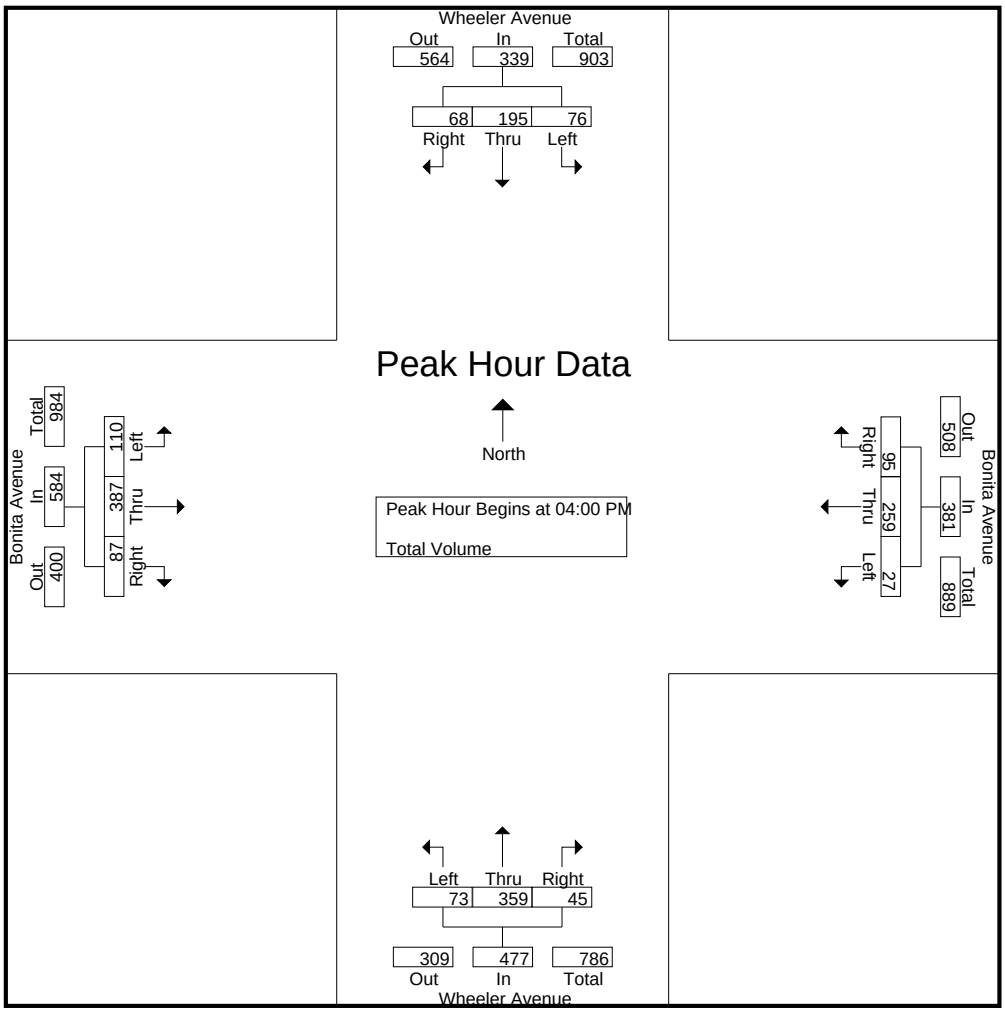

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	20	54	13	87	5	**74**	25	104	20	93	13	126	**32**	**113**	**29**	**174**
+15 mins.	**24**	46	16	86	4	68	**37**	**109**	**22**	100	**15**	**137**	30	102	21	153
+30 mins.	15	**55**	**20**	**90**	**9**	59	19	87	18	**101**	10	129	22	92	18	132
+45 mins.	17	40	19	76	9	58	14	81	13	65	7	85	26	80	19	125
Total Volume	76	195	68	339	27	259	95	381	73	359	45	477	110	387	87	584
% App. Total	22.4	57.5	20.1		7.1	68	24.9		15.3	75.3	9.4		18.8	66.3	14.9	
PHF	.792	.886	.850	.942	.750	.875	.642	.874	.830	.889	.750	.870	.859	.856	.750	.839

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City of La Verne
N/S: B Street
E/W: Bonita Avenue
Weather: Clear

File Name : 19_LVR_ B Bon AM
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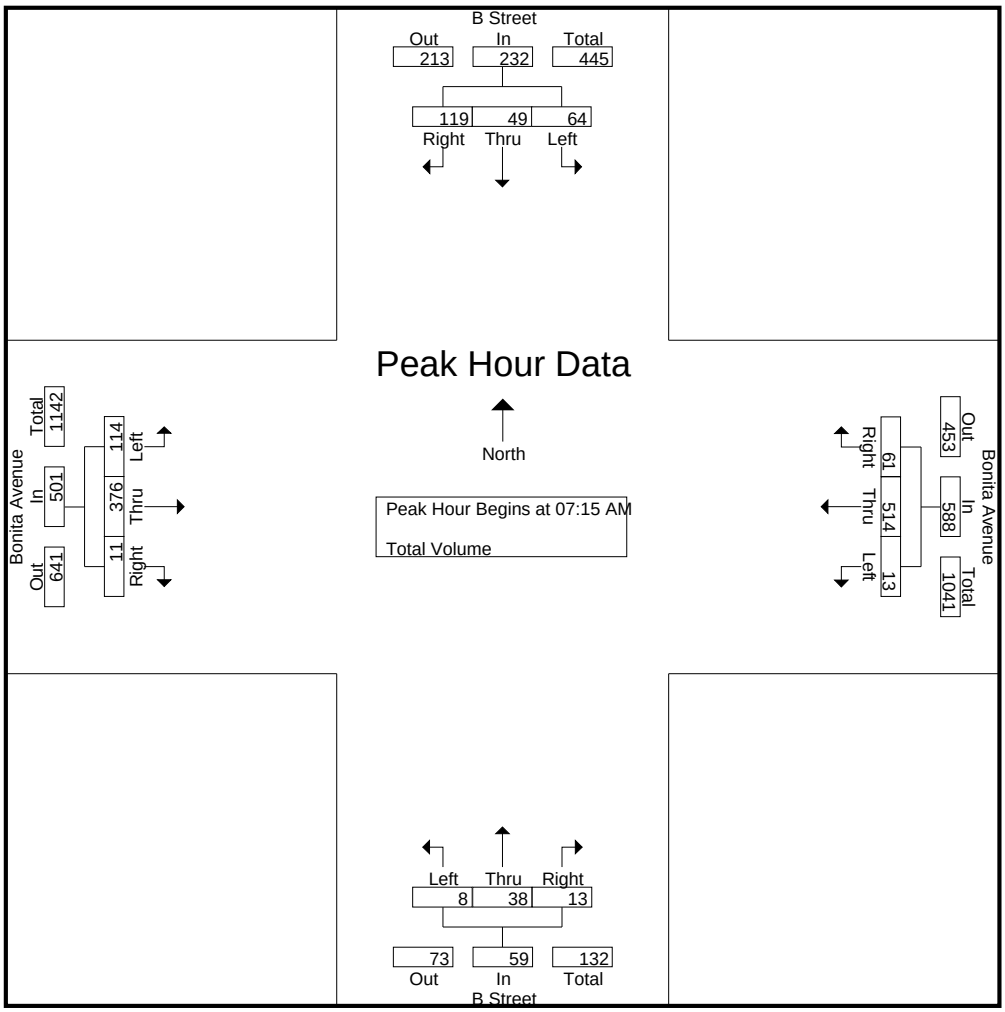

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	10	5	29	44	1	106	**20**	127	1	11	4	16	**54**	92	**3**	**149**
+15 mins.	**20**	12	**43**	**75**	4	**165**	18	**187**	**3**	**20**	1	**24**	38	95	2	135
+30 mins.	17	14	24	55	3	133	10	146	1	4	**5**	10	9	88	3	100
+45 mins.	17	**18**	23	58	**5**	110	13	128	3	3	3	9	13	**101**	3	117
Total Volume	64	49	119	232	13	514	61	588	8	38	13	59	114	376	11	501
% App. Total	27.6	21.1	51.3		2.2	87.4	10.4		13.6	64.4	22		22.8	75	2.2	
PHF	.800	.681	.692	.773	.650	.779	.763	.786	.667	.475	.650	.615	.528	.931	.917	.841

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City of La Verne
N/S: B Street
E/W: Bonita Avenue
Weather: Clear

File Name : 19_LVR_ B Bon PM
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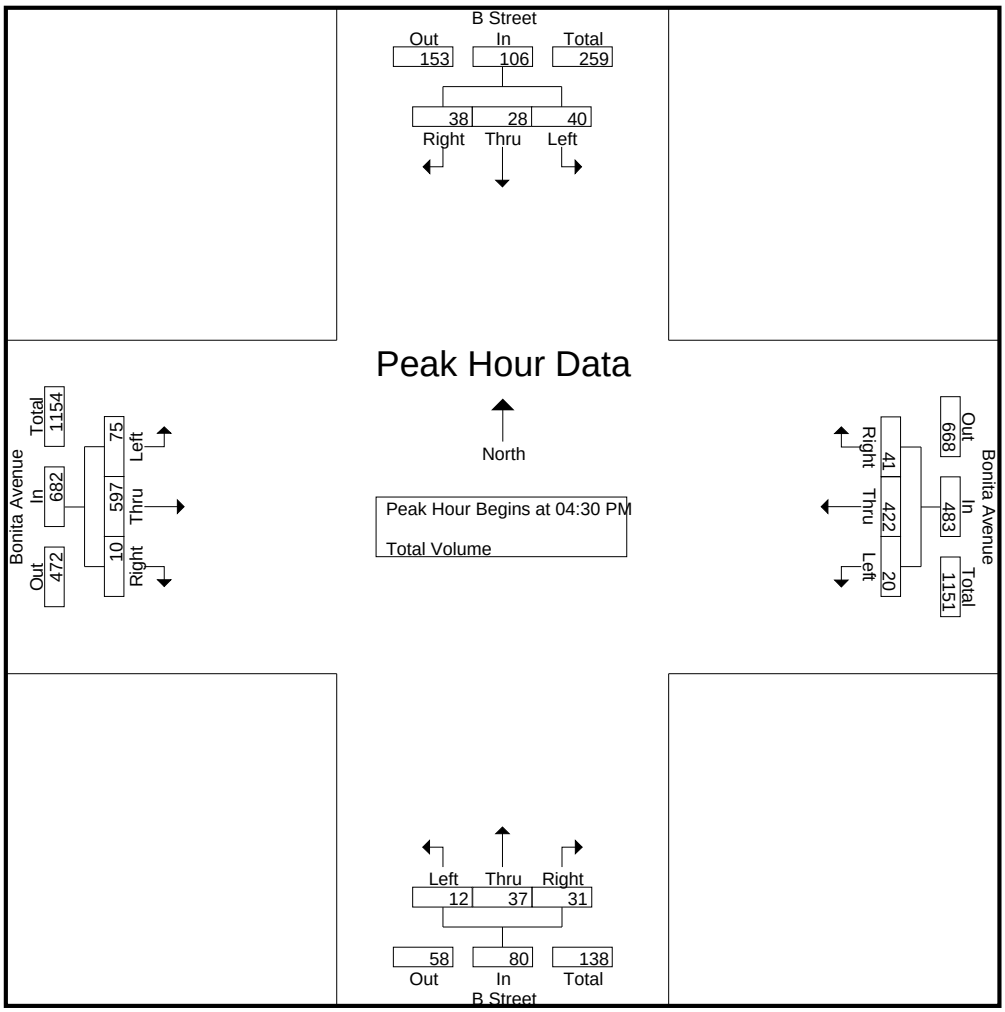

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	12	7	5	24	3	**109**	10	**122**	2	6	**9**	17	**20**	146	3	169
+15 mins.	**14**	2	7	23	**7**	96	**14**	117	3	3	8	14	19	138	**5**	162
+30 mins.	14	6	**15**	**35**	3	109	10	122	2	**18**	7	**27**	15	161	1	177
+45 mins.	8	**10**	8	26	7	108	7	122	**5**	10	7	22	20	**162**	4	**186**
Total Volume	48	25	35	108	20	422	41	483	12	37	31	80	74	607	13	694
% App. Total	44.4	23.1	32.4		4.1	87.4	8.5		15	46.2	38.8		10.7	87.5	1.9	
PHF	.857	.625	.583	.771	.714	.968	.732	.990	.600	.514	.861	.741	.925	.937	.650	.933

Counts Unlimited
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City of La Verne
N/S: D Street
E/W: Bonita Avenue
Weather: Clear

File Name : 20_LVR_ D Bon AM
Site Code : 99917780
Start Date : 11/16/2017
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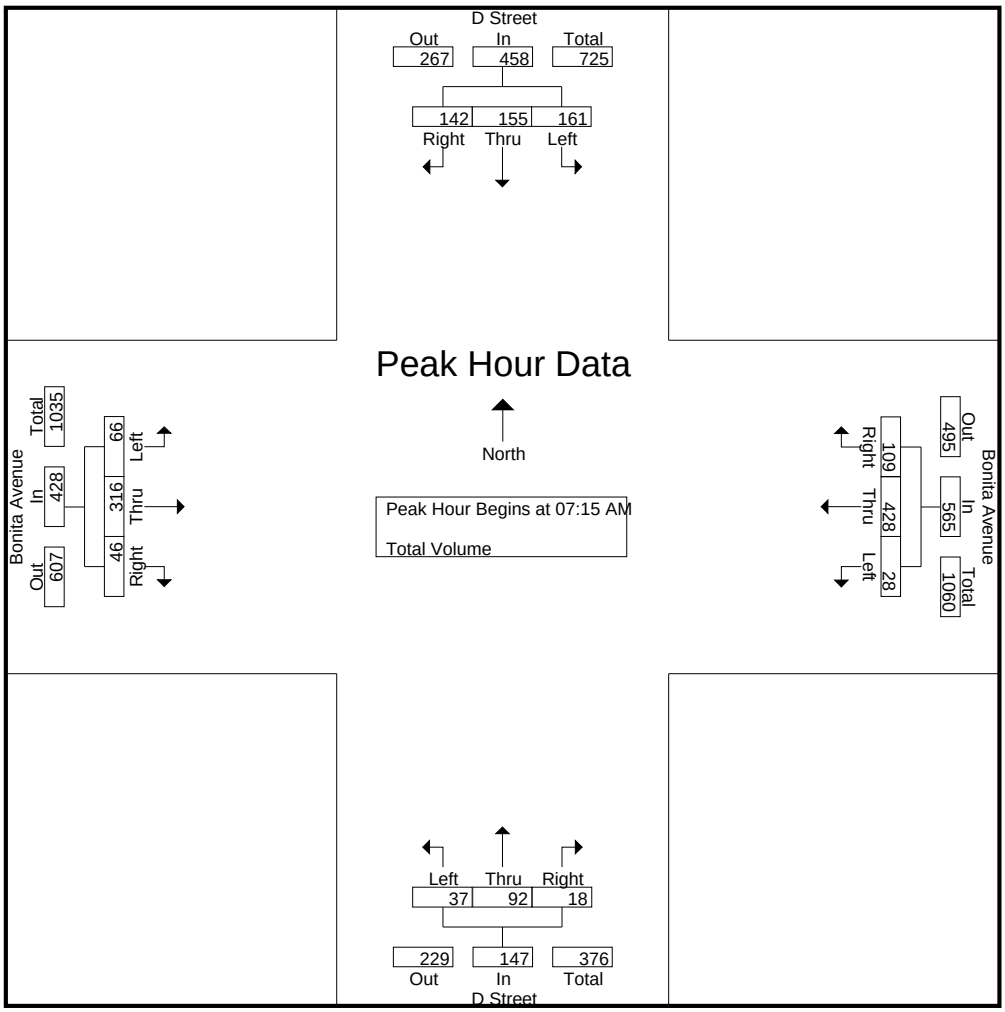

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	41	31	31	103	2	87	**61**	150	9	**34**	2	**45**	**25**	67	9	101
+15 mins.	**51**	**46**	**68**	**165**	9	**132**	17	**158**	**10**	24	**6**	40	9	84	**17**	110
+30 mins.	27	33	13	73	7	116	15	138	9	16	5	30	14	**90**	8	**112**
+45 mins.	42	45	30	117	**10**	93	16	119	9	18	5	32	18	75	12	105
Total Volume	161	155	142	458	28	428	109	565	37	92	18	147	66	316	46	428
% App. Total	35.2	33.8	31		5	75.8	19.3		25.2	62.6	12.2		15.4	73.8	10.7	
PHF	.789	.842	.522	.694	.700	.811	.447	.894	.925	.676	.750	.817	.660	.878	.676	.955

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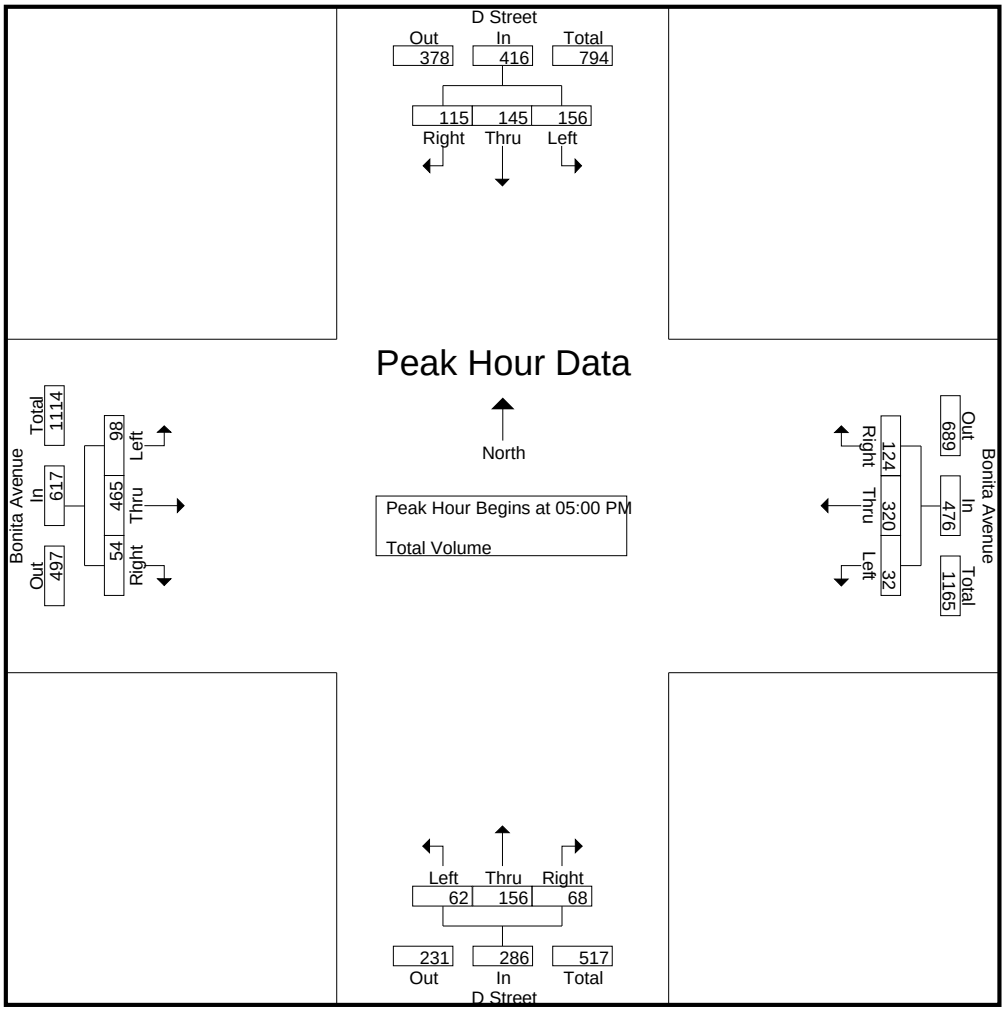
City of La Verne
N/S: D Street
E/W: Bonita Avenue
Weather: Clear

File Name : 20_LVR_ D Bon PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	**51**	38	**32**	**121**	8	76	25	109	**21**	46	10	77	**24**	103	**17**	144
+15 mins.	38	**40**	30	108	4	**82**	32	118	14	**50**	16	**80**	24	110	13	147
+30 mins.	37	33	24	94	**11**	81	33	**125**	15	30	**24**	69	24	**135**	12	**171**
+45 mins.	30	34	29	93	9	81	**34**	124	12	30	18	60	22	123	10	155
Total Volume	156	145	115	416	32	320	124	476	62	156	68	286	94	471	52	617
% App. Total	37.5	34.9	27.6		6.7	67.2	26.1		21.7	54.5	23.8		15.2	76.3	8.4	
PHF	.765	.906	.898	.860	.727	.976	.912	.952	.738	.780	.708	.894	.979	.872	.765	.902

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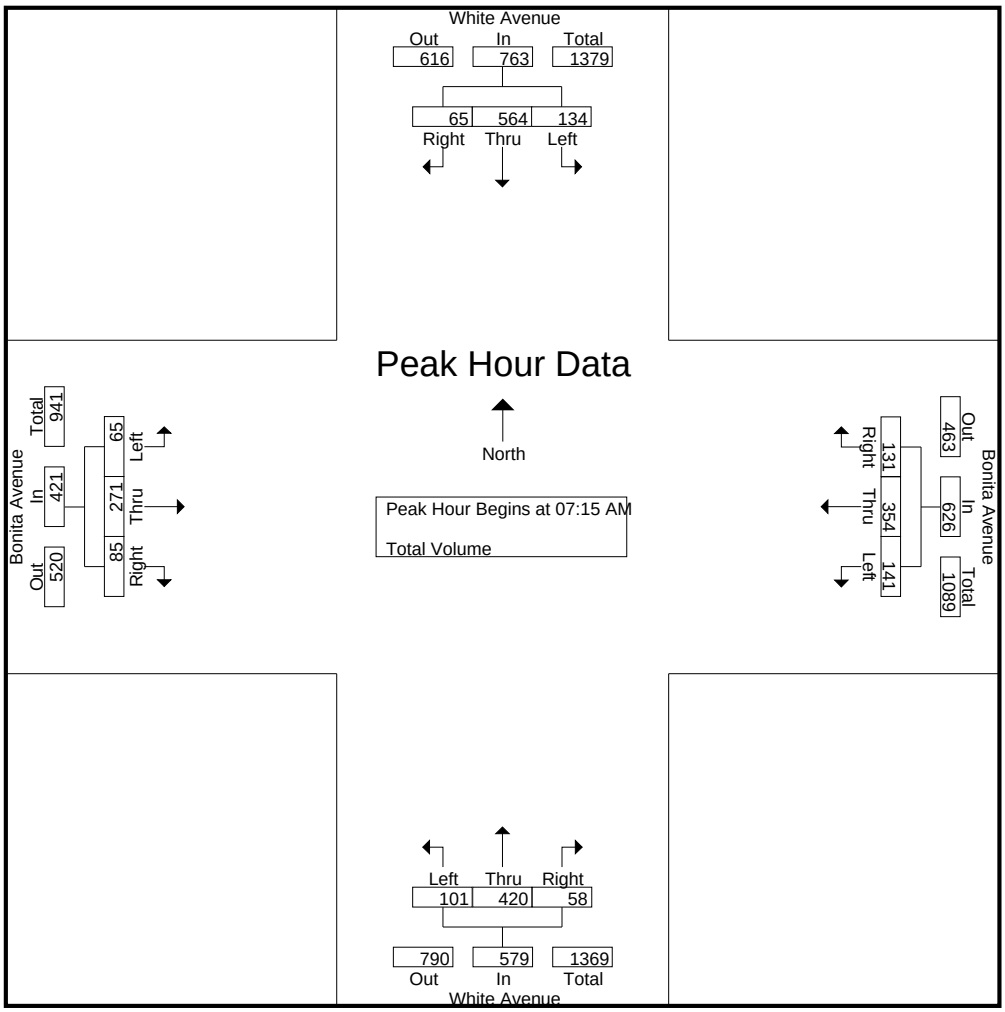
City of La Verne
N/S: White Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 21_LVR_ Whi Bon AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	**46**	138	20	204	26	83	**42**	151	**37**	**112**	13	**162**	19	**80**	**25**	**124**
+15 mins.	35	145	15	195	39	**96**	28	**163**	24	98	**16**	138	14	66	23	103
+30 mins.	29	138	15	182	**40**	86	34	160	18	109	16	143	**21**	70	20	111
+45 mins.	38	**157**	**21**	**216**	36	89	27	152	22	101	13	136	17	61	19	97
Total Volume	148	578	71	797	141	354	131	626	101	420	58	579	71	277	87	435
% App. Total	18.6	72.5	8.9		22.5	56.5	20.9		17.4	72.5	10		16.3	63.7	20	
PHF	.804	.920	.845	.922	.881	.922	.780	.960	.682	.938	.906	.894	.845	.866	.870	.877

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City of La Verne
N/S: White Avenue
E/W: Bonita Avenue
Weather: Clear

File Name : 21_LVR_ Whi Bon PM
Site Code : 99917780
Start Date : 11/16/2017
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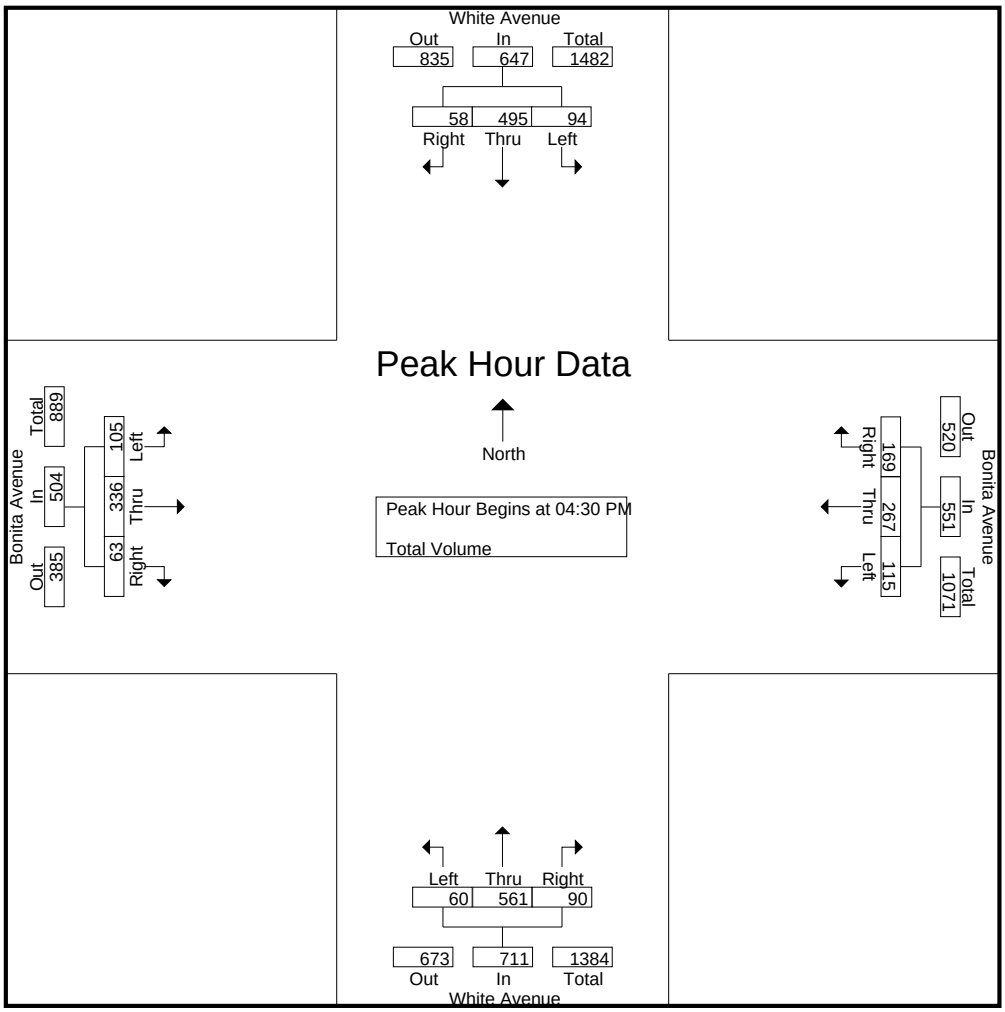

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	21	125	**20**	166	32	55	42	129	**19**	**163**	**27**	**209**	30	82	16	128
+15 mins.	16	122	14	152	**34**	**82**	38	**154**	15	157	23	195	**41**	**89**	**18**	**148**
+30 mins.	23	106	13	142	22	67	**55**	144	14	160	21	195	14	82	15	111
+45 mins.	**34**	**142**	11	**187**	26	67	32	125	13	137	22	172	30	87	18	135
Total Volume	94	495	58	647	114	271	167	552	61	617	93	771	115	340	67	522
% App. Total	14.5	76.5	9		20.7	49.1	30.3		7.9	80	12.1		22	65.1	12.8	
PHF	.691	.871	.725	.865	.838	.826	.759	.896	.803	.946	.861	.922	.701	.955	.931	.882

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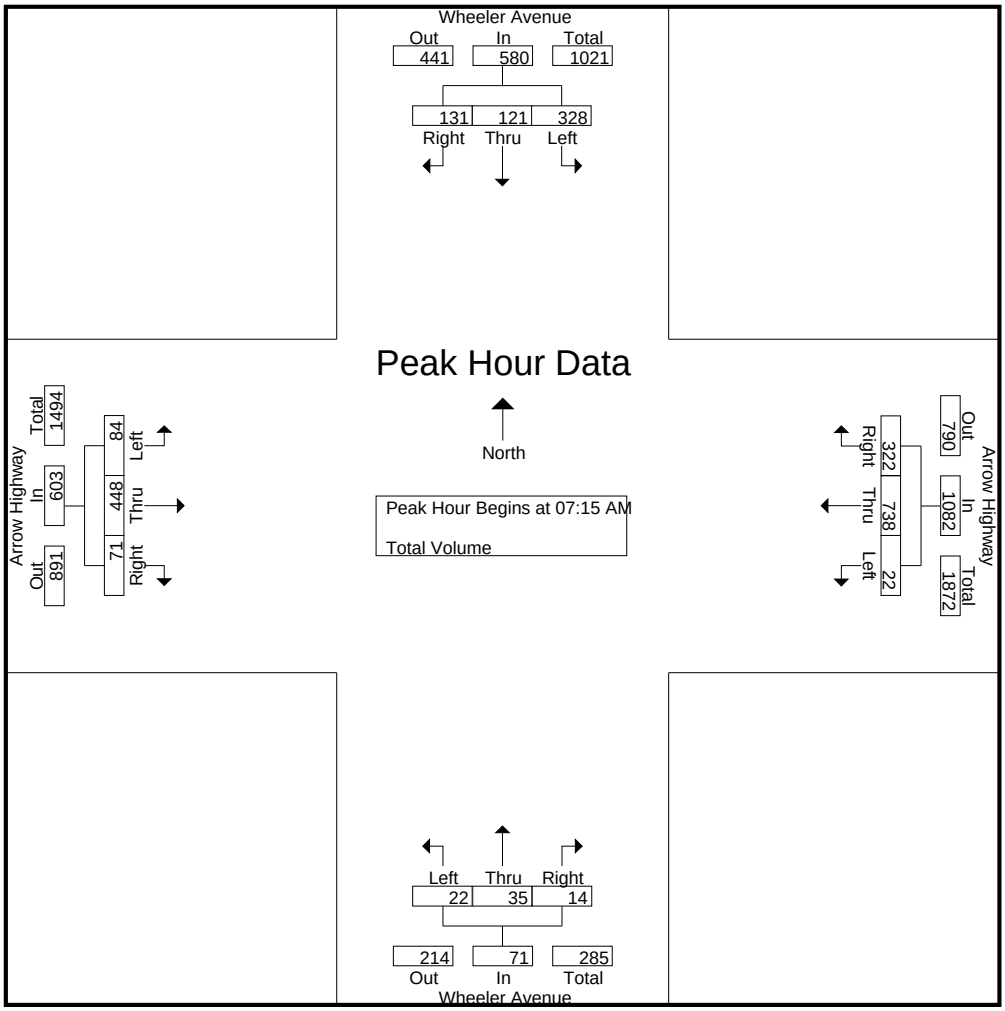
City of La Verne
N/S: Wheeler Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 22_LVR_ Wheel Arr AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	70	25	30	125	4	187	46	237	4	9	4	17	22	**119**	19	**160**
+15 mins.	**90**	30	37	157	1	195	86	282	5	9	0	14	**35**	100	19	154
+30 mins.	89	**43**	**38**	**170**	4	180	**95**	279	**9**	**13**	1	**23**	13	112	**25**	150
+45 mins.	79	23	26	128	**7**	**211**	83	**301**	4	4	**9**	17	15	114	21	150
Total Volume	328	121	131	580	16	773	310	1099	22	35	14	71	85	445	84	614
% App. Total	56.6	20.9	22.6		1.5	70.3	28.2		31	49.3	19.7		13.8	72.5	13.7	
PHF	.911	.703	.862	.853	.571	.916	.816	.913	.611	.673	.389	.772	.607	.935	.840	.959

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City of La Verne
N/S: Wheeler Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 22_LVR_ Wheel Arr PM
Site Code : 99917780
Start Date : 11/16/2017
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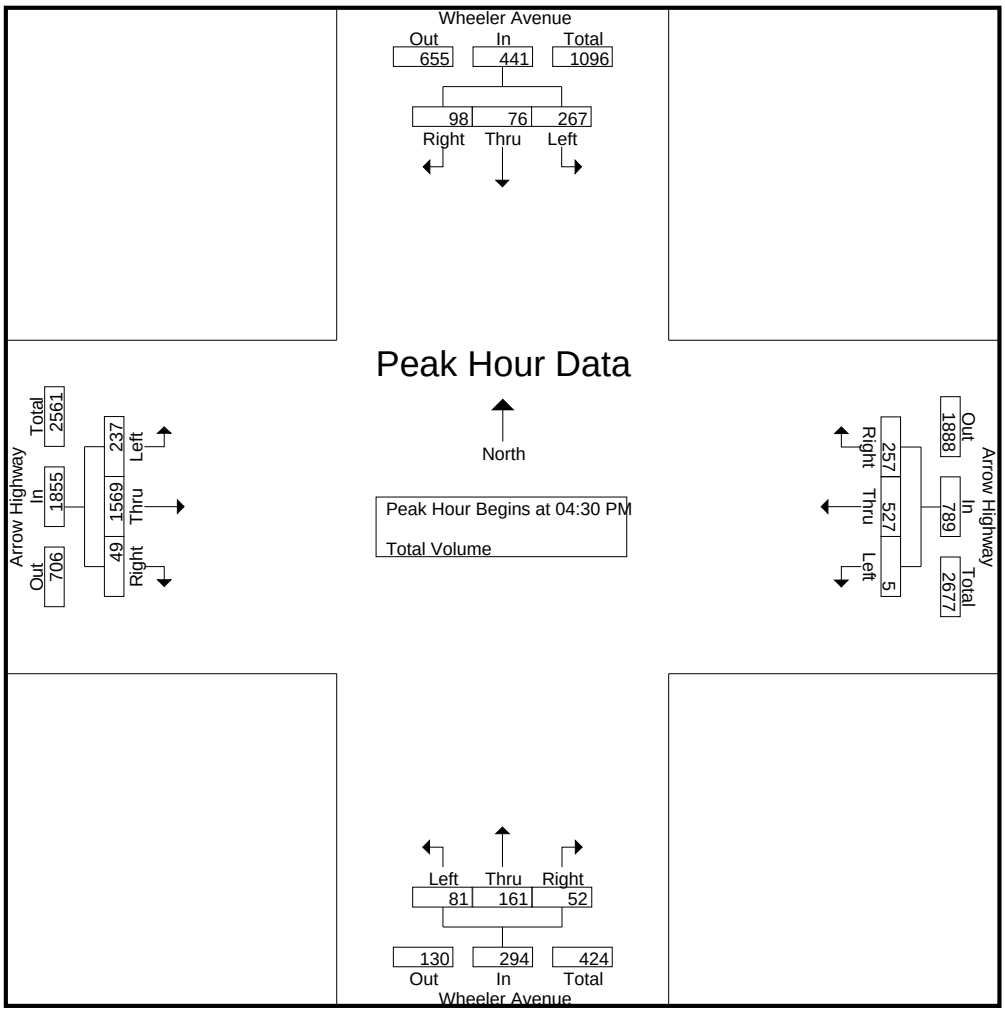

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	71	17	21	109	1	124	68	193	23	46	10	79	**65**	402	14	481
+15 mins.	52	5	**27**	84	**3**	143	65	211	14	25	6	45	55	**422**	**17**	**494**
+30 mins.	55	**35**	23	113	1	141	57	199	**28**	**55**	**24**	**107**	62	380	7	449
+45 mins.	**89**	19	27	**135**	1	**146**	**72**	**219**	16	35	12	63	50	399	7	456
Total Volume	267	76	98	441	6	554	262	822	81	161	52	294	232	1603	45	1880
% App. Total	60.5	17.2	22.2		0.7	67.4	31.9		27.6	54.8	17.7		12.3	85.3	2.4	
PHF	.750	.543	.907	.817	.500	.949	.910	.938	.723	.732	.542	.687	.892	.950	.662	.951

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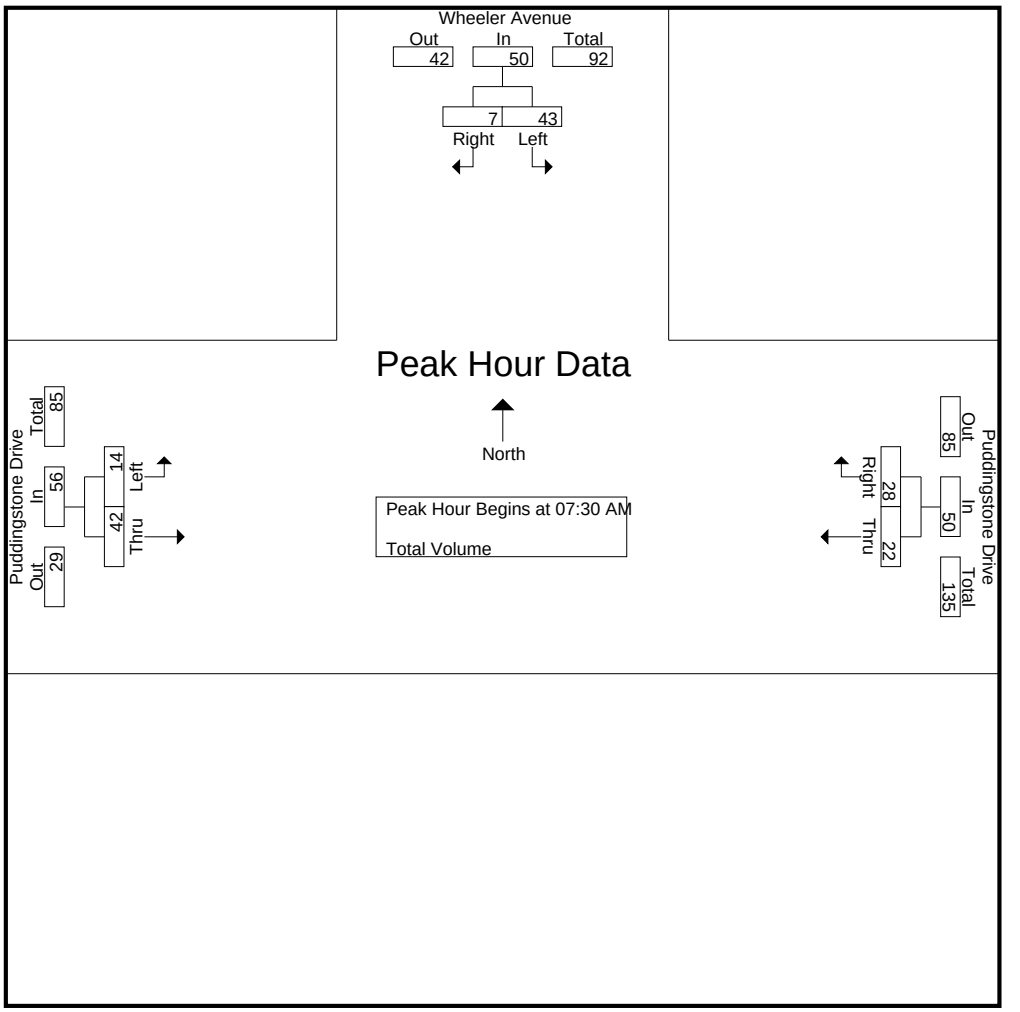
City of La Verne
N/S: Wheeler Avenue
E/W: Puddingstone Drive
Weather: Clear

File Name : 23_LVR_ Wheel Puddin AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	13	1	14	**9**	5	**14**	4	**14**	18
+15 mins.	**16**	**4**	**20**	6	5	11	**6**	13	**19**
+30 mins.	8	0	8	5	**9**	14	3	7	10
+45 mins.	6	2	8	5	8	13	1	8	9
Total Volume	43	7	50	25	27	52	14	42	56
% App. Total	86	14		48.1	51.9		25	75	
PHF	.672	.438	.625	.694	.750	.929	.583	.750	.737

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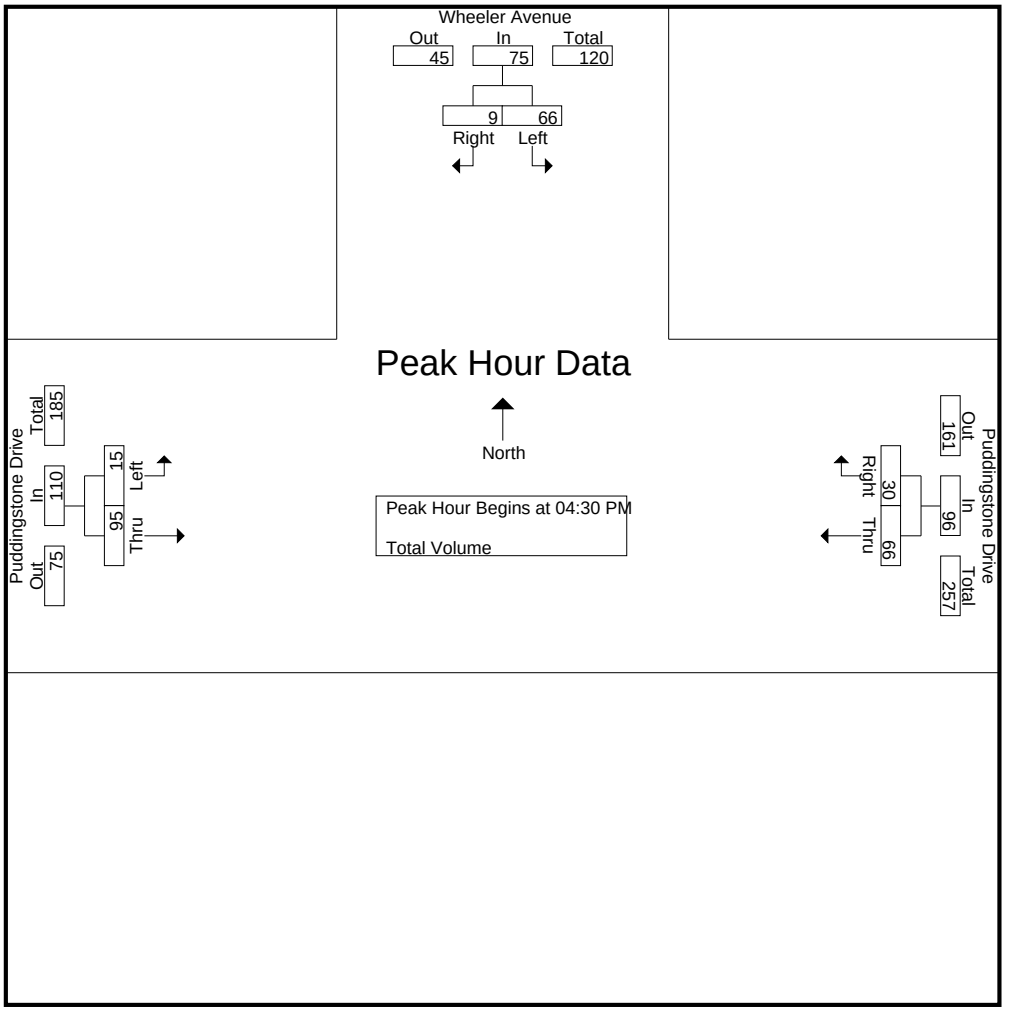
City of La Verne
N/S: Wheeler Avenue
E/W: Puddingstone Drive
Weather: Clear

File Name : 23_LVR_ Wheel Puddin PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:30 PM			04:45 PM		
+0 mins.	**23**	**4**	**27**	20	**12**	**32**	**5**	21	26
+15 mins.	17	2	19	9	6	15	4	21	25
+30 mins.	16	1	17	**21**	8	29	5	**32**	**37**
+45 mins.	15	2	17	16	4	20	2	26	28
Total Volume	71	9	80	66	30	96	16	100	116
% App. Total	88.8	11.2		68.8	31.2		13.8	86.2	
PHF	.772	.563	.741	.786	.625	.750	.800	.781	.784

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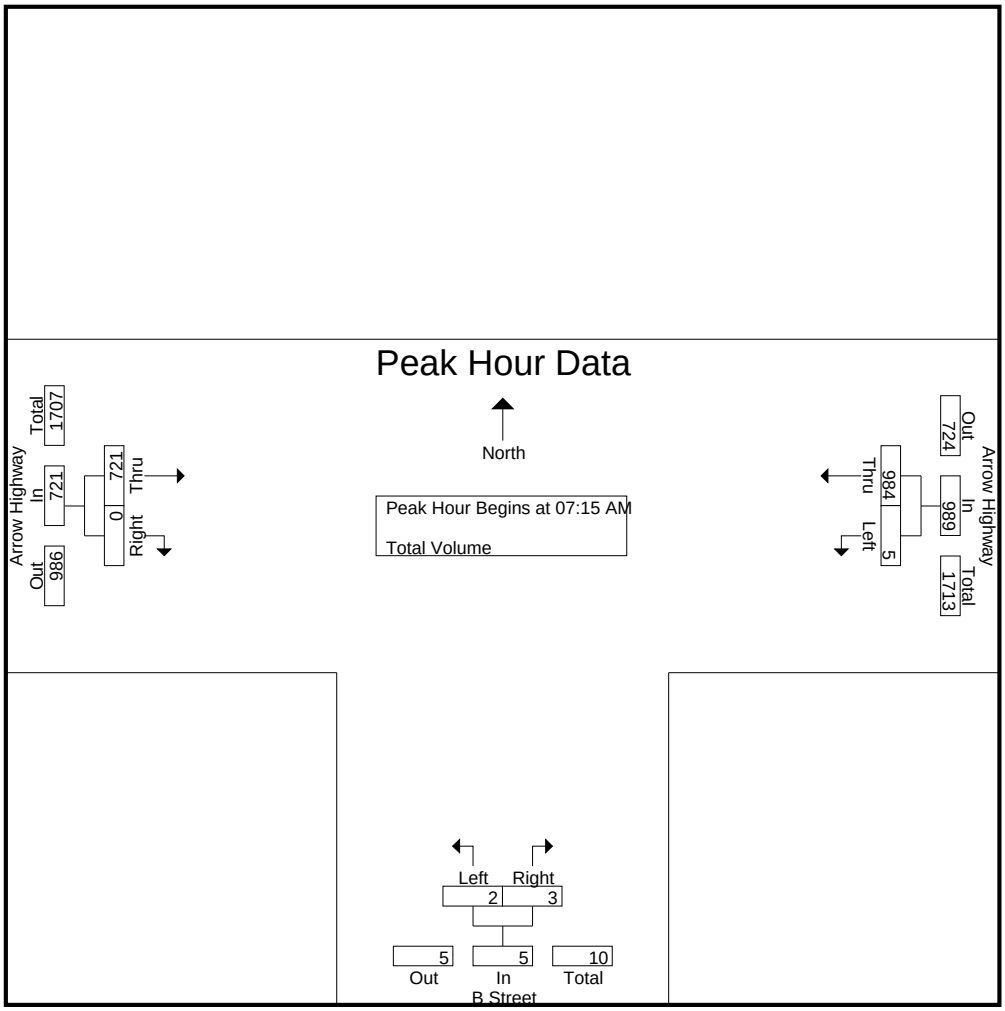
City of La Verne
N/S: B Street
E/W: Arrow Highway
Weather: Clear

File Name : 24_LVR_ B Arr AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:30 AM		
+0 mins.	0	208	208	0	**2**	**2**	**196**	0	**196**
+15 mins.	0	215	215	**2**	0	2	189	0	189
+30 mins.	**1**	293	294	0	0	0	182	0	182
+45 mins.	1	**302**	**303**	0	1	1	163	**1**	164
Total Volume	2	1018	1020	2	3	5	730	1	731
% App. Total	0.2	99.8		40	60		99.9	0.1	
PHF	.500	.843	.842	.250	.375	.625	.931	.250	.932

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City of La Verne
N/S: B Street
E/W: Arrow Highway
Weather: Clear

File Name : 24_LVR_ B Arr PM
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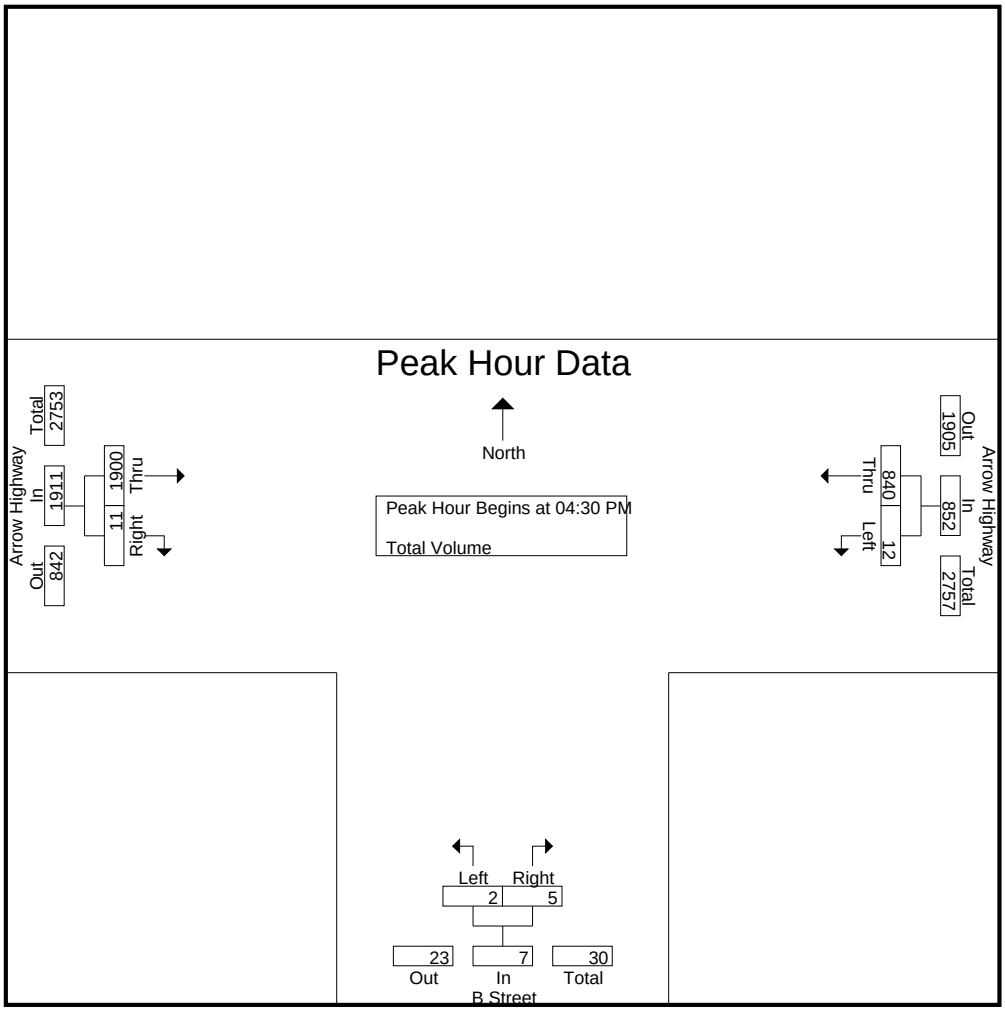

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			04:30 PM		
+0 mins.	1	180	181	0	**3**	**3**	487	0	487
+15 mins.	1	222	223	0	1	1	432	1	433
+30 mins.	**6**	218	224	0	1	1	**501**	3	**504**
+45 mins.	5	**242**	**247**	**1**	2	3	480	**7**	487
Total Volume	13	862	875	1	7	8	1900	11	1911
% App. Total	1.5	98.5		12.5	87.5		99.4	0.6	
PHF	.542	.890	.886	.250	.583	.667	.948	.393	.948

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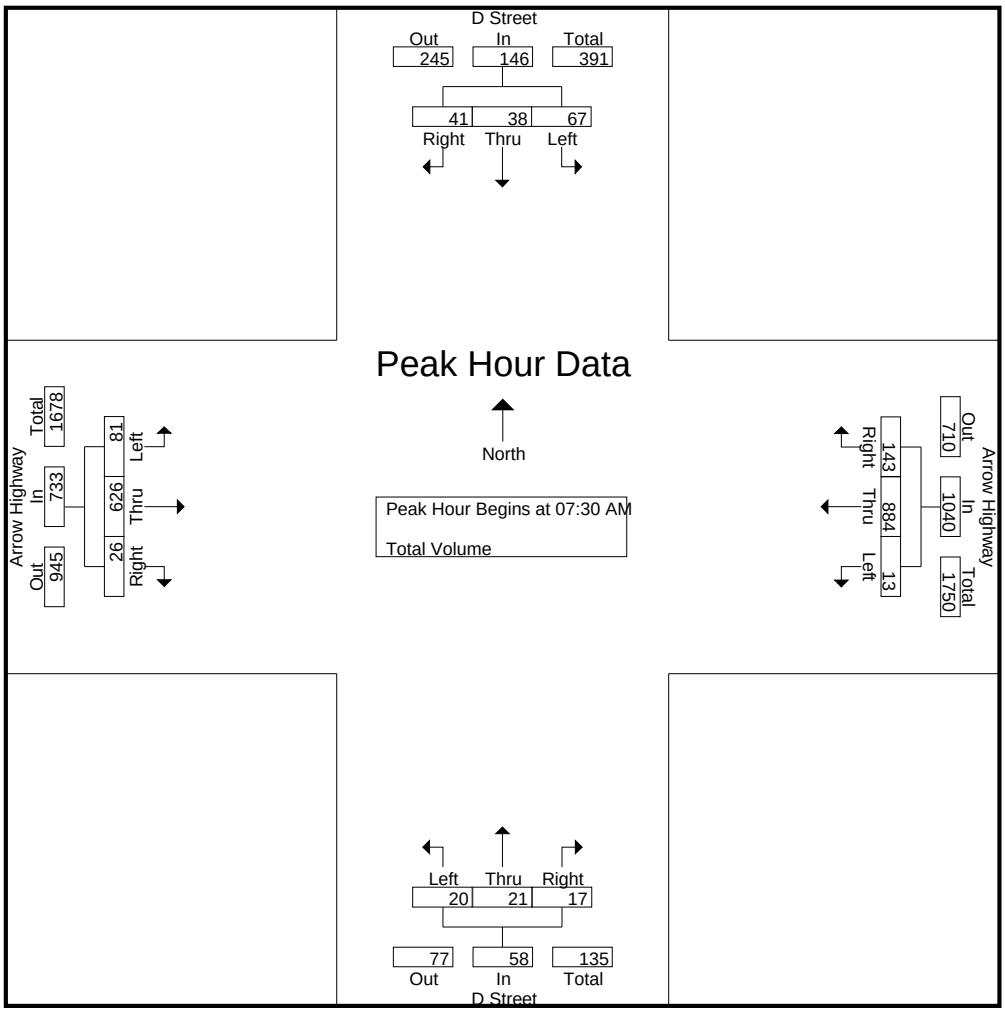
City of La Verne
N/S: D Street
E/W: Arrow Highway
Weather: Clear

File Name : 25_LVR_ D Arr AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	16	11	12	**39**	2	204	13	219	2	**7**	7	16	16	**163**	6	**185**
+15 mins.	13	**14**	9	36	3	219	27	249	6	4	1	11	19	159	**7**	185
+30 mins.	**22**	8	7	37	**6**	266	22	294	**7**	7	3	**17**	16	158	6	180
+45 mins.	16	5	**13**	34	2	**272**	**41**	**315**	2	7	**8**	17	**30**	146	7	183
Total Volume	67	38	41	146	13	961	103	1077	17	25	19	61	81	626	26	733
% App. Total	45.9	26	28.1		1.2	89.2	9.6		27.9	41	31.1		11.1	85.4	3.5	
PHF	.761	.679	.788	.936	.542	.883	.628	.855	.607	.893	.594	.897	.675	.960	.929	.991

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City of La Verne
N/S: D Street
E/W: Arrow Highway
Weather: Clear

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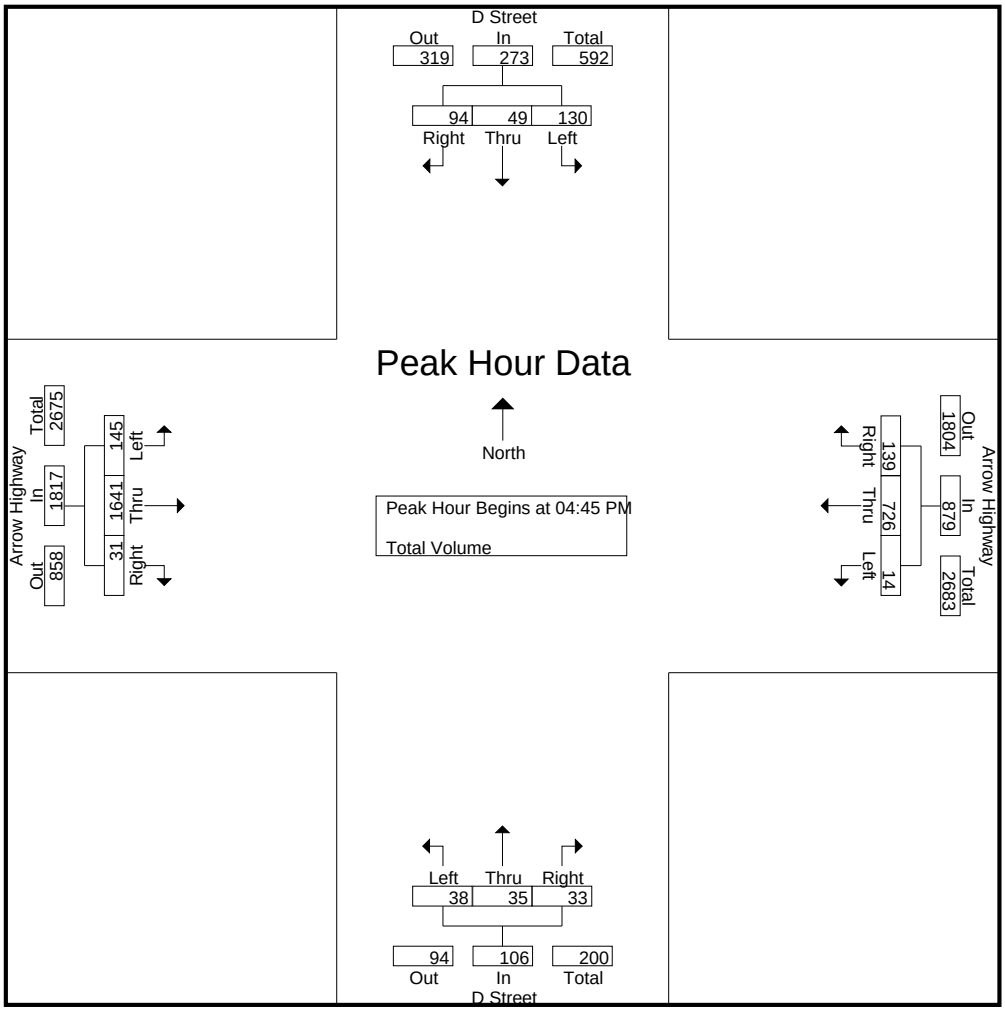

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	32	11	16	59	**7**	169	34	210	3	10	**9**	22	29	395	2	426
+15 mins.	**36**	13	**28**	**77**	4	173	40	217	9	6	8	23	**47**	405	4	456
+30 mins.	35	**17**	25	77	1	177	24	202	10	**12**	7	29	34	410	12	456
+45 mins.	27	8	25	60	2	**207**	**41**	**250**	**16**	7	9	**32**	35	**431**	**13**	**479**
Total Volume	130	49	94	273	14	726	139	879	38	35	33	106	145	1641	31	1817
% App. Total	47.6	17.9	34.4		1.6	82.6	15.8		35.8	33	31.1		8	90.3	1.7	
PHF	.903	.721	.839	.886	.500	.877	.848	.879	.594	.729	.917	.828	.771	.952	.596	.948

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City of La Verne
N/S: E Street/Fairplex Drive
E/W: Arrow Highway
Weather: Clear

File Name : 26_LVR_ E Arr AM
Site Code : 99917780
Start Date : 11/16/2017
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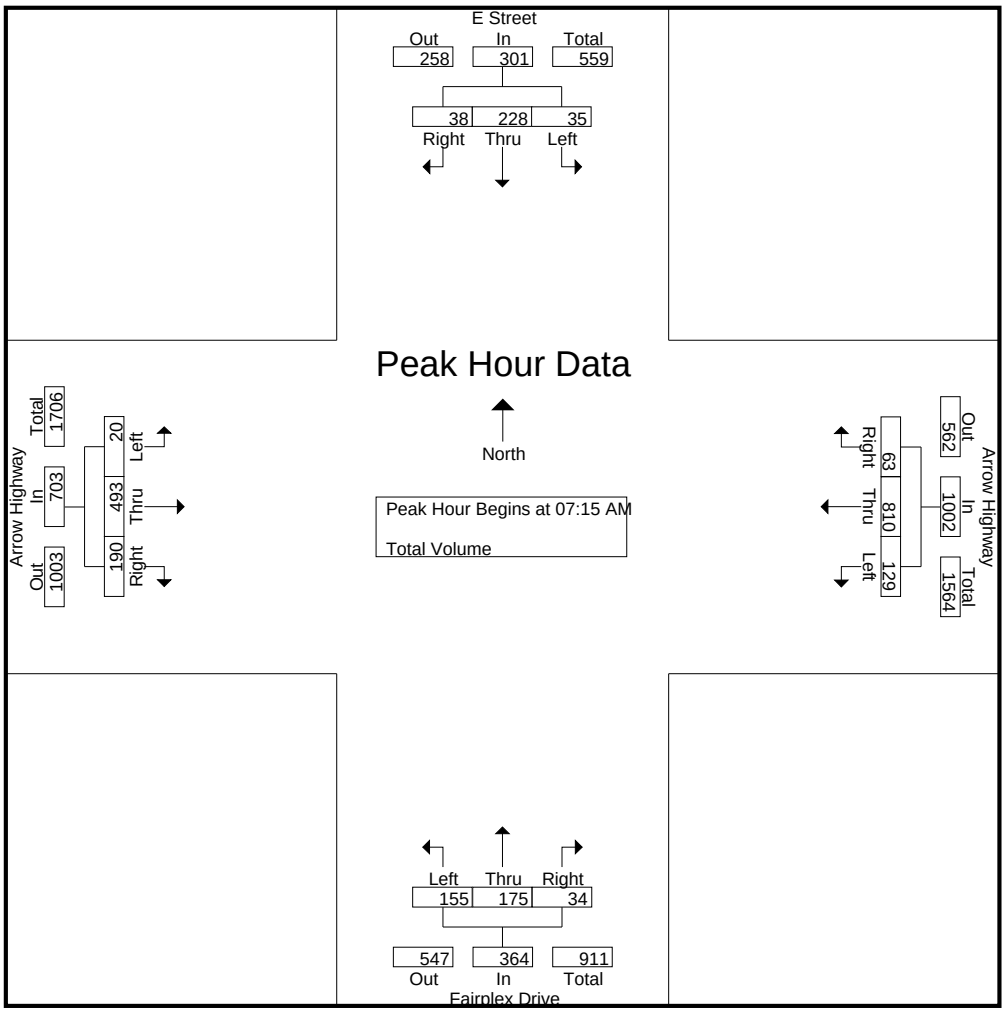

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	3	**65**	6	74	18	192	8	218	38	38	7	83	1	**134**	49	184
+15 mins.	10	59	**14**	83	23	195	10	228	32	41	7	80	4	131	42	177
+30 mins.	10	41	9	60	**41**	229	12	282	**48**	38	**12**	98	**8**	130	49	**187**
+45 mins.	**12**	63	9	**84**	38	**246**	**23**	**307**	37	**58**	8	**103**	4	106	**51**	161
Total Volume	35	228	38	301	120	862	53	1035	155	175	34	364	17	501	191	709
% App. Total	11.6	75.7	12.6		11.6	83.3	5.1		42.6	48.1	9.3		2.4	70.7	26.9	
PHF	.729	.877	.679	.896	.732	.876	.576	.843	.807	.754	.708	.883	.531	.935	.936	.948

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City of La Verne
N/S: E Street/Fairplex Drive
E/W: Arrow Highway
Weather: Clear

File Name : 26_LVR_ E Arr PM
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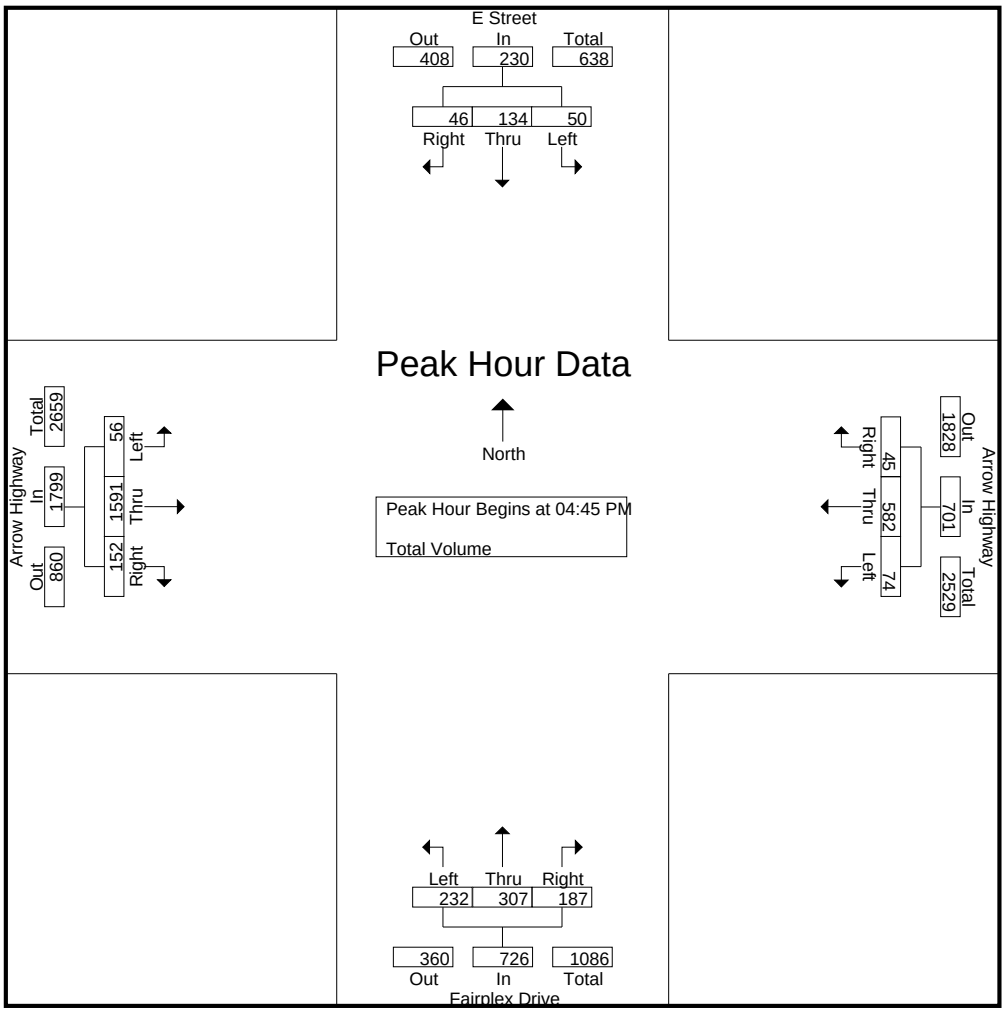


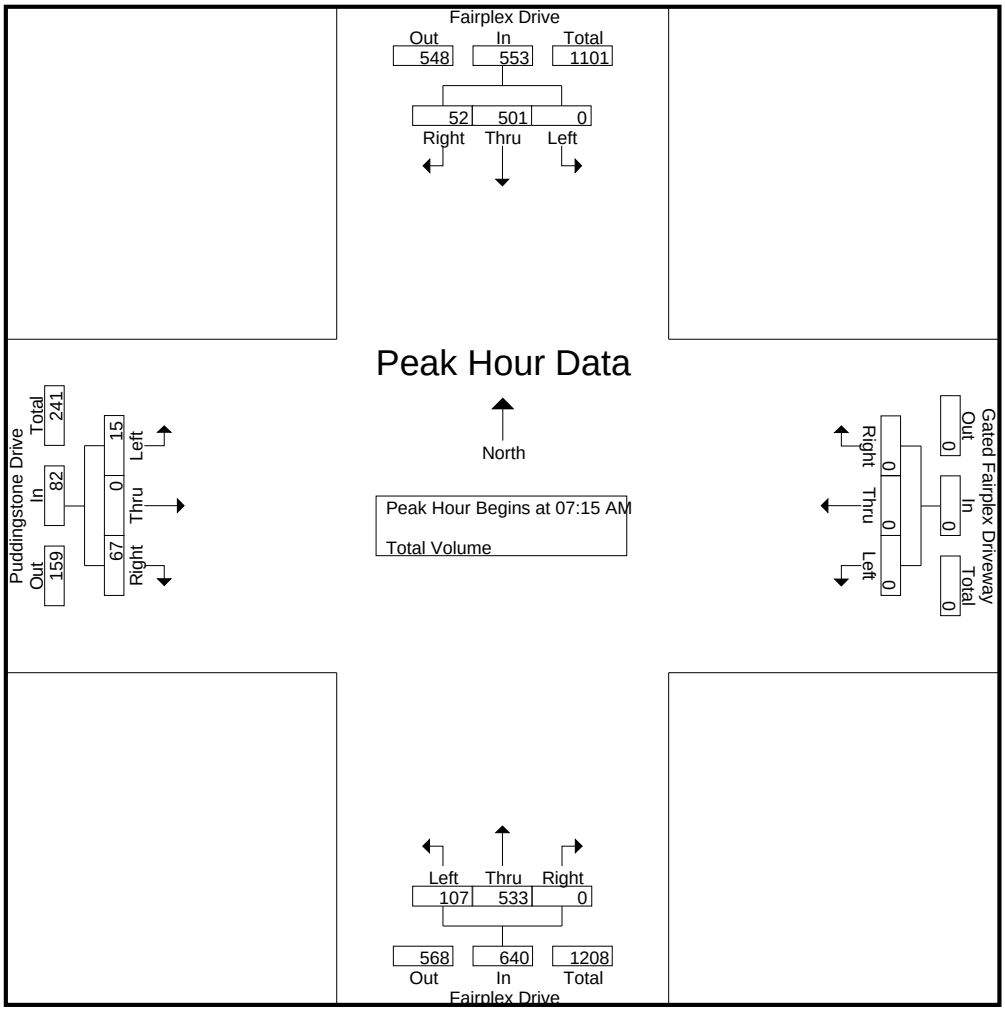
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:45 PM				04:45 PM			
+0 mins.	**16**	**42**	**17**	**75**	18	**157**	**13**	**188**	61	70	47	178	11	374	37	422
+15 mins.	12	42	11	65	**26**	126	12	164	42	76	**53**	171	**20**	397	41	458
+30 mins.	12	23	11	46	16	147	9	172	59	71	40	170	12	394	31	437
+45 mins.	6	38	3	47	19	156	13	188	**70**	**90**	47	**207**	13	**426**	**43**	**482**
Total Volume	46	145	42	233	79	586	47	712	232	307	187	726	56	1591	152	1799
% App. Total	19.7	62.2	18		11.1	82.3	6.6		32	42.3	25.8		3.1	88.4	8.4	
PHF	.719	.863	.618	.777	.760	.933	.904	.947	.829	.853	.882	.877	.700	.934	.884	.933

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of La Verne
N/S: Fairplex Drive
E/W: Puddingstone Drive
Weather: Clear

File Name : 27_LVR_ Fair Puddin AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	0	130	14	144	0	0	0	0	24	112	0	136	5	0	20	**25**
+15 mins.	0	**141**	**17**	**158**	0	0	0	0	**40**	122	0	162	1	0	**24**	25
+30 mins.	0	115	12	127	0	0	0	0	25	**159**	0	**184**	**7**	0	14	21
+45 mins.	0	115	9	124	0	0	0	0	18	140	0	158	2	0	10	12
Total Volume	0	501	52	553	0	0	0	0	107	533	0	640	15	0	68	83
% App. Total	0	90.6	9.4		0	0	0		16.7	83.3	0		18.1	0	81.9	
PHF	.000	.888	.765	.875	.000	.000	.000	.000	.669	.838	.000	.870	.536	.000	.708	.830

Counts Unlimited
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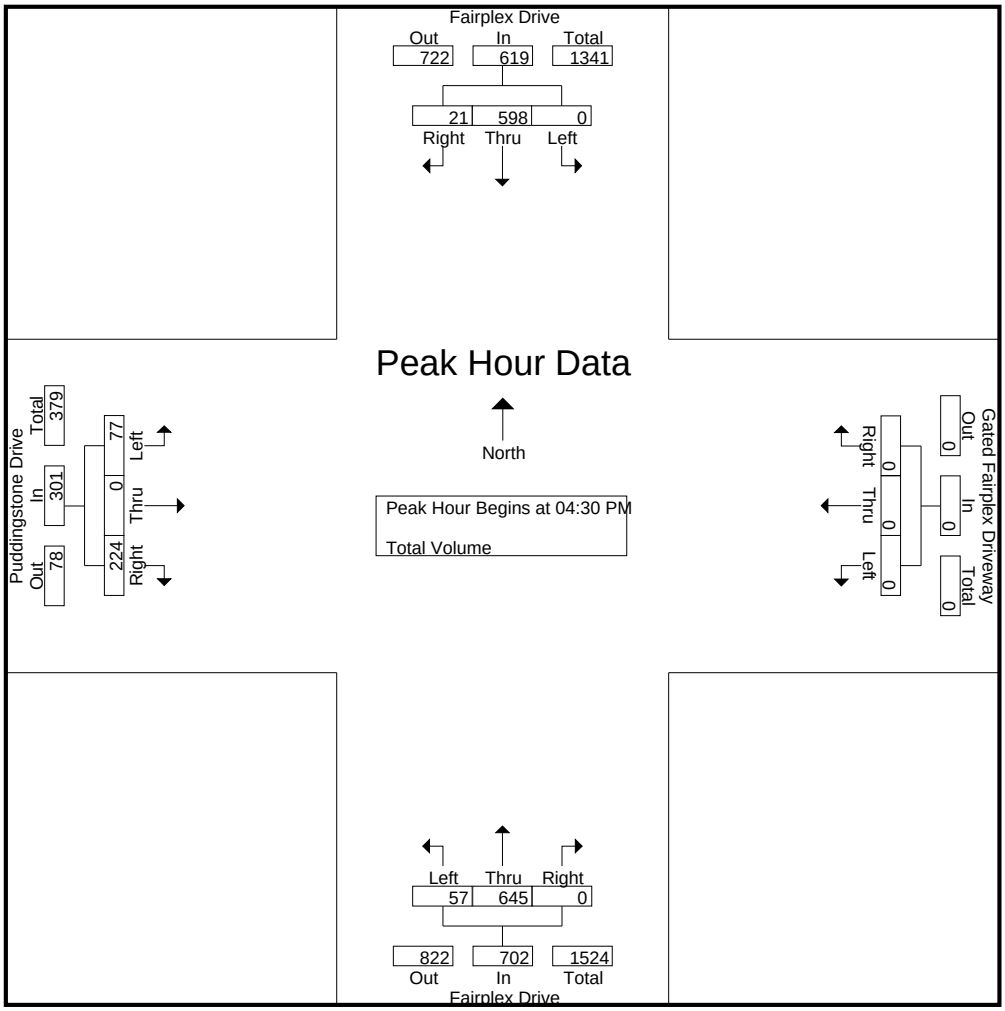
Corona, CA 92878
(951) 268-6268

City of La Verne
N/S: Fairplex Drive
E/W: Puddingstone Drive
Weather: Clear

File Name : 27_LVR_ Fair Puddin PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	0	**174**	**7**	**181**	0	0	0	0	14	176	0	**190**	**40**	0	**78**	**118**
+15 mins.	0	118	7	125	0	0	0	0	**15**	171	0	186	8	0	34	42
+30 mins.	0	157	6	163	0	0	0	0	4	**182**	0	186	13	0	64	77
+45 mins.	0	149	1	150	0	0	0	0	8	178	0	186	16	0	48	64
Total Volume	0	598	21	619	0	0	0	0	41	707	0	748	77	0	224	301
% App. Total	0	96.6	3.4		0	0	0		5.5	94.5	0		25.6	0	74.4	
PHF	.000	.859	.750	.855	.000	.000	.000	.000	.683	.971	.000	.984	.481	.000	.718	.638

Counts Unlimited
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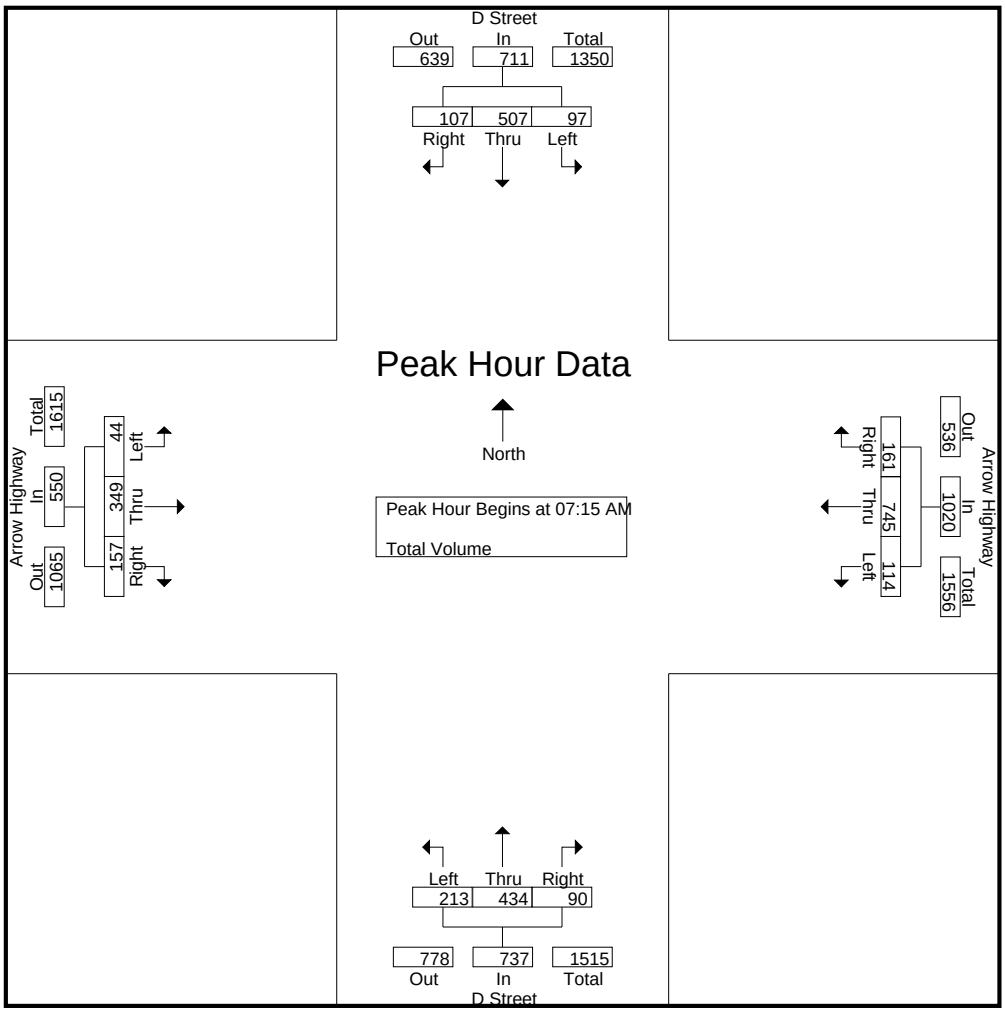
City of La Verne
N/S: White Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 28_LVR_ Whi Arr AM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	23	**139**	**38**	**200**	25	154	37	216	60	100	17	177	12	82	43	137
+15 mins.	23	139	30	192	25	183	39	247	57	**116**	**28**	**201**	**14**	102	**53**	**169**
+30 mins.	**32**	124	26	182	28	196	29	253	**64**	110	24	198	10	**106**	33	149
+45 mins.	26	107	22	155	**31**	**235**	**52**	**318**	32	108	21	161	10	74	34	118
Total Volume	104	509	116	729	109	768	157	1034	213	434	90	737	46	364	163	573
% App. Total	14.3	69.8	15.9		10.5	74.3	15.2		28.9	58.9	12.2		8	63.5	28.4	
PHF	.813	.915	.763	.911	.879	.817	.755	.813	.832	.935	.804	.917	.821	.858	.769	.848

Counts Unlimited
PO Box 1178
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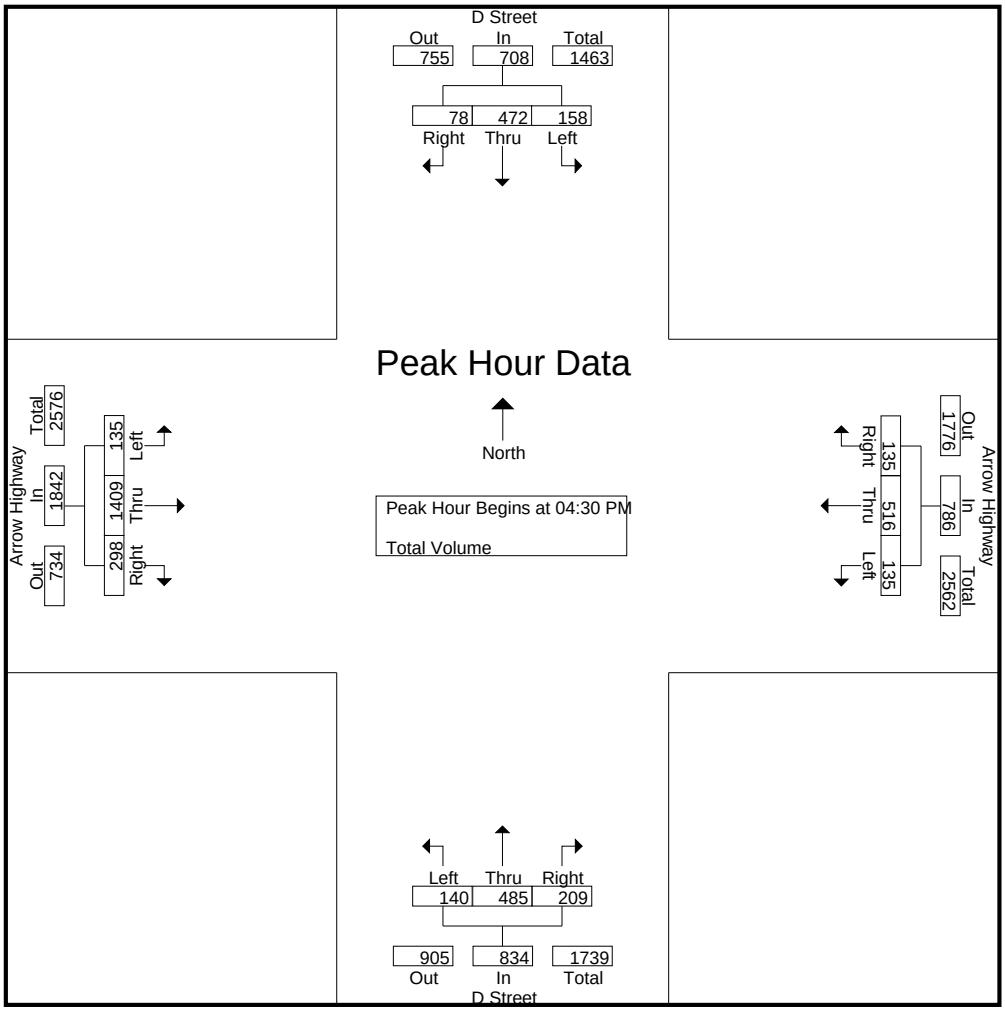
City of La Verne
N/S: White Avenue
E/W: Arrow Highway
Weather: Clear

File Name : 28_LVR_ Whi Arr PM
Site Code : 99917780
Start Date : 11/16/2017
Page No : 2

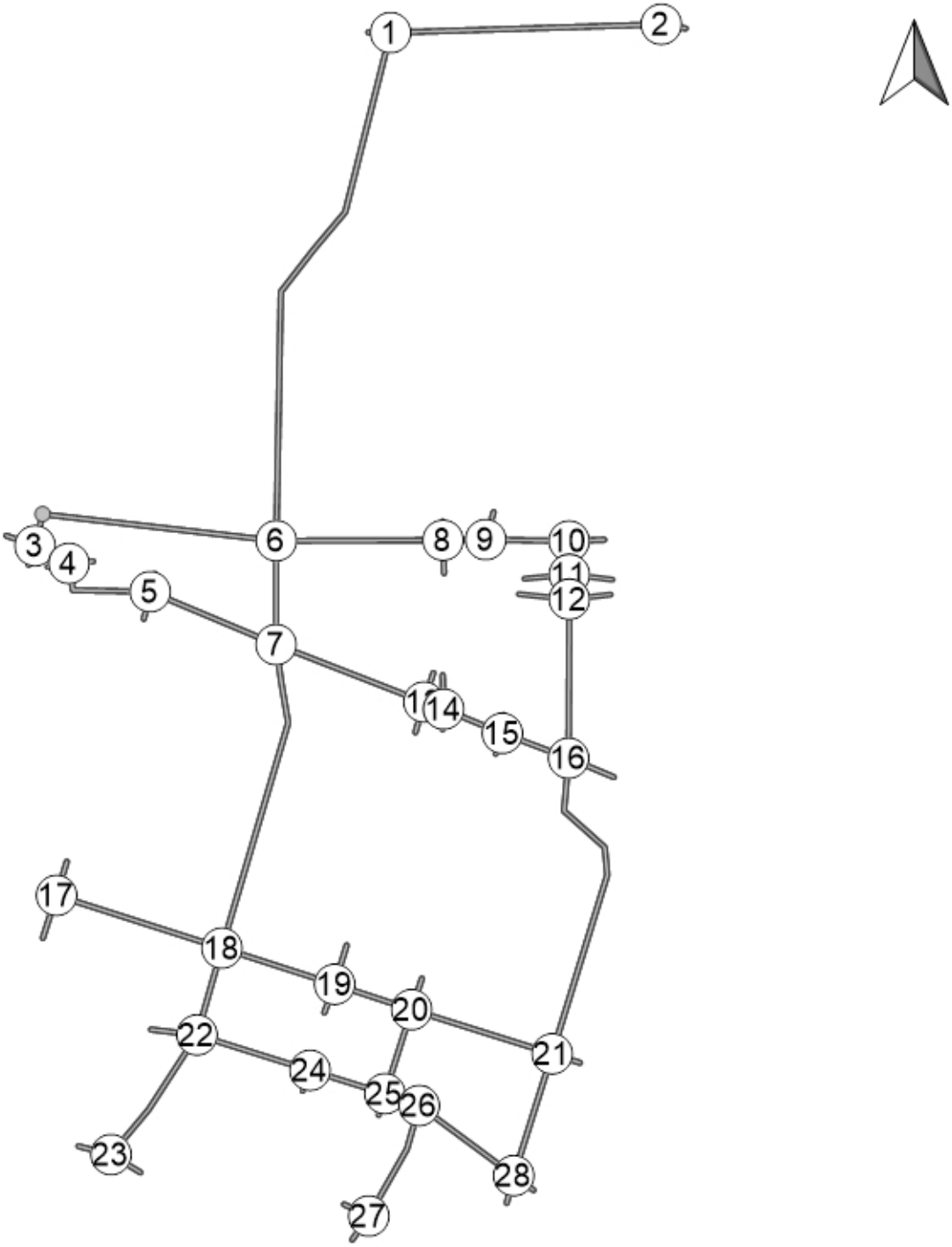


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

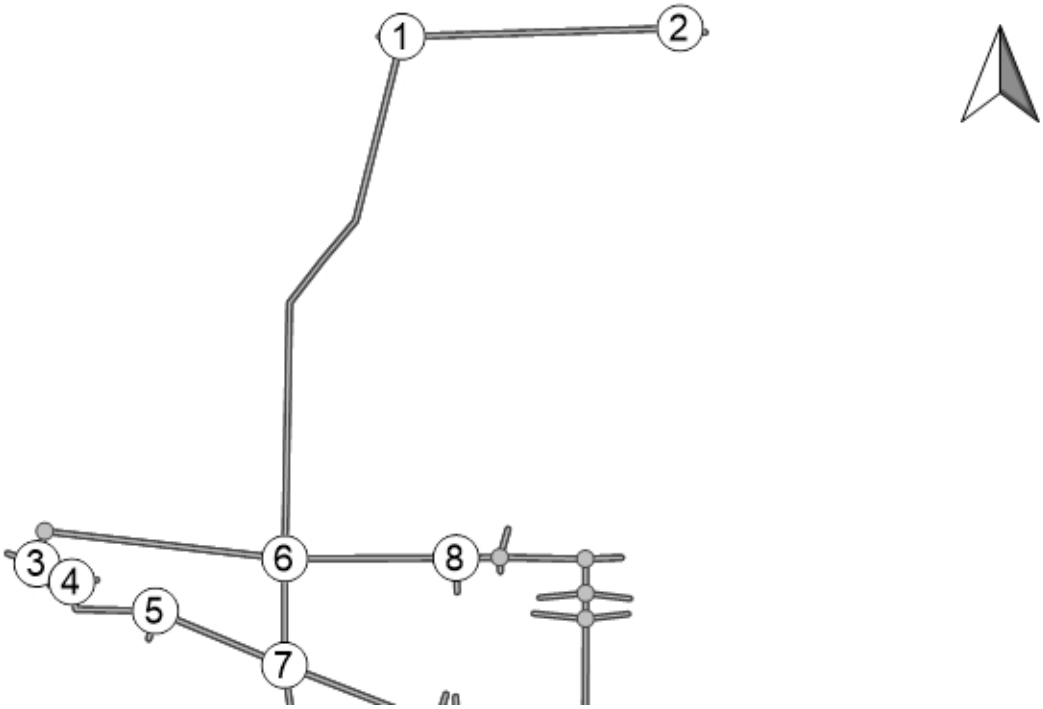
	04:45 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	40	**137**	**23**	**200**	**36**	132	41	**209**	43	121	49	213	29	**390**	78	**497**
+15 mins.	42	107	10	159	31	108	**42**	181	**49**	**126**	**55**	**230**	**46**	323	43	412
+30 mins.	**43**	115	22	180	36	**145**	23	204	29	124	53	206	36	336	80	452
+45 mins.	39	129	13	181	32	131	29	192	31	117	51	199	24	360	**97**	481
Total Volume	164	488	68	720	135	516	135	786	152	488	208	848	135	1409	298	1842
% App. Total	22.8	67.8	9.4		17.2	65.6	17.2		17.9	57.5	24.5		7.3	76.5	16.2	
PHF	.953	.891	.739	.900	.938	.890	.804	.940	.776	.968	.945	.922	.734	.903	.768	.927

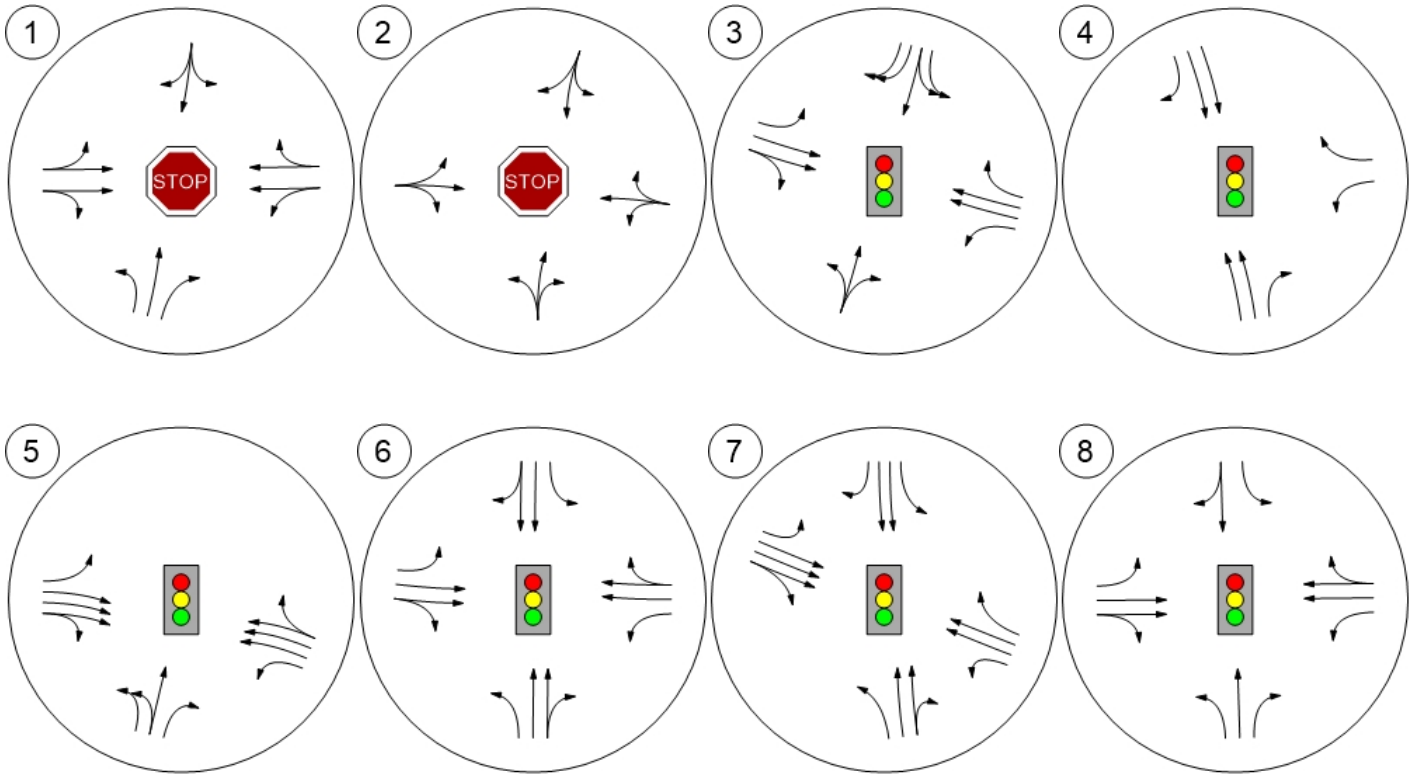
Appendix 4 — Existing (2023) Intersection Peak Hour Volumes, Traffic Controls, and Lane Configurations

Study Intersections

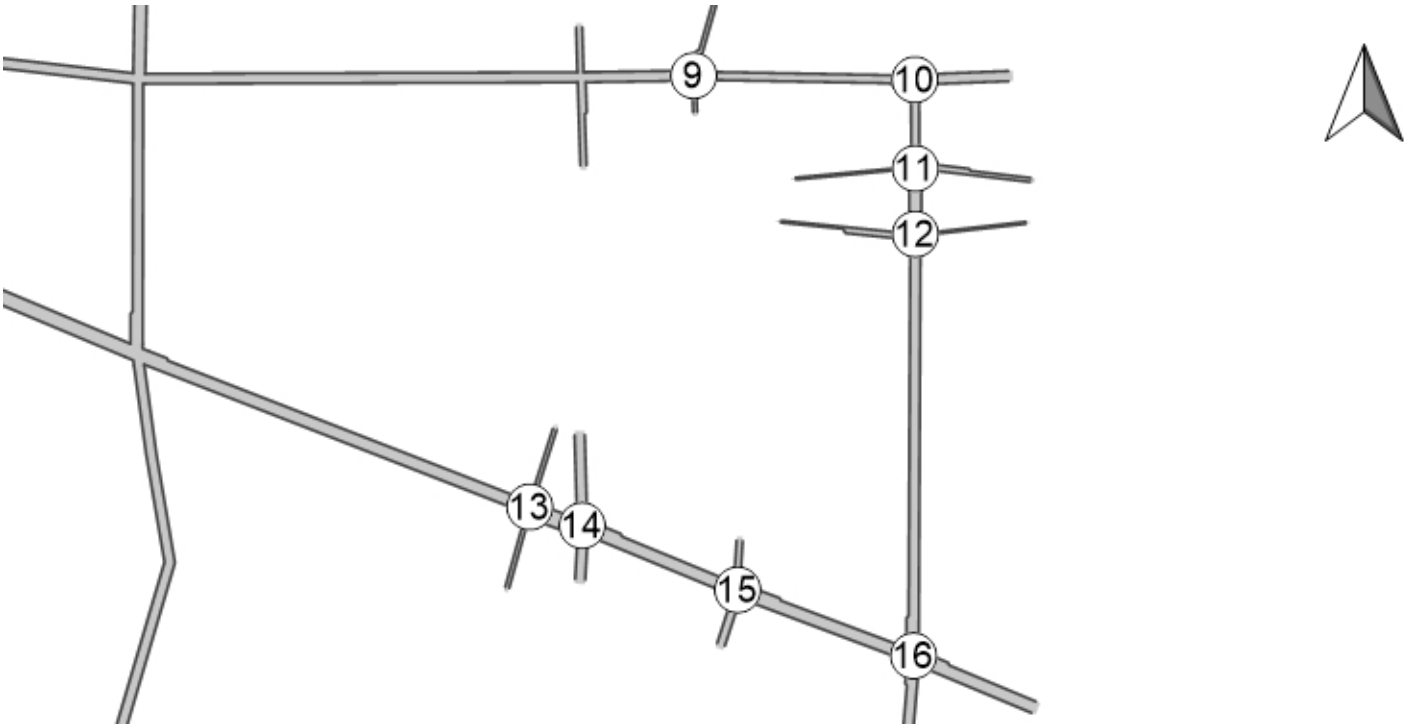


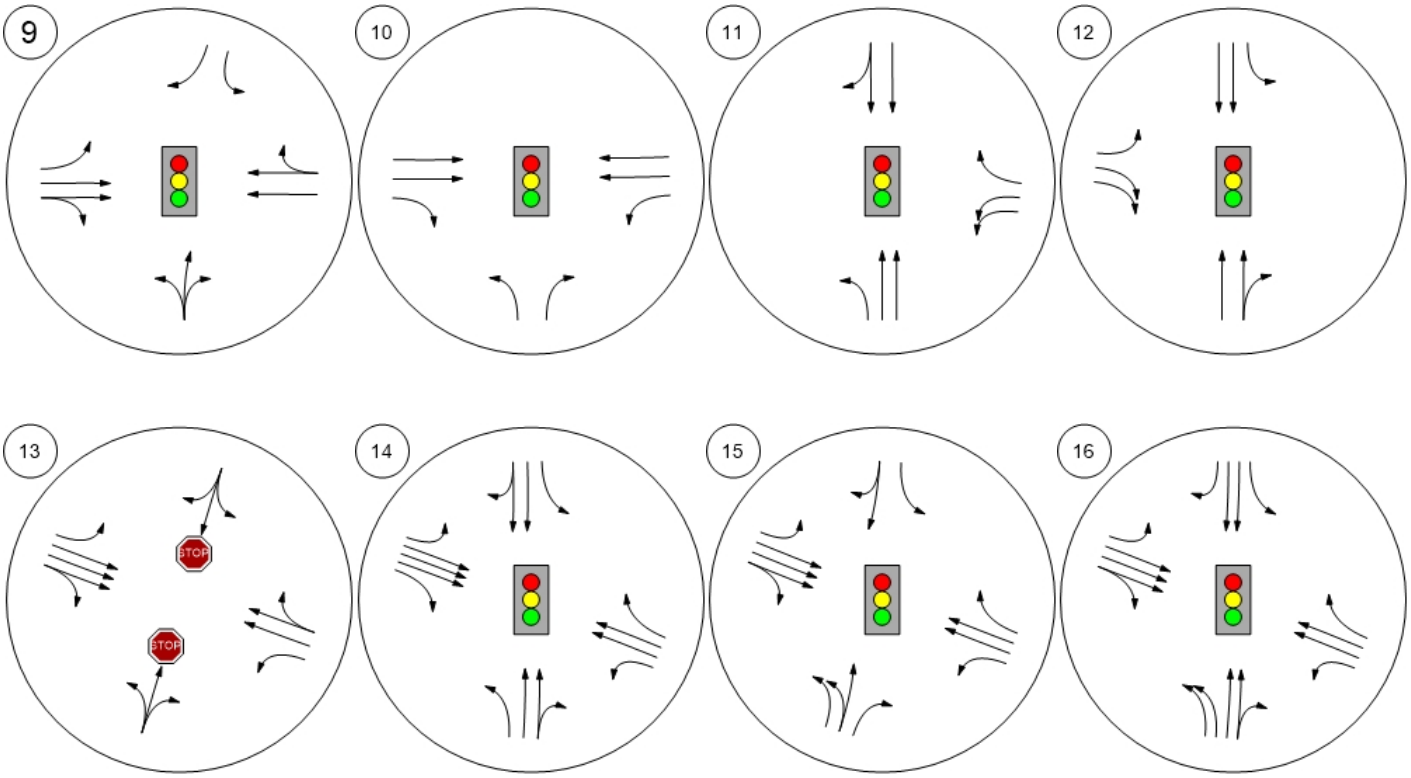
Lane Configuration and Traffic Control



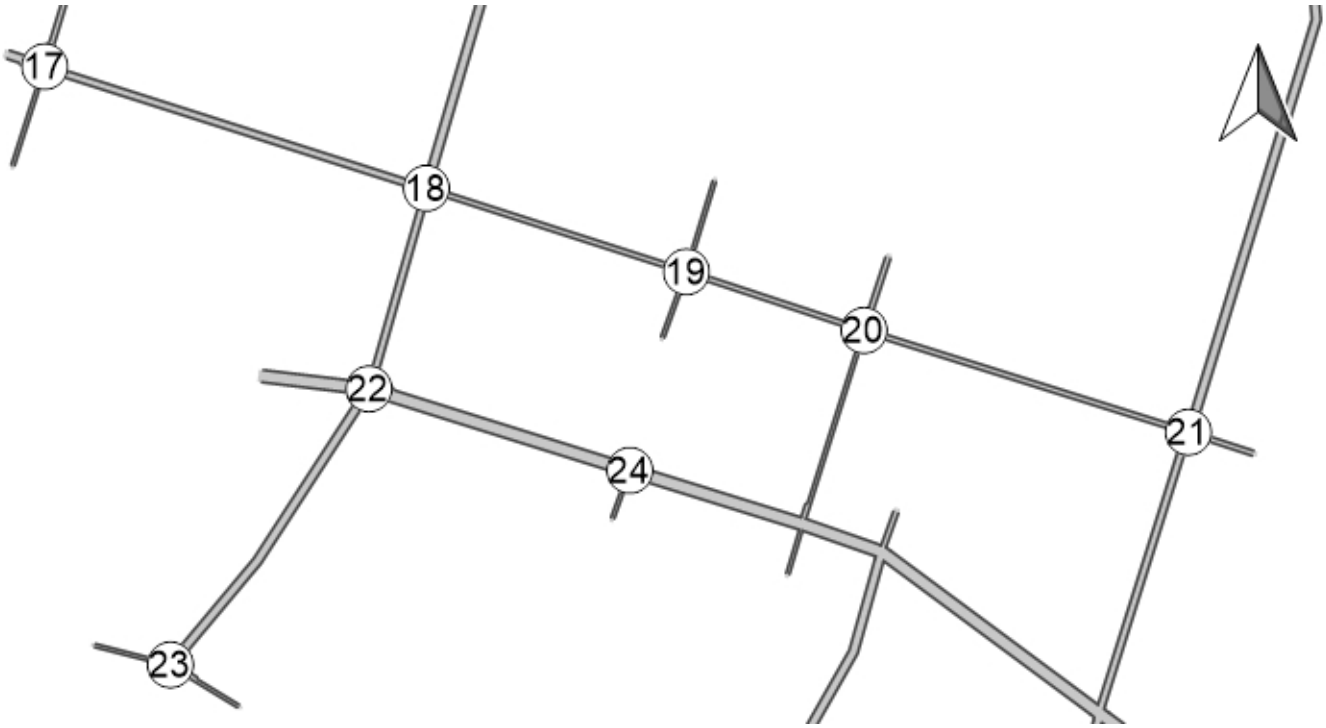


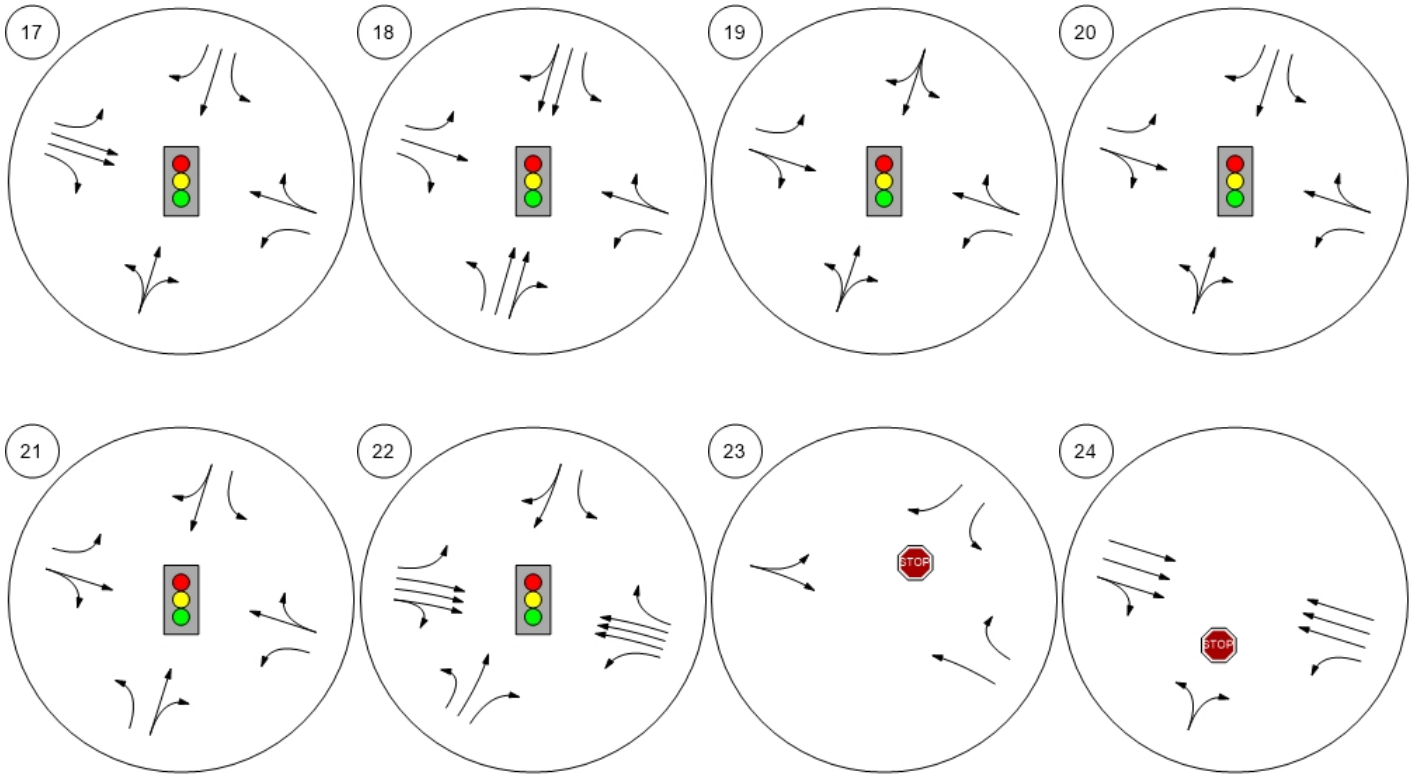
Lane Configuration and Traffic Control



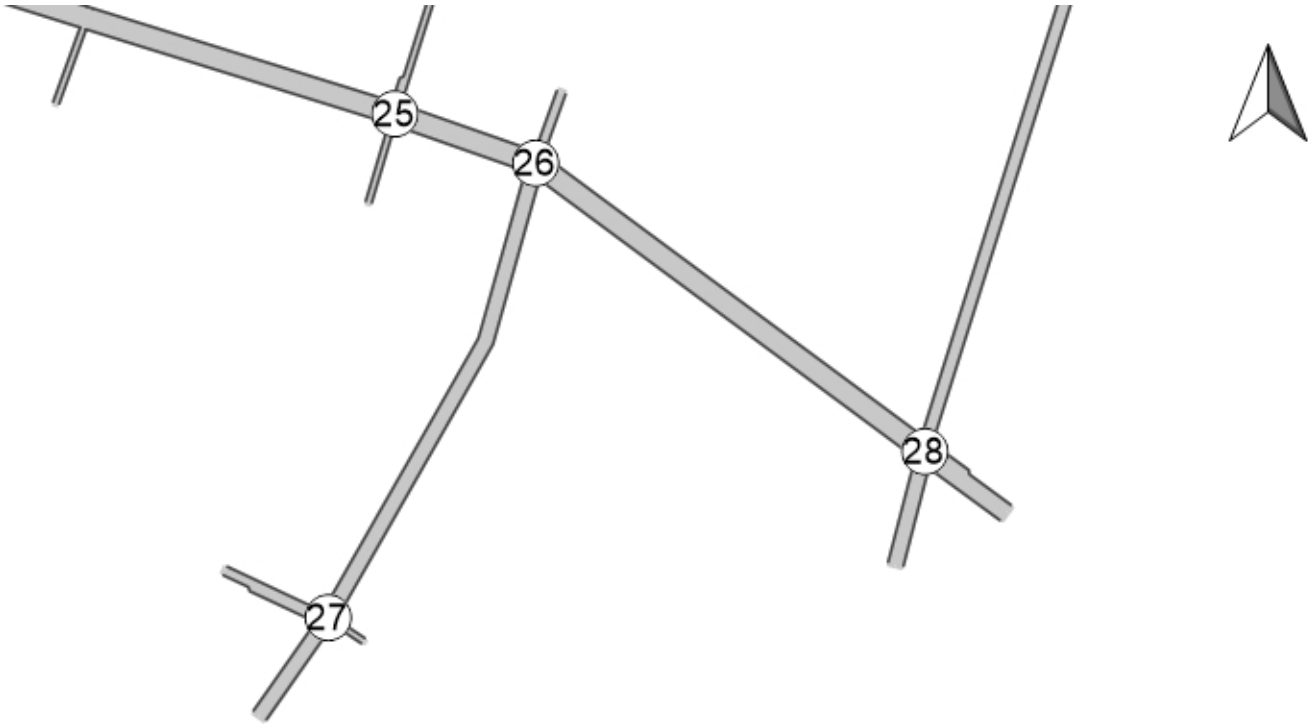


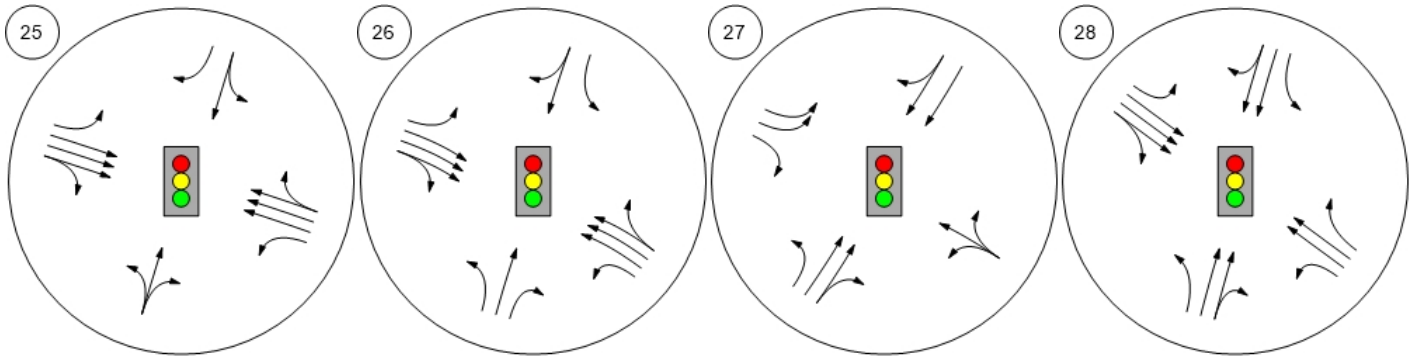
Lane Configuration and Traffic Control



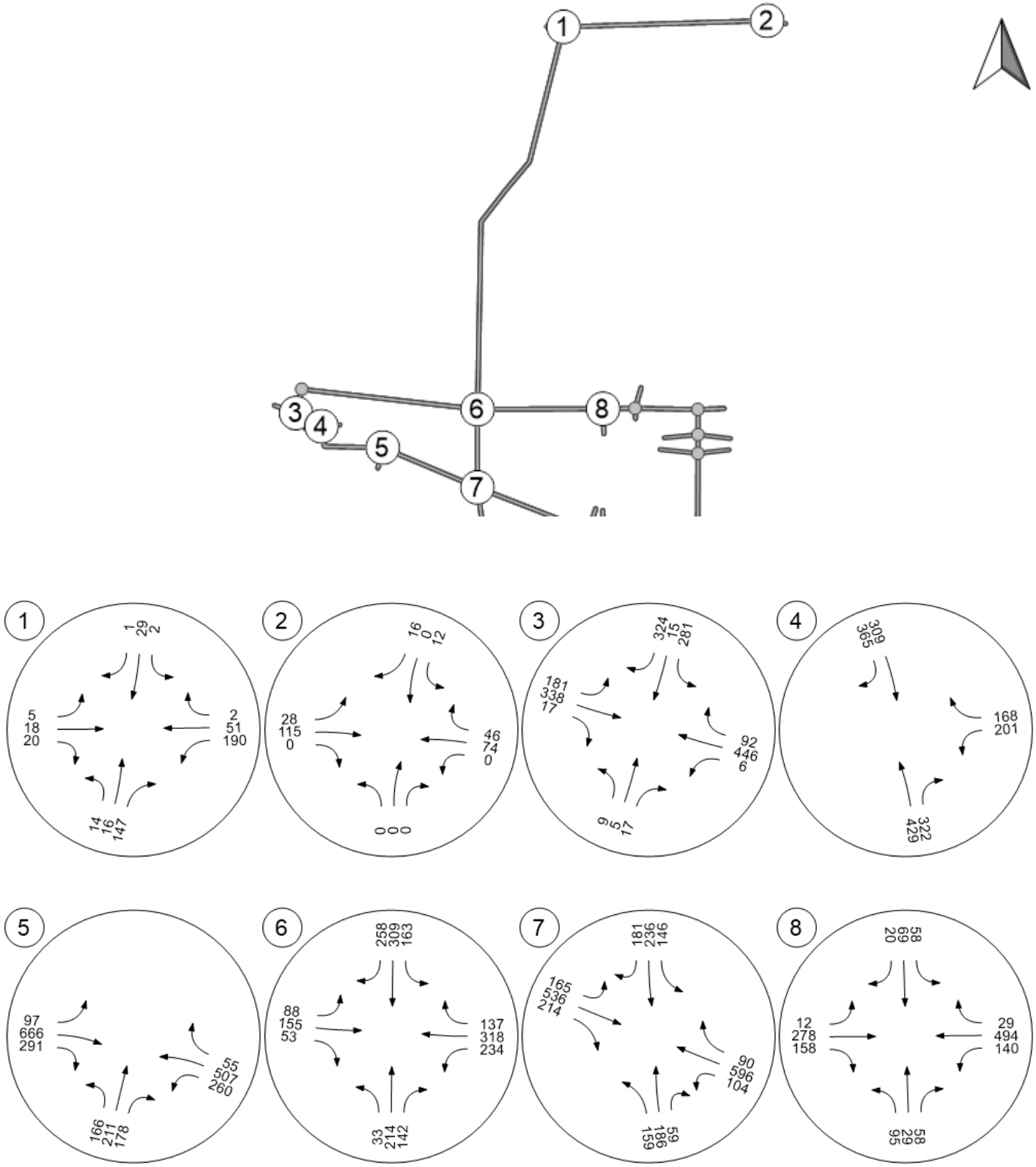


Lane Configuration and Traffic Control

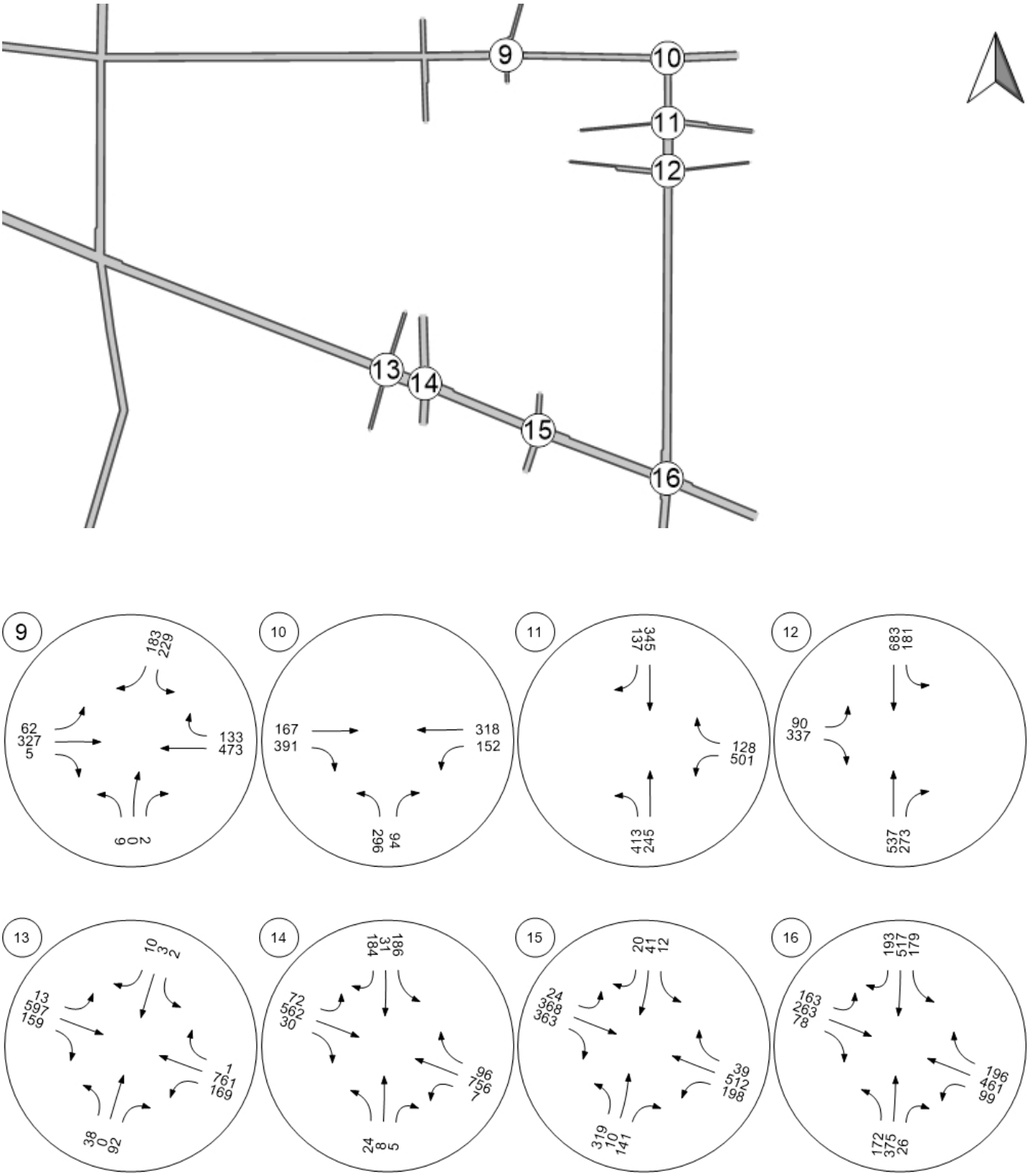




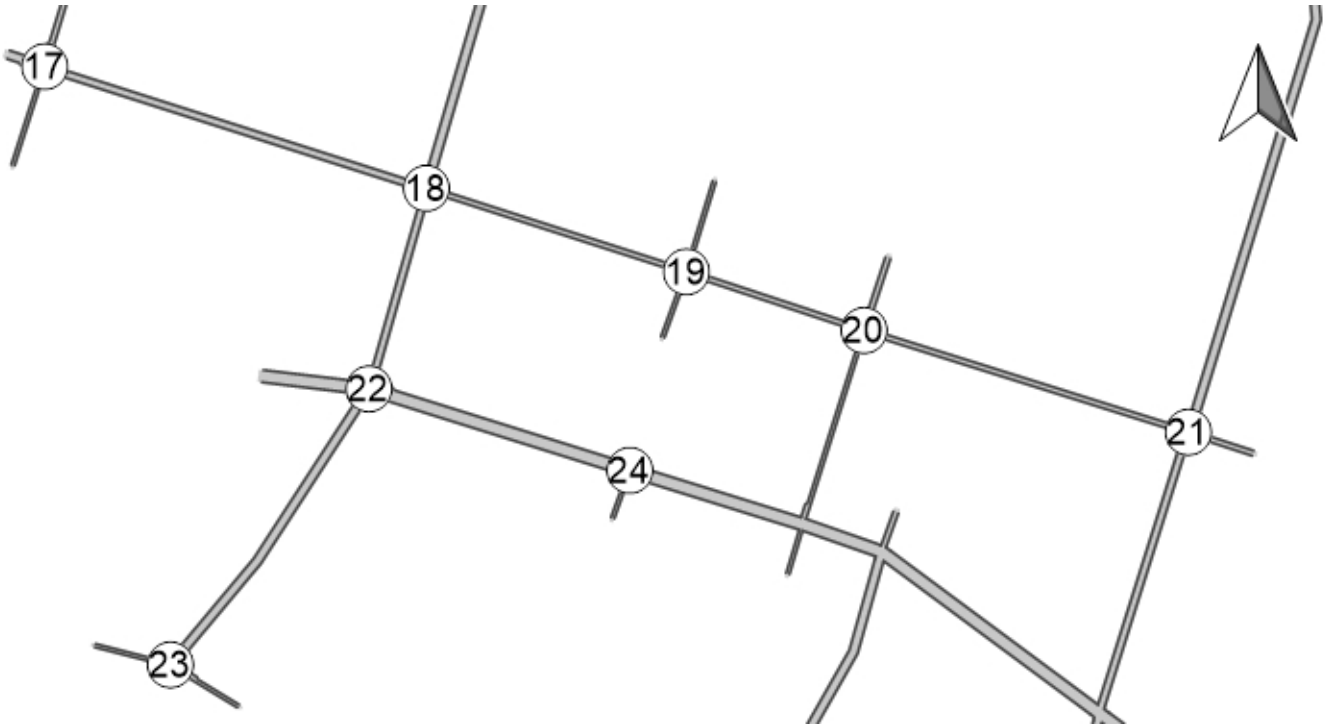
Traffic Volume - Base Volume

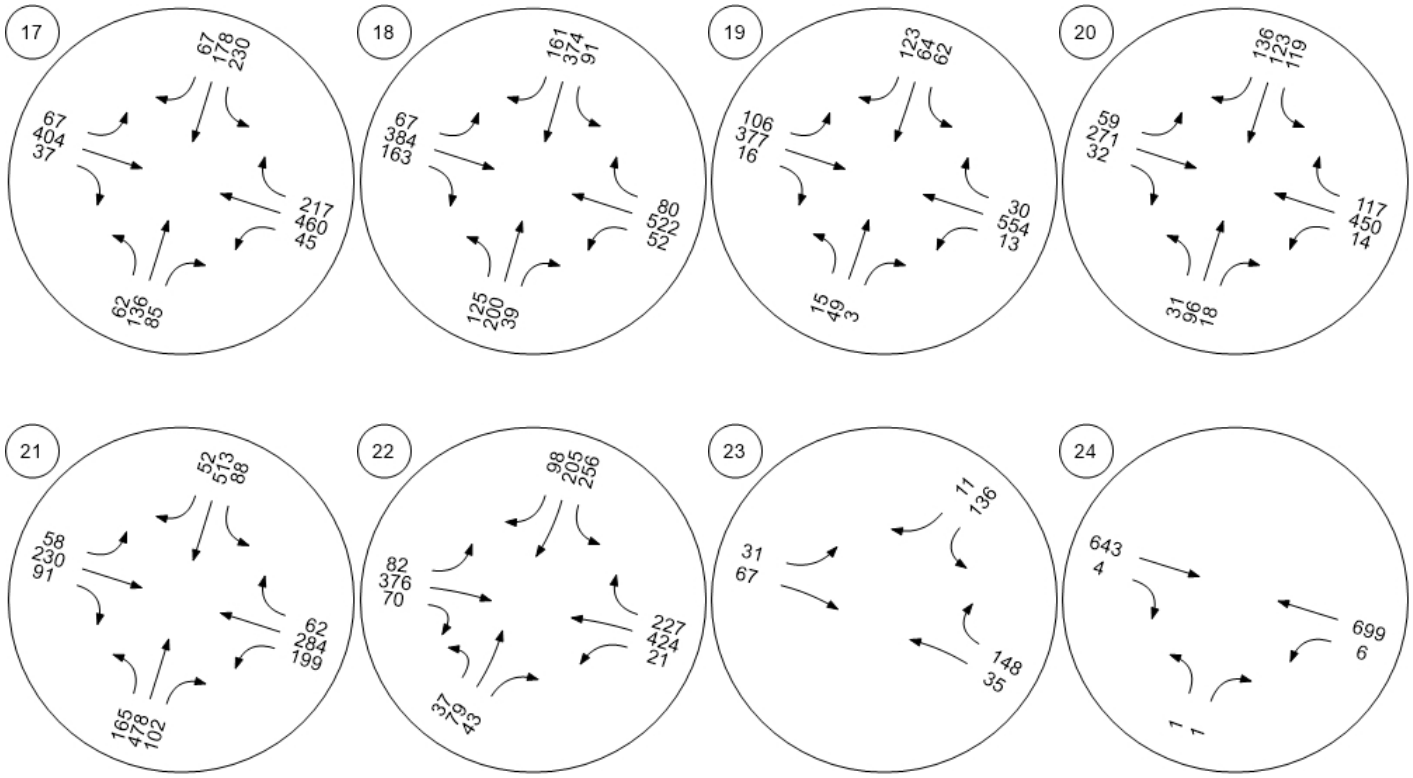


Traffic Volume - Base Volume

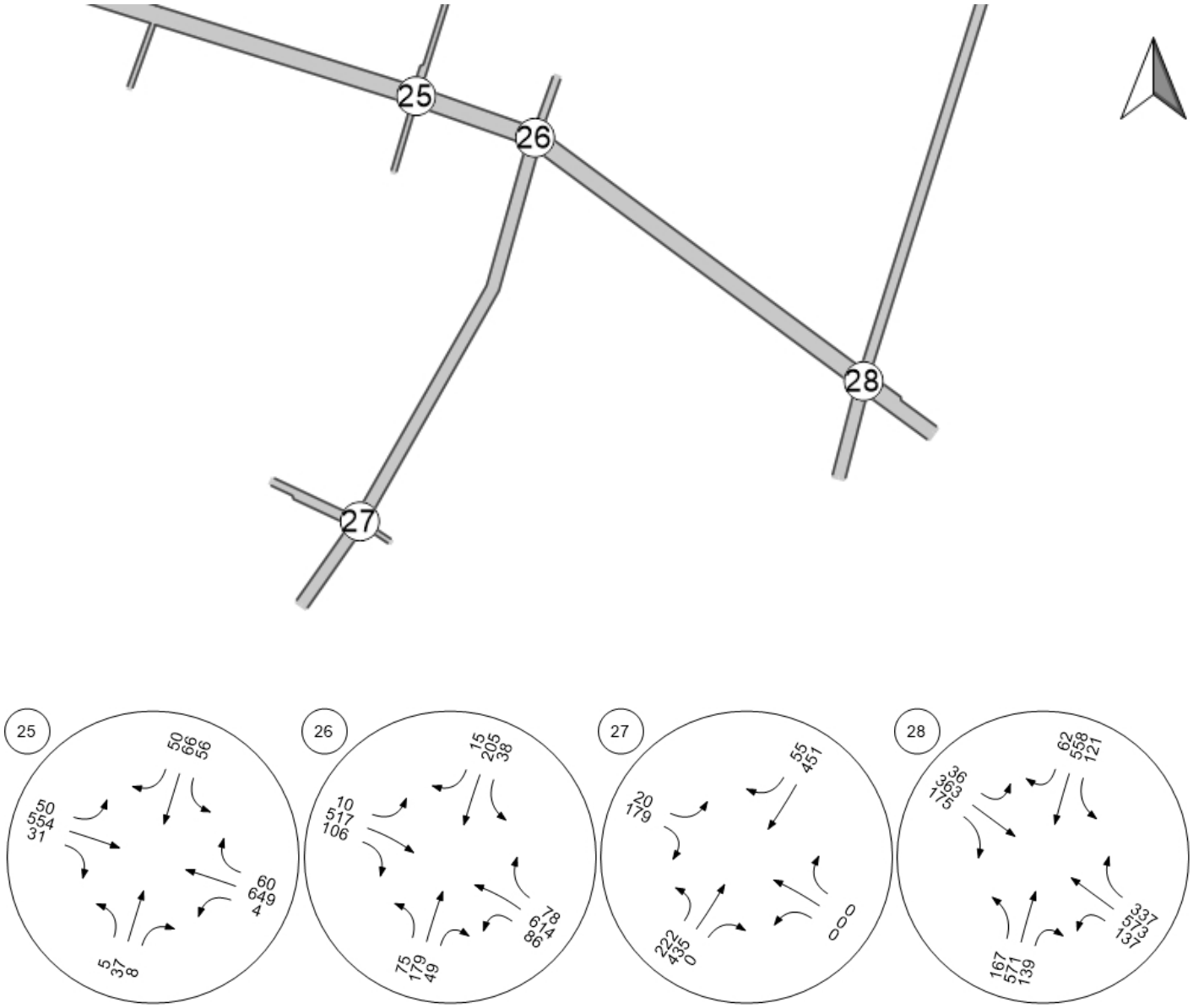


Traffic Volume - Base Volume

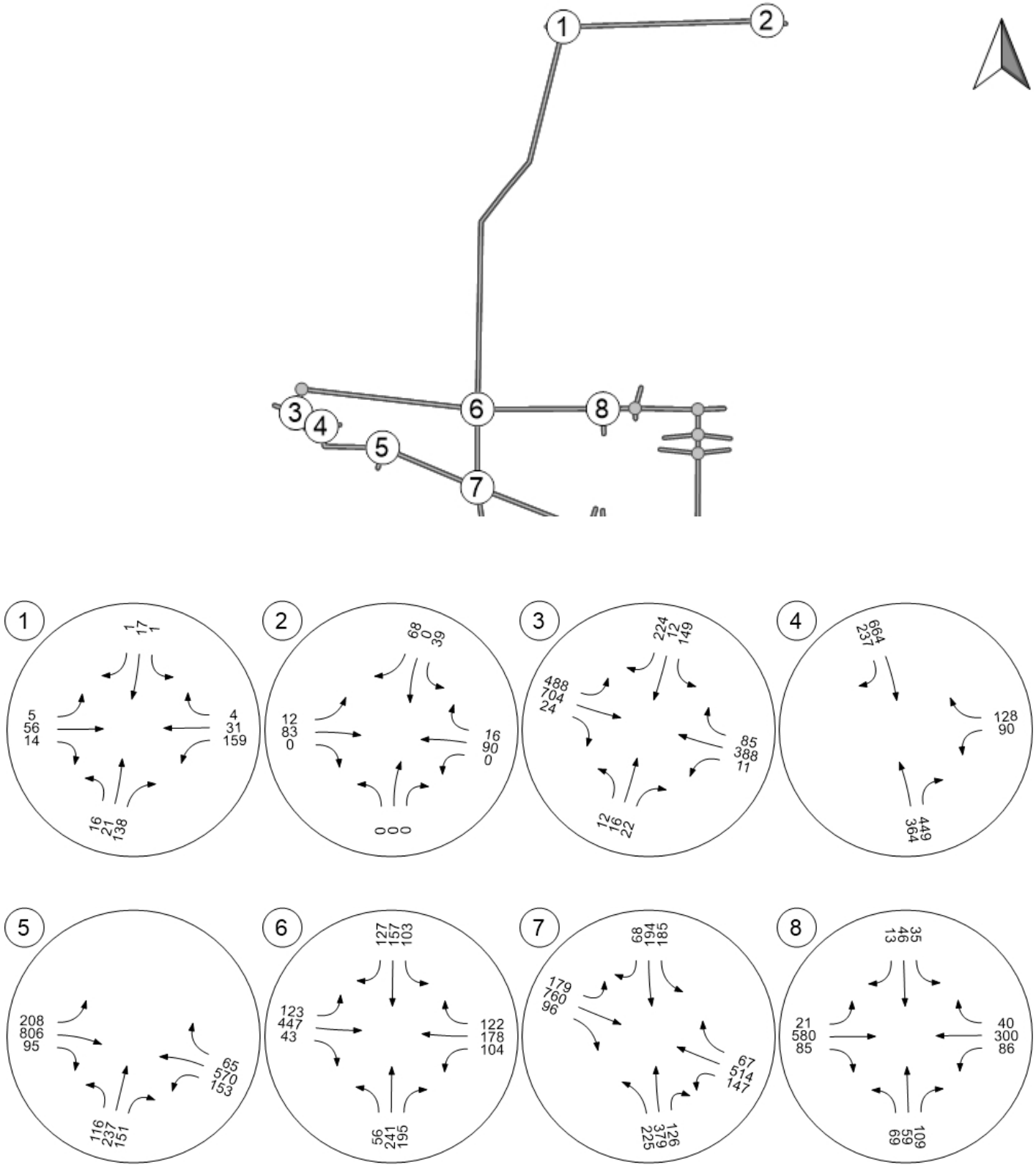




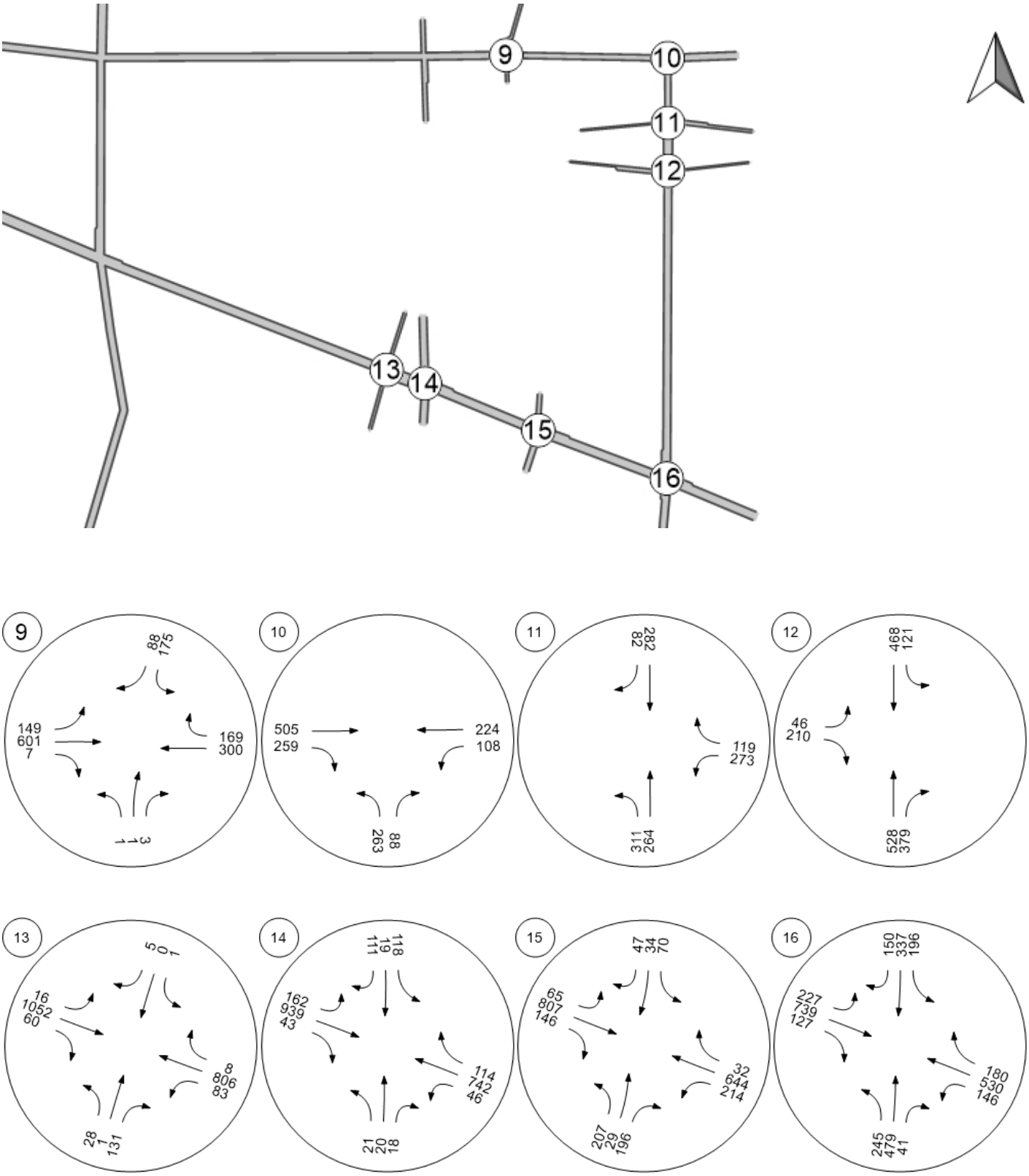
Traffic Volume - Base Volume



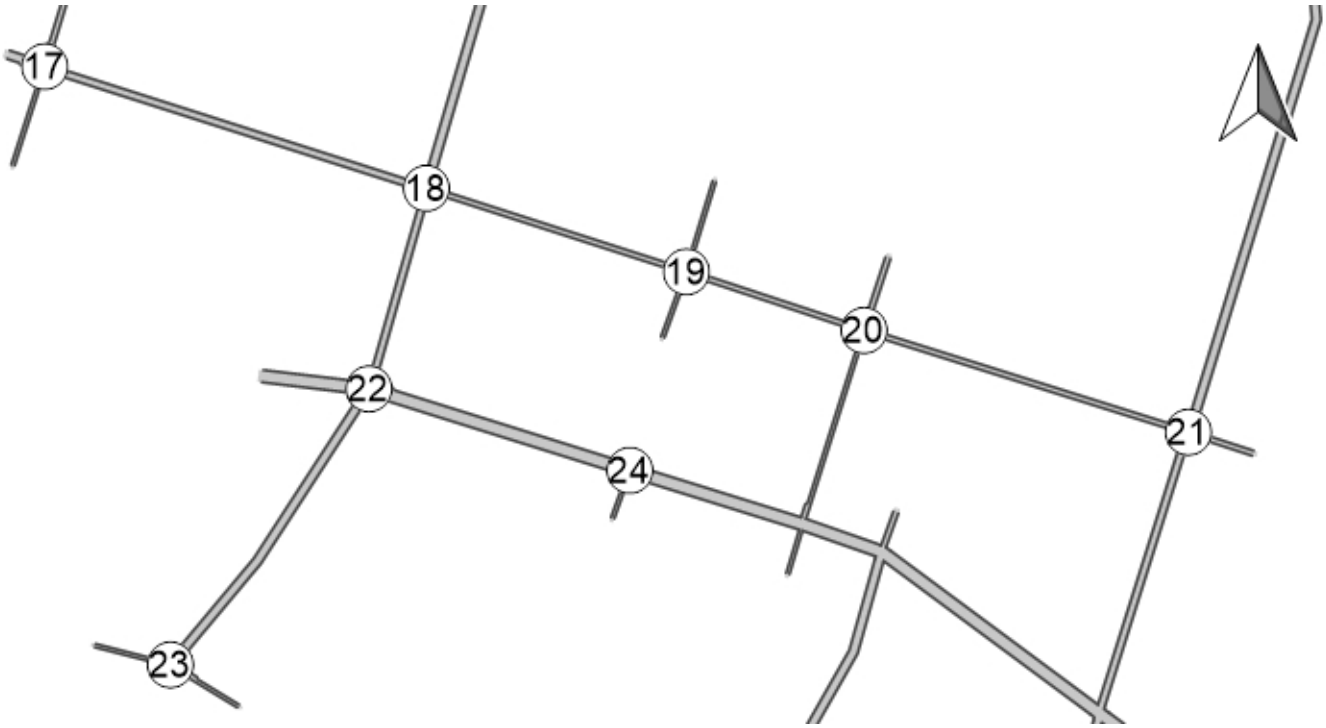
Traffic Volume - Base Volume

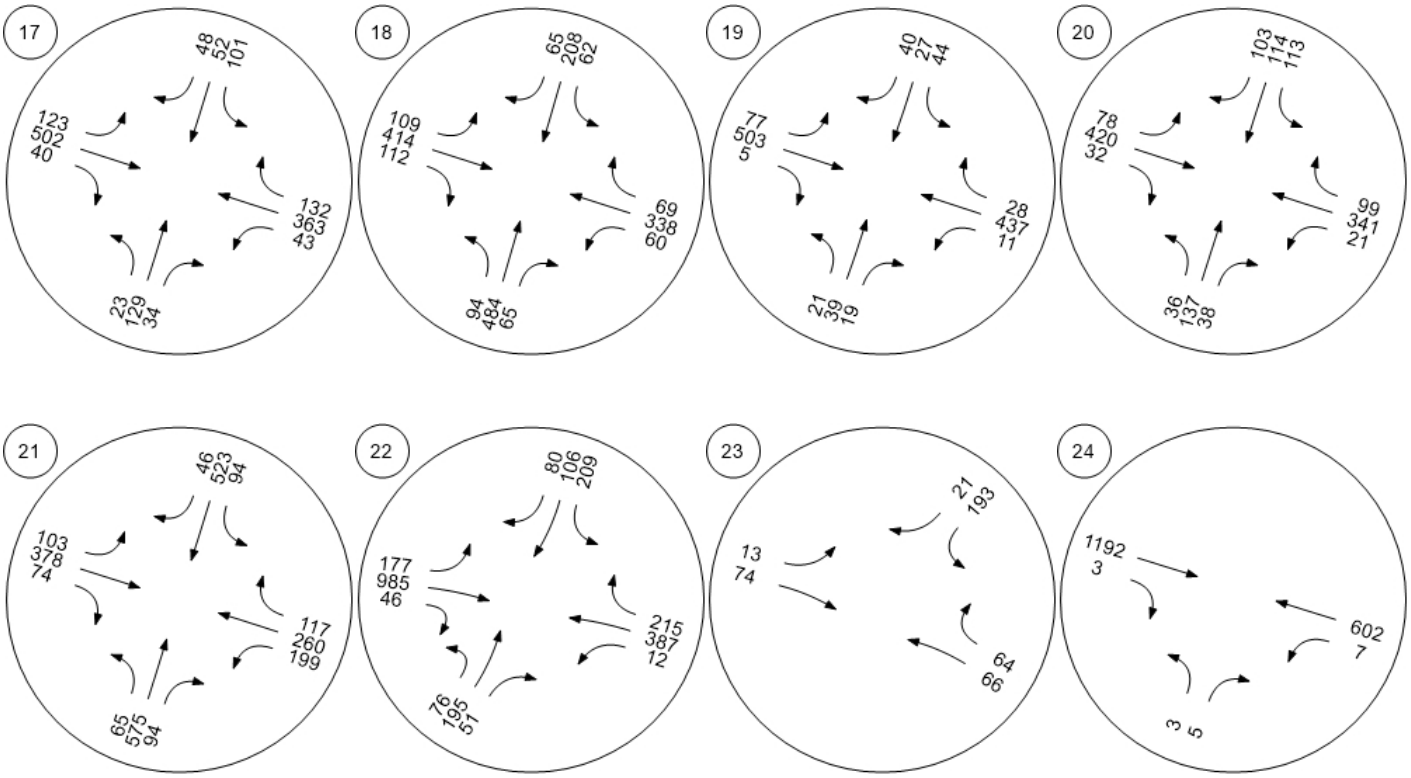


Traffic Volume - Base Volume

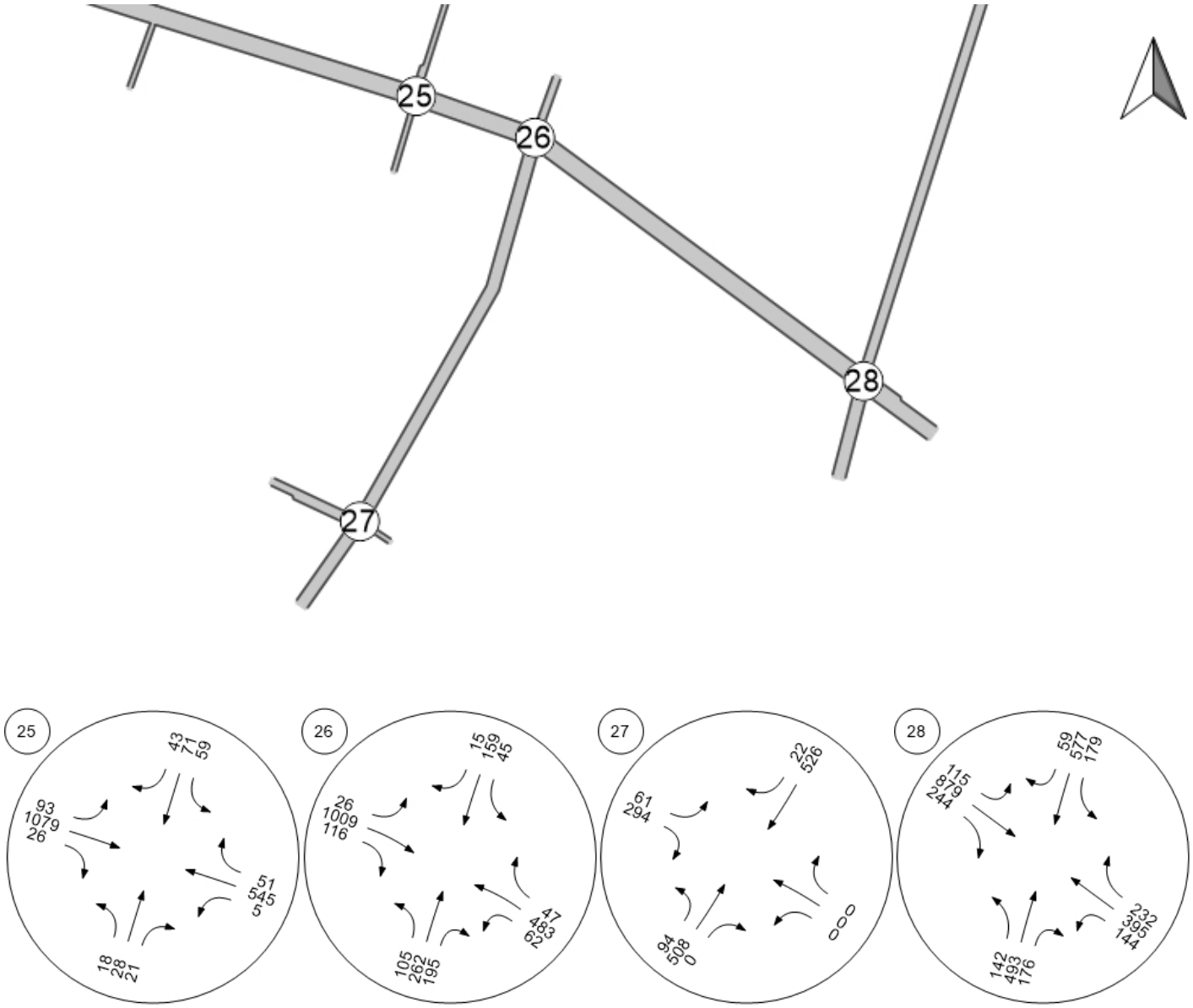


Traffic Volume - Base Volume





Traffic Volume - Base Volume



Appendix 5 — Existing (2023) Intersection LOS Worksheets

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Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\2023_AM_LOS.pdf

Scenario 3 03_2023_AM
5/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1		All-way stop	HCM 7th Edition	WB Left	0.370	10.0	B
2		All-way stop	HCM 7th Edition	EB Thru	0.200	7.9	A
3		Signalized	ICU 1	WB Thru	0.484	-	A
4		Signalized	ICU 1	NB Right	0.427	-	A
5		Signalized	ICU 1	EB Right	0.594	-	A
6		Signalized	ICU 1	SB Thru	0.524	-	A
7		Signalized	ICU 1	WB Thru	0.602	-	B
8		Signalized	ICU 1	WB Thru	0.439	-	A
9		Signalized	ICU 1	WB Thru	0.473	-	A
10		Signalized	ICU 1	NB Left	0.439	-	A
11		Signalized	ICU 1	NB Left	0.683	-	B
12		Signalized	ICU 1	NB Thru	0.583	-	A
13		Two-way stop	HCM 7th Edition	NB Left	0.857	206.0	F
14		Signalized	ICU 1	WB Thru	0.502	-	A
15		Signalized	ICU 1	WB Thru	0.517	-	A
16		Signalized	ICU 1	SB Thru	0.583	-	A
17		Signalized	ICU 1	WB Right	0.886	-	D
18		Signalized	ICU 1	WB Thru	0.763	-	C
19		Signalized	ICU 1	WB Right	0.696	-	B
20		Signalized	ICU 1	WB Right	0.667	-	B
21		Signalized	ICU 1	NB Thru	0.881	-	D
22		Signalized	ICU 1	SB Right	0.506	-	A
23		Two-way stop	HCM 7th Edition	SB Left	0.239	11.3	B
24		Two-way stop	HCM 7th Edition	NB Left	0.003	17.4	C
25		Signalized	ICU 1	WB Thru	0.358	-	A
26		Signalized	ICU 1	WB Thru	0.468	-	A
27		Signalized	ICU 1	SB Thru	0.404	-	A
28		Signalized	ICU 1	NB Right	0.631	-	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 1:

Control Type:	All-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.370

Intersection Setup

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Base Volume Input [veh/h]	14	16	147	2	29	1	5	18	20	190	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	16	147	2	29	1	5	18	20	190	51	2
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	5	44	1	9	0	2	5	6	57	15	1
Total Analysis Volume [veh/h]	17	19	177	2	35	1	6	22	24	229	61	2
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	600	655	750	601	603	691	619	679
Degree of Utilization, x	0.03	0.03	0.24	0.06	0.04	0.04	0.37	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.09	0.91	0.20	0.14	0.12	1.71	0.31
95th-Percentile Queue Length [ft]	2.18	2.24	22.87	5.05	3.38	2.93	42.64	7.64
Approach Delay [s/veh]	8.91			9.39	8.53		11.18	
Approach LOS	A			A	A		B	
Intersection Delay [s/veh]	10.02							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2:

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Base Volume Input [veh/h]	0	0	0	12	0	16	28	115	0	0	74	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	12	0	16	28	115	0	0	74	46
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	5	8	35	0	0	22	14
Total Analysis Volume [veh/h]	0	0	0	14	0	19	34	139	0	0	89	55
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	778	833	864	915
Degree of Utilization, x	0.00	0.04	0.20	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.12	0.74	0.56
95th-Percentile Queue Length [ft]	0.00	3.09	18.61	13.92
Approach Delay [s/veh]	0.00	7.50	8.21	7.67
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.92			
Intersection LOS	A			

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 3:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	75.00	100.00	125.00	345.00	100.00	100.00	150.00	100.00	240.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	9	5	17	281	15	324	181	338	17	6	446	92
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	5	17	281	15	324	181	338	17	6	446	92
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	4	70	4	81	45	85	4	2	112	23
Total Analysis Volume [veh/h]	9	5	17	281	15	324	181	338	17	6	446	92
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Unsign
Signal Group	8	8	8	4	4	4	0	2	2	0	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.02	0.09	0.09	0.11	0.11	0.11	0.11	0.00	0.14	0.00
Intersection LOS	A											
Intersection V/C	0.484											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 4:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.427

Intersection Setup

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Base Volume Input [veh/h]	0	429	322	0	309	365	0	0	0	201	0	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	429	322	0	309	365	0	0	0	201	0	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	107	81	0	77	91	0	0	0	50	0	42
Total Analysis Volume [veh/h]	0	429	322	0	309	365	0	0	0	201	0	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	2	0	6	0	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.11
Intersection LOS	A											
Intersection V/C	0.427											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 5:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	310.00	100.00	100.00	100.00	245.00	100.00	100.00	380.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			0.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	166	211	178	0	0	0	97	666	291	260	507	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	166	211	178	0	0	0	97	666	291	260	507	55
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	53	45	0	0	0	24	167	73	65	127	14
Total Analysis Volume [veh/h]	166	211	178	0	0	0	97	666	291	260	507	55
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Overla	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	1	0	0	0	0	2	2	0	6	6
Auxiliary Signal Groups			1,8									
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.13	0.11	0.00	0.00	0.00	0.06	0.20	0.20	0.16	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.594											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 6:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	33	214	142	163	309	258	88	155	53	234	318	137
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	214	142	163	309	258	88	155	53	234	318	137
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	54	36	41	77	65	22	39	13	59	80	34
Total Analysis Volume [veh/h]	33	214	142	163	309	258	88	155	53	234	318	137
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.11	0.11	0.10	0.18	0.18	0.06	0.07	0.07	0.15	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.524											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 7:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	150.00	355.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	159	186	59	146	236	181	165	536	214	104	596	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	186	59	146	236	181	165	536	214	104	596	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	47	15	37	59	45	41	134	54	26	149	23
Total Analysis Volume [veh/h]	159	186	59	146	236	181	165	536	214	104	596	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.08	0.08	0.09	0.07	0.11	0.10	0.16	0.16	0.07	0.19	0.06
Intersection LOS	B											
Intersection V/C	0.602											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 8:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	75.00	100.00	100.00	115.00	100.00	100.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	95	29	58	58	69	20	12	278	158	140	494	29
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	95	29	58	58	69	20	12	278	158	140	494	29
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	7	15	15	17	5	3	70	40	35	124	7
Total Analysis Volume [veh/h]	95	29	58	58	69	20	12	278	158	140	494	29
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.02	0.04	0.04	0.06	0.06	0.01	0.14	0.14	0.09	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.439											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 9:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.473

Intersection Setup

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	9	0	2	229	0	183	62	327	5	0	473	133
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	2	229	0	183	62	327	5	0	473	133
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	1	57	0	46	16	82	1	0	118	33
Total Analysis Volume [veh/h]	9	0	2	229	0	183	62	327	5	0	473	133
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	0	3	4	0	4	2	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.00	0.11	0.04	0.10	0.10	0.00	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.473											

Intersection Level Of Service Report
Intersection 10:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.439

Intersection Setup

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Base Volume Input [veh/h]	296	94	167	391	152	318
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	94	167	391	152	318
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	24	42	98	38	80
Total Analysis Volume [veh/h]	296	94	167	391	152	318
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Permissive	Overlap	Permissive	Permissive
Signal Group	4	2	2	2	6	6
Auxiliary Signal Groups		2,4		2,4		
Lead / Lag	Lag	-	-	-	Lag	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.06	0.05	0.06	0.10	0.10
Intersection LOS	A					
Intersection V/C	0.439					

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 11:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Base Volume Input [veh/h]	413	245	0	0	345	137	0	0	0	501	0	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	413	245	0	0	345	137	0	0	0	501	0	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	61	0	0	86	34	0	0	0	125	0	32
Total Analysis Volume [veh/h]	413	245	0	0	345	137	0	0	0	501	0	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	0	0	6	6	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.26	0.08	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.17	0.00	0.08
Intersection LOS	B											
Intersection V/C	0.683											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 12:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	2	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			0.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	537	273	181	683	0	90	0	337	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	537	273	181	683	0	90	0	337	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	134	68	45	171	0	23	0	84	0	0	0
Total Analysis Volume [veh/h]	0	537	273	181	683	0	90	0	337	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis
Signal Group	0	2	2	0	6	0	4	0	4	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.25	0.25	0.11	0.21	0.00	0.06	0.00	0.12	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.583											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Two-way stop	Delay (sec / veh):	206.0
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.857

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	38	0	92	2	3	10	13	597	159	169	761	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	0	92	2	3	10	13	597	159	169	761	1
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	0	27	1	1	3	4	178	47	50	226	0
Total Analysis Volume [veh/h]	45	0	110	2	4	12	15	711	189	201	906	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.86	0.00	0.23	0.04	0.18	0.03	0.02	0.01	0.00	0.46	0.01	0.00
d_M, Delay for Movement [s/veh]	205.98	276.55	144.96	100.69	180.12	28.08	9.88	0.00	0.00	19.85	0.00	0.00
Movement LOS	F	F	F	F	F	D	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	8.44	8.44	8.44	0.87	0.87	0.87	0.06	0.00	0.00	2.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	210.98	210.98	210.98	21.83	21.83	21.83	1.52	0.00	0.00	58.40	0.00	0.00
d_A, Approach Delay [s/veh]	162.68			69.93			0.16			3.60		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	13.94											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	180.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	24	8	5	186	31	184	72	562	30	7	756	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	8	5	186	31	184	72	562	30	7	756	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	1	47	8	46	18	141	8	2	189	24
Total Analysis Volume [veh/h]	24	8	5	186	31	184	72	562	30	7	756	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.12	0.07	0.07	0.05	0.12	0.02	0.00	0.24	0.06
Intersection LOS	A											
Intersection V/C	0.502											

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Intersection Level Of Service Report
Intersection 15:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	375.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	319	10	141	12	41	20	24	368	363	198	512	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	319	10	141	12	41	20	24	368	363	198	512	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	3	35	3	10	5	6	92	91	50	128	10
Total Analysis Volume [veh/h]	319	10	141	12	41	20	24	368	363	198	512	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.09	0.01	0.04	0.04	0.02	0.15	0.15	0.12	0.16	0.02
Intersection LOS	A											
Intersection V/C	0.517											

Intersection Level Of Service Report
Intersection 16:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.583

Intersection Setup

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	350.00	100.00	150.00	150.00	100.00	100.00	145.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	172	375	26	179	517	193	163	263	78	99	461	196
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	375	26	179	517	193	163	263	78	99	461	196
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	94	7	45	129	48	41	66	20	25	115	49
Total Analysis Volume [veh/h]	172	375	26	179	517	193	163	263	78	99	461	196
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.13	0.13	0.11	0.16	0.12	0.10	0.07	0.07	0.06	0.14	0.12
Intersection LOS	A											
Intersection V/C	0.583											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	62	136	85	230	178	67	67	404	37	45	460	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	136	85	230	178	67	67	404	37	45	460	217
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	34	21	58	45	17	17	101	9	11	115	54
Total Analysis Volume [veh/h]	62	136	85	230	178	67	67	404	37	45	460	217
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.14	0.11	0.04	0.04	0.13	0.02	0.03	0.42	0.42
Intersection LOS	D											
Intersection V/C	0.886											

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Intersection Level Of Service Report
Intersection 18:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	110.00	100.00	100.00	125.00	100.00	100.00	95.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	125	200	39	91	374	161	67	384	163	52	522	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	200	39	91	374	161	67	384	163	52	522	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	50	10	23	94	40	17	96	41	13	131	20
Total Analysis Volume [veh/h]	125	200	39	91	374	161	67	384	163	52	522	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	6	6	6	2	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.07	0.07	0.06	0.17	0.17	0.04	0.24	0.10	0.03	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.763											

Intersection Level Of Service Report
Intersection 19:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	15	49	3	62	64	123	106	377	16	13	554	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	49	3	62	64	123	106	377	16	13	554	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	12	1	16	16	31	27	94	4	3	139	8
Total Analysis Volume [veh/h]	15	49	3	62	64	123	106	377	16	13	554	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.04	0.16	0.16	0.07	0.25	0.25	0.01	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.696											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 20:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.667

Intersection Setup

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	85.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	31	96	18	119	123	136	59	271	32	14	450	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	96	18	119	123	136	59	271	32	14	450	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	24	5	30	31	34	15	68	8	4	113	29
Total Analysis Volume [veh/h]	31	96	18	119	123	136	59	271	32	14	450	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.09	0.09	0.07	0.08	0.09	0.04	0.19	0.19	0.01	0.35	0.35
Intersection LOS	B											
Intersection V/C	0.667											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.881

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	165	478	102	88	513	52	58	230	91	199	284	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	165	478	102	88	513	52	58	230	91	199	284	62
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	120	26	22	128	13	15	58	23	50	71	16
Total Analysis Volume [veh/h]	165	478	102	88	513	52	58	230	91	199	284	62
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.36	0.36	0.06	0.35	0.35	0.04	0.20	0.20	0.12	0.22	0.22
Intersection LOS	D											
Intersection V/C	0.881											

Intersection Level Of Service Report
Intersection 22:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.506

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	280.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	37	79	43	256	205	98	82	376	70	21	424	227
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	37	79	43	256	205	98	82	376	70	21	424	227
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	20	11	64	51	25	21	94	18	5	106	57
Total Analysis Volume [veh/h]	37	79	43	256	205	98	82	376	70	21	424	227
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.16	0.19	0.19	0.05	0.09	0.09	0.01	0.09	0.14
Intersection LOS	A											
Intersection V/C	0.506											

Intersection Level Of Service Report
Intersection 23:

Control Type:	Two-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.239

Intersection Setup

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Base Volume Input [veh/h]	136	11	31	67	35	148
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	11	31	67	35	148
Peak Hour Factor	0.7600	0.7600	0.7600	0.7600	0.7600	0.7600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	4	10	22	12	49
Total Analysis Volume [veh/h]	179	14	41	88	46	195
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.01	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.30	8.56	7.75	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.93	0.04	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.23	1.04	1.75	1.75	0.00	0.00
d_A, Approach Delay [s/veh]	11.11		2.46		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24:

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	75.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Base Volume Input [veh/h]	1	1	643	4	6	699
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	643	4	6	699
Peak Hour Factor	0.8900	0.8900	0.8900	0.8900	0.8900	0.8900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	181	1	2	196
Total Analysis Volume [veh/h]	1	1	722	4	7	785
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	17.44	11.68	0.00	0.00	11.84	0.00
Movement LOS	C	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.04	0.00
95th-Percentile Queue Length [ft/ln]	0.40	0.40	0.00	0.00	1.00	0.00
d_A, Approach Delay [s/veh]	14.56		0.00		0.10	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.07					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 25:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	65.00	155.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	5	37	8	56	66	50	50	554	31	4	649	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	37	8	56	66	50	50	554	31	4	649	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	2	14	17	13	13	139	8	1	162	15
Total Analysis Volume [veh/h]	5	37	8	56	66	50	50	554	31	4	649	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.03	0.04	0.08	0.03	0.03	0.12	0.12	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.358											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 26:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	70.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	75	179	49	38	205	15	10	517	106	86	614	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	179	49	38	205	15	10	517	106	86	614	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	45	12	10	51	4	3	129	27	22	154	20
Total Analysis Volume [veh/h]	75	179	49	38	205	15	10	517	106	86	614	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.11	0.03	0.02	0.14	0.14	0.01	0.13	0.13	0.05	0.14	0.14
Intersection LOS	A											
Intersection V/C	0.468											

Intersection Level Of Service Report
Intersection 27:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.404

Intersection Setup

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Base Volume Input [veh/h]	222	435	0	0	451	55	20	0	179	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	222	435	0	0	451	55	20	0	179	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	109	0	0	113	14	5	0	45	0	0	0
Total Analysis Volume [veh/h]	222	435	0	0	451	55	20	0	179	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	2	2	0	6	6	4	4	4	8	8	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.14	0.00	0.00	0.16	0.16	0.01	0.00	0.11	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.404											

Intersection Level Of Service Report
Intersection 28:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.631

Intersection Setup

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	140.00	100.00	100.00	115.00	100.00	100.00	205.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	167	571	139	121	558	62	36	363	175	137	573	337
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	167	571	139	121	558	62	36	363	175	137	573	337
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	143	35	30	140	16	9	91	44	34	143	84
Total Analysis Volume [veh/h]	167	571	139	121	558	62	36	363	175	137	573	337
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.22	0.08	0.19	0.19	0.02	0.11	0.11	0.09	0.18	0.21
Intersection LOS	B											
Intersection V/C	0.631											

Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\2023_AM_LOS.pdf

Scenario 3 03_2023_AM
5/30/2023

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1		14	16	147	2	29	1	5	18	20	190	51	2	495

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2		0	0	0	12	0	16	28	115	0	0	74	46	291

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3		9	5	17	281	15	324	181	338	17	6	446	92	1731

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Left	Right	
4		429	322	309	365	201	168	1794

ID	Intersection Name	Northbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5		166	211	178	97	666	291	260	507	55	2431

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6		33	214	142	163	309	258	88	155	53	234	318	137	2104

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7		159	186	59	146	236	181	165	536	214	104	596	90	2672

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8		95	29	58	58	69	20	12	278	158	140	494	29	1440

ID	Intersection Name	Northbound			Southbound		Eastbound			Westbound		Total Volume
		Left	Thru	Right	Left	Right	Left	Thru	Right	Thru	Right	
9		9	0	2	229	183	62	327	5	473	133	1423

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
10		296	94	167	391	152	318	1418

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11		413	245	345	137	501	128	1769

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
12		537	273	181	683	90	337	2101

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13		38	0	92	2	3	10	13	597	159	169	761	1	1845

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14		24	8	5	186	31	184	72	562	30	7	756	96	1961

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15		319	10	141	12	41	20	24	368	363	198	512	39	2047

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16		172	375	26	179	517	193	163	263	78	99	461	196	2722

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17		62	136	85	230	178	67	67	404	37	45	460	217	1988

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18		125	200	39	91	374	161	67	384	163	52	522	80	2258

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19		15	49	3	62	64	123	106	377	16	13	554	30	1412

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20		31	96	18	119	123	136	59	271	32	14	450	117	1466

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21		165	478	102	88	513	52	58	230	91	199	284	62	2322

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22		37	79	43	256	205	98	82	376	70	21	424	227	1918

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23		136	11	31	67	35	148	428

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
24		1	1	643	4	6	699	1354

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25		5	37	8	56	66	50	50	554	31	4	649	60	1570

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26		75	179	49	38	205	15	10	517	106	86	614	78	1972

ID	Intersection Name	Northbound			Southbound		Eastbound		Westbound			Total Volume
		Left	Thru	Right	Thru	Right	Left	Right	Left	Thru	Right	
27		222	435	0	451	55	20	179	0	0	0	1362

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28		167	571	139	121	558	62	36	363	175	137	573	337	3239

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Report File: H:\...\2023_AM_LOS.pdf

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Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1		Final Base	14	16	147	2	29	1	5	18	20	190	51	2	495
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**14**	**16**	**147**	**2**	**29**	**1**	**5**	**18**	**20**	**190**	**51**	**2**	**495**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2		Final Base	0	0	0	12	0	16	28	115	0	0	74	46	291
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**12**	**0**	**16**	**28**	**115**	**0**	**0**	**74**	**46**	**291**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3		Final Base	9	5	17	281	15	324	181	338	17	6	446	92	1731
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**5**	**17**	**281**	**15**	**324**	**181**	**338**	**17**	**6**	**446**	**92**	**1731**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Left	Right	
4		Final Base	429	322	309	365	201	168	1794
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**429**	**322**	**309**	**365**	**201**	**168**	**1794**

ID	Intersection Name	Volume Type	Northbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5		Final Base	166	211	178	97	666	291	260	507	55	2431
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	**166**	**211**	**178**	**97**	**666**	**291**	**260**	**507**	**55**	**2431**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6		Final Base	33	214	142	163	309	258	88	155	53	234	318	137	2104
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**33**	**214**	**142**	**163**	**309**	**258**	**88**	**155**	**53**	**234**	**318**	**137**	**2104**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7		Final Base	159	186	59	146	236	181	165	536	214	104	596	90	2672
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**159**	**186**	**59**	**146**	**236**	**181**	**165**	**536**	**214**	**104**	**596**	**90**	**2672**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8		Final Base	95	29	58	58	69	20	12	278	158	140	494	29	1440
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**95**	**29**	**58**	**58**	**69**	**20**	**12**	**278**	**158**	**140**	**494**	**29**	**1440**

ID	Intersection Name	Volume Type	Northbound			Southbound		Eastbound			Westbound		Total Volume
			Left	Thru	Right	Left	Right	Left	Thru	Right	Thru	Right	
9		Final Base	9	0	2	229	183	62	327	5	473	133	1423
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**9**	**0**	**2**	**229**	**183**	**62**	**327**	**5**	**473**	**133**	**1423**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10		Final Base	296	94	167	391	152	318	1418
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**296**	**94**	**167**	**391**	**152**	**318**	**1418**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11		Final Base	413	245	345	137	501	128	1769
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**413**	**245**	**345**	**137**	**501**	**128**	**1769**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
12		Final Base	537	273	181	683	90	337	2101
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**537**	**273**	**181**	**683**	**90**	**337**	**2101**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13		Final Base	38	0	92	2	3	10	13	597	159	169	761	1	1845
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**38**	**0**	**92**	**2**	**3**	**10**	**13**	**597**	**159**	**169**	**761**	**1**	**1845**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14		Final Base	24	8	5	186	31	184	72	562	30	7	756	96	1961
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**24**	**8**	**5**	**186**	**31**	**184**	**72**	**562**	**30**	**7**	**756**	**96**	**1961**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15		Final Base	319	10	141	12	41	20	24	368	363	198	512	39	2047
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**319**	**10**	**141**	**12**	**41**	**20**	**24**	**368**	**363**	**198**	**512**	**39**	**2047**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16		Final Base	172	375	26	179	517	193	163	263	78	99	461	196	2722
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**172**	**375**	**26**	**179**	**517**	**193**	**163**	**263**	**78**	**99**	**461**	**196**	**2722**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17		Final Base	62	136	85	230	178	67	67	404	37	45	460	217	1988
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**62**	**136**	**85**	**230**	**178**	**67**	**67**	**404**	**37**	**45**	**460**	**217**	**1988**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18		Final Base	125	200	39	91	374	161	67	384	163	52	522	80	2258
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**125**	**200**	**39**	**91**	**374**	**161**	**67**	**384**	**163**	**52**	**522**	**80**	**2258**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19		Final Base	15	49	3	62	64	123	106	377	16	13	554	30	1412
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**15**	**49**	**3**	**62**	**64**	**123**	**106**	**377**	**16**	**13**	**554**	**30**	**1412**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20		Final Base	31	96	18	119	123	136	59	271	32	14	450	117	1466
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**31**	**96**	**18**	**119**	**123**	**136**	**59**	**271**	**32**	**14**	**450**	**117**	**1466**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21		Final Base	165	478	102	88	513	52	58	230	91	199	284	62	2322
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**165**	**478**	**102**	**88**	**513**	**52**	**58**	**230**	**91**	**199**	**284**	**62**	**2322**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22		Final Base	37	79	43	256	205	98	82	376	70	21	424	227	1918
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**37**	**79**	**43**	**256**	**205**	**98**	**82**	**376**	**70**	**21**	**424**	**227**	**1918**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23		Final Base	136	11	31	67	35	148	428
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**136**	**11**	**31**	**67**	**35**	**148**	**428**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
24		Final Base	1	1	643	4	6	699	1354
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**1**	**1**	**643**	**4**	**6**	**699**	**1354**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25		Final Base	5	37	8	56	66	50	50	554	31	4	649	60	1570
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**5**	**37**	**8**	**56**	**66**	**50**	**50**	**554**	**31**	**4**	**649**	**60**	**1570**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26		Final Base	75	179	49	38	205	15	10	517	106	86	614	78	1972
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**75**	**179**	**49**	**38**	**205**	**15**	**10**	**517**	**106**	**86**	**614**	**78**	**1972**

ID	Intersection Name	Volume Type	Northbound			Southbound		Eastbound		Westbound			Total Volume
			Left	Thru	Right	Thru	Right	Left	Right	Left	Thru	Right	
27		Final Base	222	435	0	451	55	20	179	0	0	0	1362
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**222**	**435**	**0**	**451**	**55**	**20**	**179**	**0**	**0**	**0**	**1362**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28		Final Base	167	571	139	121	558	62	36	363	175	137	573	337	3239
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**167**	**571**	**139**	**121**	**558**	**62**	**36**	**363**	**175**	**137**	**573**	**337**	**3239**

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Scenario 4 04_2023_PM
5/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1		All-way stop	HCM 7th Edition	WB Left	0.291	9.3	A
2		All-way stop	HCM 7th Edition	EB Thru	0.138	7.9	A
3		Signalized	ICU 1	EB Left	0.635	-	B
4		Signalized	ICU 1	NB Right	0.461	-	A
5		Signalized	ICU 1	EB Right	0.531	-	A
6		Signalized	ICU 1	EB Thru	0.519	-	A
7		Signalized	ICU 1	EB Thru	0.646	-	B
8		Signalized	ICU 1	EB Thru	0.452	-	A
9		Signalized	ICU 1	EB Right	0.451	-	A
10		Signalized	ICU 1	NB Left	0.490	-	A
11		Signalized	ICU 1	NB Left	0.503	-	A
12		Signalized	ICU 1	NB Right	0.532	-	A
13		Two-way stop	HCM 7th Edition	NB Thru	0.029	146.1	F
14		Signalized	ICU 1	WB Thru	0.519	-	A
15		Signalized	ICU 1	WB Thru	0.605	-	B
16		Signalized	ICU 1	EB Thru	0.693	-	B
17		Signalized	ICU 1	WB Thru	0.666	-	B
18		Signalized	ICU 1	EB Thru	0.633	-	B
19		Signalized	ICU 1	EB Thru	0.521	-	A
20		Signalized	ICU 1	EB Thru	0.627	-	B
21		Signalized	ICU 1	NB Thru	0.984	-	E
22		Signalized	ICU 1	EB Thru	0.598	-	A
23		Two-way stop	HCM 7th Edition	SB Left	0.284	11.4	B
24		Two-way stop	HCM 7th Edition	NB Left	0.018	27.3	D
25		Signalized	ICU 1	EB Thru	0.426	-	A
26		Signalized	ICU 1	EB Thru	0.565	-	A
27		Signalized	ICU 1	EB Right	0.351	-	A
28		Signalized	ICU 1	EB Thru	0.745	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 1:

Control Type:	All-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Base Volume Input [veh/h]	16	21	138	1	17	1	5	56	14	159	31	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	21	138	1	17	1	5	56	14	159	31	4
Peak Hour Factor	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	6	39	0	5	0	1	16	4	45	9	1
Total Analysis Volume [veh/h]	18	24	157	1	19	1	6	64	16	181	35	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	614	672	772	620	635	674	622	692
Degree of Utilization, x	0.03	0.04	0.20	0.03	0.07	0.06	0.29	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.11	0.76	0.11	0.22	0.20	1.21	0.18
95th-Percentile Queue Length [ft]	2.26	2.78	18.96	2.63	5.43	5.10	30.13	4.59
Approach Delay [s/veh]	8.53			9.02	8.59		10.37	
Approach LOS	A			A	A		B	
Intersection Delay [s/veh]	9.33							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 2:

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.138

Intersection Setup

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Base Volume Input [veh/h]	0	0	0	39	0	68	12	83	0	0	90	16
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	39	0	68	12	83	0	0	90	16
Peak Hour Factor	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000	0.9000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	11	0	19	3	23	0	0	25	4
Total Analysis Volume [veh/h]	0	0	0	43	0	76	13	92	0	0	100	18
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	792	878	832	857
Degree of Utilization, x	0.00	0.14	0.13	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.47	0.43	0.48
95th-Percentile Queue Length [ft]	0.00	11.70	10.79	11.92
Approach Delay [s/veh]	0.00	7.74	7.95	7.87
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.85			
Intersection LOS	A			

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 3:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	75.00	100.00	125.00	345.00	100.00	100.00	150.00	100.00	240.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	12	16	22	149	12	224	488	704	24	11	388	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	16	22	149	12	224	488	704	24	11	388	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	6	37	3	56	122	176	6	3	97	21
Total Analysis Volume [veh/h]	12	16	22	149	12	224	488	704	24	11	388	85
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Unsign
Signal Group	8	8	8	4	4	4	0	2	2	0	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.03	0.05	0.05	0.08	0.31	0.23	0.23	0.01	0.12	0.00
Intersection LOS	B											
Intersection V/C	0.635											

Intersection Level Of Service Report
Intersection 4:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.461

Intersection Setup

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Base Volume Input [veh/h]	0	364	449	0	664	237	0	0	0	90	0	128
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	364	449	0	664	237	0	0	0	90	0	128
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	91	112	0	166	59	0	0	0	23	0	32
Total Analysis Volume [veh/h]	0	364	449	0	664	237	0	0	0	90	0	128
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	2	0	6	0	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.11	0.28	0.00	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Intersection LOS	A											
Intersection V/C	0.461											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 5:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.531

Intersection Setup

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	310.00	100.00	100.00	100.00	245.00	100.00	100.00	380.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			0.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	116	237	151	0	0	0	208	806	95	153	570	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	237	151	0	0	0	208	806	95	153	570	65
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	59	38	0	0	0	52	202	24	38	143	16
Total Analysis Volume [veh/h]	116	237	151	0	0	0	208	806	95	153	570	65
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Overla	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	1	0	0	0	0	2	2	0	6	6
Auxiliary Signal Groups			1,8									
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.15	0.09	0.00	0.00	0.00	0.13	0.19	0.19	0.10	0.13	0.13
Intersection LOS	A											
Intersection V/C	0.531											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 6:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	56	241	195	103	157	127	123	447	43	104	178	122
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	241	195	103	157	127	123	447	43	104	178	122
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	60	49	26	39	32	31	112	11	26	45	31
Total Analysis Volume [veh/h]	56	241	195	103	157	127	123	447	43	104	178	122
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.14	0.14	0.06	0.09	0.09	0.08	0.15	0.15	0.07	0.09	0.09
Intersection LOS	A											
Intersection V/C	0.519											

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Intersection Level Of Service Report
Intersection 7:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	150.00	355.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	225	379	126	185	194	68	179	760	96	147	514	67
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	225	379	126	185	194	68	179	760	96	147	514	67
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	95	32	46	49	17	45	190	24	37	129	17
Total Analysis Volume [veh/h]	225	379	126	185	194	68	179	760	96	147	514	67
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.16	0.16	0.12	0.06	0.04	0.11	0.18	0.18	0.09	0.16	0.04
Intersection LOS	B											
Intersection V/C	0.646											

Intersection Level Of Service Report
Intersection 8:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.452

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	75.00	100.00	100.00	115.00	100.00	100.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	69	59	109	35	46	13	21	580	85	86	300	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	69	59	109	35	46	13	21	580	85	86	300	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	15	27	9	12	3	5	145	21	22	75	10
Total Analysis Volume [veh/h]	69	59	109	35	46	13	21	580	85	86	300	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.04	0.07	0.02	0.04	0.04	0.01	0.21	0.21	0.05	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.452											

Intersection Level Of Service Report
Intersection 9:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.451

Intersection Setup

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	1	1	3	175	0	88	149	601	7	0	300	169
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1	3	175	0	88	149	601	7	0	300	169
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	1	44	0	22	37	150	2	0	75	42
Total Analysis Volume [veh/h]	1	1	3	175	0	88	149	601	7	0	300	169
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	0	3	4	0	4	2	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.11	0.00	0.06	0.09	0.19	0.19	0.00	0.15	0.15
Intersection LOS	A											
Intersection V/C	0.451											

Intersection Level Of Service Report
Intersection 10:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.490

Intersection Setup

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Base Volume Input [veh/h]	263	88	505	259	108	224
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	263	88	505	259	108	224
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	22	126	65	27	56
Total Analysis Volume [veh/h]	263	88	505	259	108	224
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Permissive	Overlap	Permissive	Permissive
Signal Group	4	2	2	2	6	6
Auxiliary Signal Groups		2,4		2,4		
Lead / Lag	Lag	-	-	-	Lag	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.06	0.16	0.00	0.07	0.07
Intersection LOS	A					
Intersection V/C	0.490					

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 11:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Base Volume Input [veh/h]	311	264	0	0	282	82	0	0	0	273	0	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	311	264	0	0	282	82	0	0	0	273	0	119
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	66	0	0	71	21	0	0	0	68	0	30
Total Analysis Volume [veh/h]	311	264	0	0	282	82	0	0	0	273	0	119
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	0	0	6	6	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.08	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.09	0.00	0.07
Intersection LOS	A											
Intersection V/C	0.503											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 12:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.532

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	2	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			0.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	528	379	121	468	0	46	0	210	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	528	379	121	468	0	46	0	210	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	132	95	30	117	0	12	0	53	0	0	0
Total Analysis Volume [veh/h]	0	528	379	121	468	0	46	0	210	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis
Signal Group	0	2	2	0	6	0	4	0	4	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.28	0.28	0.08	0.15	0.00	0.03	0.00	0.07	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.532											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Two-way stop	Delay (sec / veh):	146.1
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.029

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	28	1	131	1	0	5	16	1052	60	83	806	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	1	131	1	0	5	16	1052	60	83	806	8
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	34	0	0	1	4	271	15	21	208	2
Total Analysis Volume [veh/h]	29	1	135	1	0	5	16	1085	62	86	831	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.03	0.34	0.02	0.00	0.01	0.02	0.01	0.00	0.26	0.01	0.00
d_M, Delay for Movement [s/veh]	89.66	146.08	51.18	62.11	113.53	12.61	9.60	0.00	0.00	19.42	0.00	0.00
Movement LOS	F	F	F	F	F	B	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	5.16	5.16	5.16	0.08	0.08	0.08	0.06	0.00	0.00	1.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	128.96	128.96	128.96	1.98	1.98	1.98	1.53	0.00	0.00	25.10	0.00	0.00
d_A, Approach Delay [s/veh]	58.52			20.86			0.13			1.81		
Approach LOS	F			C			A			A		
d_I, Intersection Delay [s/veh]	5.14											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.519

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	180.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	21	20	18	118	19	111	162	939	43	46	742	114
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	20	18	118	19	111	162	939	43	46	742	114
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	5	5	30	5	28	41	235	11	12	186	29
Total Analysis Volume [veh/h]	21	20	18	118	19	111	162	939	43	46	742	114
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.01	0.07	0.04	0.04	0.10	0.20	0.03	0.03	0.23	0.07
Intersection LOS	A											
Intersection V/C	0.519											

Intersection Level Of Service Report
Intersection 15:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.605

Intersection Setup

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	375.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	207	29	196	70	34	47	65	807	146	214	644	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	207	29	196	70	34	47	65	807	146	214	644	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	7	49	18	9	12	16	202	37	54	161	8
Total Analysis Volume [veh/h]	207	29	196	70	34	47	65	807	146	214	644	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.07	0.12	0.04	0.05	0.05	0.04	0.20	0.20	0.13	0.20	0.02
Intersection LOS	B											
Intersection V/C	0.605											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 16:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	350.00	100.00	150.00	150.00	100.00	100.00	145.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	245	479	41	196	337	150	227	739	127	146	530	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	245	479	41	196	337	150	227	739	127	146	530	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	120	10	49	84	38	57	185	32	37	133	45
Total Analysis Volume [veh/h]	245	479	41	196	337	150	227	739	127	146	530	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.16	0.12	0.11	0.09	0.14	0.18	0.18	0.09	0.17	0.11
Intersection LOS	B											
Intersection V/C	0.693											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.666

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	23	129	34	101	52	48	123	502	40	43	363	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	129	34	101	52	48	123	502	40	43	363	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	32	9	25	13	12	31	126	10	11	91	33
Total Analysis Volume [veh/h]	23	129	34	101	52	48	123	502	40	43	363	132
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.12	0.12	0.06	0.03	0.03	0.08	0.16	0.03	0.03	0.31	0.31
Intersection LOS	B											
Intersection V/C	0.666											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 18:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.633

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	110.00	100.00	100.00	125.00	100.00	100.00	95.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	94	484	65	62	208	65	109	414	112	60	338	69
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	484	65	62	208	65	109	414	112	60	338	69
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	121	16	16	52	16	27	104	28	15	85	17
Total Analysis Volume [veh/h]	94	484	65	62	208	65	109	414	112	60	338	69
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	6	6	6	2	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.17	0.04	0.09	0.09	0.07	0.26	0.07	0.04	0.25	0.25
Intersection LOS	B											
Intersection V/C	0.633											

Intersection Level Of Service Report
Intersection 19:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	21	39	19	44	27	40	77	503	5	11	437	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	39	19	44	27	40	77	503	5	11	437	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	10	5	11	7	10	19	126	1	3	109	7
Total Analysis Volume [veh/h]	21	39	19	44	27	40	77	503	5	11	437	28
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.03	0.07	0.07	0.05	0.32	0.32	0.01	0.29	0.29
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 20:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	85.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	36	137	38	113	114	103	78	420	32	21	341	99
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	137	38	113	114	103	78	420	32	21	341	99
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	34	10	28	29	26	20	105	8	5	85	25
Total Analysis Volume [veh/h]	36	137	38	113	114	103	78	420	32	21	341	99
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.07	0.07	0.06	0.05	0.28	0.28	0.01	0.28	0.28
Intersection LOS	B											
Intersection V/C	0.627											

Generated with PTV VISTRO
Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	65	575	94	94	523	46	103	378	74	199	260	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	575	94	94	523	46	103	378	74	199	260	117
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	144	24	24	131	12	26	95	19	50	65	29
Total Analysis Volume [veh/h]	65	575	94	94	523	46	103	378	74	199	260	117
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.42	0.42	0.06	0.36	0.36	0.06	0.28	0.28	0.12	0.24	0.24
Intersection LOS	E											
Intersection V/C	0.984											

Intersection Level Of Service Report
Intersection 22:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.598

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	280.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	76	195	51	209	106	80	177	985	46	12	387	215
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	195	51	209	106	80	177	985	46	12	387	215
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	49	13	52	27	20	44	246	12	3	97	54
Total Analysis Volume [veh/h]	76	195	51	209	106	80	177	985	46	12	387	215
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.12	0.03	0.13	0.12	0.12	0.11	0.21	0.21	0.01	0.08	0.13
Intersection LOS	A											
Intersection V/C	0.598											

Intersection Level Of Service Report
Intersection 23:

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Base Volume Input [veh/h]	193	21	13	74	66	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	193	21	13	74	66	64
Peak Hour Factor	0.8600	0.8600	0.8600	0.8600	0.8600	0.8600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	6	4	22	19	19
Total Analysis Volume [veh/h]	224	24	15	86	77	74
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.02	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.36	8.74	7.52	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.17	0.07	0.03	0.03	0.00	0.00
95th-Percentile Queue Length [ft/ln]	29.23	1.87	0.63	0.63	0.00	0.00
d_A, Approach Delay [s/veh]	11.10		1.12		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.73					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24:

Control Type:	Two-way stop	Delay (sec / veh):	27.3
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	75.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Base Volume Input [veh/h]	3	5	1192	3	7	602
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	5	1192	3	7	602
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	314	1	2	158
Total Analysis Volume [veh/h]	3	5	1255	3	7	634
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	27.29	15.30	0.00	0.00	17.47	0.00
Movement LOS	D	C	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.07	0.00
95th-Percentile Queue Length [ft/ln]	2.46	2.46	0.00	0.00	1.81	0.00
d_A, Approach Delay [s/veh]	19.80		0.00		0.19	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.15					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 25:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.426

Intersection Setup

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	65.00	155.00	100.00	100.00	160.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	18	28	21	59	71	43	93	1079	26	5	545	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	18	28	21	59	71	43	93	1079	26	5	545	51
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	7	5	15	18	11	23	270	7	1	136	13
Total Analysis Volume [veh/h]	18	28	21	59	71	43	93	1079	26	5	545	51
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.04	0.08	0.03	0.06	0.23	0.23	0.00	0.12	0.12
Intersection LOS	A											
Intersection V/C	0.426											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 26:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	115.00	100.00	100.00	70.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	105	262	195	45	159	15	26	1009	116	62	483	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	262	195	45	159	15	26	1009	116	62	483	47
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	66	49	11	40	4	7	252	29	16	121	12
Total Analysis Volume [veh/h]	105	262	195	45	159	15	26	1009	116	62	483	47
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.16	0.12	0.03	0.11	0.11	0.02	0.23	0.23	0.04	0.11	0.11
Intersection LOS	A											
Intersection V/C	0.565											

Intersection Level Of Service Report
Intersection 27:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Base Volume Input [veh/h]	94	508	0	0	526	22	61	0	294	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	508	0	0	526	22	61	0	294	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	127	0	0	132	6	15	0	74	0	0	0
Total Analysis Volume [veh/h]	94	508	0	0	526	22	61	0	294	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	2	2	0	6	6	4	4	4	8	8	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.16	0.00	0.00	0.17	0.17	0.02	0.00	0.18	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.351											

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Version 2022 (SP 0-4)

Intersection Level Of Service Report
Intersection 28:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	140.00	100.00	100.00	115.00	100.00	100.00	205.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	142	493	176	179	577	59	115	879	244	144	395	232
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	142	493	176	179	577	59	115	879	244	144	395	232
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	123	44	45	144	15	29	220	61	36	99	58
Total Analysis Volume [veh/h]	142	493	176	179	577	59	115	879	244	144	395	232
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.21	0.21	0.11	0.20	0.20	0.07	0.23	0.23	0.09	0.12	0.15
Intersection LOS	C											
Intersection V/C	0.745											

Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\2023_PM_LOS.pdf

Scenario 4 04_2023_PM
5/30/2023

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1		16	21	138	1	17	1	5	56	14	159	31	4	463

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2		0	0	0	39	0	68	12	83	0	0	90	16	308

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3		12	16	22	149	12	224	488	704	24	11	388	85	2135

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Left	Right	
4		364	449	664	237	90	128	1932

ID	Intersection Name	Northbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5		116	237	151	208	806	95	153	570	65	2401

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6		56	241	195	103	157	127	123	447	43	104	178	122	1896

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7		225	379	126	185	194	68	179	760	96	147	514	67	2940

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8		69	59	109	35	46	13	21	580	85	86	300	40	1443

ID	Intersection Name	Northbound			Southbound		Eastbound			Westbound		Total Volume
		Left	Thru	Right	Left	Right	Left	Thru	Right	Thru	Right	
9		1	1	3	175	88	149	601	7	300	169	1494

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
10		263	88	505	259	108	224	1447

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
11		311	264	282	82	273	119	1331

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
12		528	379	121	468	46	210	1752

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13		28	1	131	1	0	5	16	1052	60	83	806	8	2191

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14		21	20	18	118	19	111	162	939	43	46	742	114	2353

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15		207	29	196	70	34	47	65	807	146	214	644	32	2491

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16		245	479	41	196	337	150	227	739	127	146	530	180	3397

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17		23	129	34	101	52	48	123	502	40	43	363	132	1590

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18		94	484	65	62	208	65	109	414	112	60	338	69	2080

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19		21	39	19	44	27	40	77	503	5	11	437	28	1251

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20		36	137	38	113	114	103	78	420	32	21	341	99	1532

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21		65	575	94	94	523	46	103	378	74	199	260	117	2528

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22		76	195	51	209	106	80	177	985	46	12	387	215	2539

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
23		193	21	13	74	66	64	431

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
24		3	5	1192	3	7	602	1812

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25		18	28	21	59	71	43	93	1079	26	5	545	51	2039

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26		105	262	195	45	159	15	26	1009	116	62	483	47	2524

ID	Intersection Name	Northbound			Southbound		Eastbound		Westbound			Total Volume
		Left	Thru	Right	Thru	Right	Left	Right	Left	Thru	Right	
27		94	508	0	526	22	61	294	0	0	0	1505

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28		142	493	176	179	577	59	115	879	244	144	395	232	3635

Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\2023_PM_LOS.pdf

Scenario 4 04_2023_PM
5/30/2023

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1		Final Base	16	21	138	1	17	1	5	56	14	159	31	4	463
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**16**	**21**	**138**	**1**	**17**	**1**	**5**	**56**	**14**	**159**	**31**	**4**	**463**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2		Final Base	0	0	0	39	0	68	12	83	0	0	90	16	308
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**0**	**0**	**0**	**39**	**0**	**68**	**12**	**83**	**0**	**0**	**90**	**16**	**308**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3		Final Base	12	16	22	149	12	224	488	704	24	11	388	85	2135
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**12**	**16**	**22**	**149**	**12**	**224**	**488**	**704**	**24**	**11**	**388**	**85**	**2135**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Left	Right	
4		Final Base	364	449	664	237	90	128	1932
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**364**	**449**	**664**	**237**	**90**	**128**	**1932**

ID	Intersection Name	Volume Type	Northbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5		Final Base	116	237	151	208	806	95	153	570	65	2401
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	**116**	**237**	**151**	**208**	**806**	**95**	**153**	**570**	**65**	**2401**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6		Final Base	56	241	195	103	157	127	123	447	43	104	178	122	1896
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**56**	**241**	**195**	**103**	**157**	**127**	**123**	**447**	**43**	**104**	**178**	**122**	**1896**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7		Final Base	225	379	126	185	194	68	179	760	96	147	514	67	2940
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**225**	**379**	**126**	**185**	**194**	**68**	**179**	**760**	**96**	**147**	**514**	**67**	**2940**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
8		Final Base	69	59	109	35	46	13	21	580	85	86	300	40	1443
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**69**	**59**	**109**	**35**	**46**	**13**	**21**	**580**	**85**	**86**	**300**	**40**	**1443**

ID	Intersection Name	Volume Type	Northbound			Southbound		Eastbound			Westbound		Total Volume
			Left	Thru	Right	Left	Right	Left	Thru	Right	Thru	Right	
9		Final Base	1	1	3	175	88	149	601	7	300	169	1494
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**1**	**1**	**3**	**175**	**88**	**149**	**601**	**7**	**300**	**169**	**1494**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
10		Final Base	263	88	505	259	108	224	1447
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**263**	**88**	**505**	**259**	**108**	**224**	**1447**

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
11		Final Base	311	264	282	82	273	119	1331
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**311**	**264**	**282**	**82**	**273**	**119**	**1331**

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
12		Final Base	528	379	121	468	46	210	1752
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**528**	**379**	**121**	**468**	**46**	**210**	**1752**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13		Final Base	28	1	131	1	0	5	16	1052	60	83	806	8	2191
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**28**	**1**	**131**	**1**	**0**	**5**	**16**	**1052**	**60**	**83**	**806**	**8**	**2191**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14		Final Base	21	20	18	118	19	111	162	939	43	46	742	114	2353
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**20**	**18**	**118**	**19**	**111**	**162**	**939**	**43**	**46**	**742**	**114**	**2353**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15		Final Base	207	29	196	70	34	47	65	807	146	214	644	32	2491
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**207**	**29**	**196**	**70**	**34**	**47**	**65**	**807**	**146**	**214**	**644**	**32**	**2491**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16		Final Base	245	479	41	196	337	150	227	739	127	146	530	180	3397
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**245**	**479**	**41**	**196**	**337**	**150**	**227**	**739**	**127**	**146**	**530**	**180**	**3397**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17		Final Base	23	129	34	101	52	48	123	502	40	43	363	132	1590
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**23**	**129**	**34**	**101**	**52**	**48**	**123**	**502**	**40**	**43**	**363**	**132**	**1590**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
18		Final Base	94	484	65	62	208	65	109	414	112	60	338	69	2080
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**94**	**484**	**65**	**62**	**208**	**65**	**109**	**414**	**112**	**60**	**338**	**69**	**2080**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
19		Final Base	21	39	19	44	27	40	77	503	5	11	437	28	1251
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**21**	**39**	**19**	**44**	**27**	**40**	**77**	**503**	**5**	**11**	**437**	**28**	**1251**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20		Final Base	36	137	38	113	114	103	78	420	32	21	341	99	1532
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**36**	**137**	**38**	**113**	**114**	**103**	**78**	**420**	**32**	**21**	**341**	**99**	**1532**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
21		Final Base	65	575	94	94	523	46	103	378	74	199	260	117	2528
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**65**	**575**	**94**	**94**	**523**	**46**	**103**	**378**	**74**	**199**	**260**	**117**	**2528**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
22		Final Base	76	195	51	209	106	80	177	985	46	12	387	215	2539
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**76**	**195**	**51**	**209**	**106**	**80**	**177**	**985**	**46**	**12**	**387**	**215**	**2539**

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
23		Final Base	193	21	13	74	66	64	431
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**193**	**21**	**13**	**74**	**66**	**64**	**431**

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
24		Final Base	3	5	1192	3	7	602	1812
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0
		Future Total	**3**	**5**	**1192**	**3**	**7**	**602**	**1812**

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
25		Final Base	18	28	21	59	71	43	93	1079	26	5	545	51	2039
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**18**	**28**	**21**	**59**	**71**	**43**	**93**	**1079**	**26**	**5**	**545**	**51**	**2039**

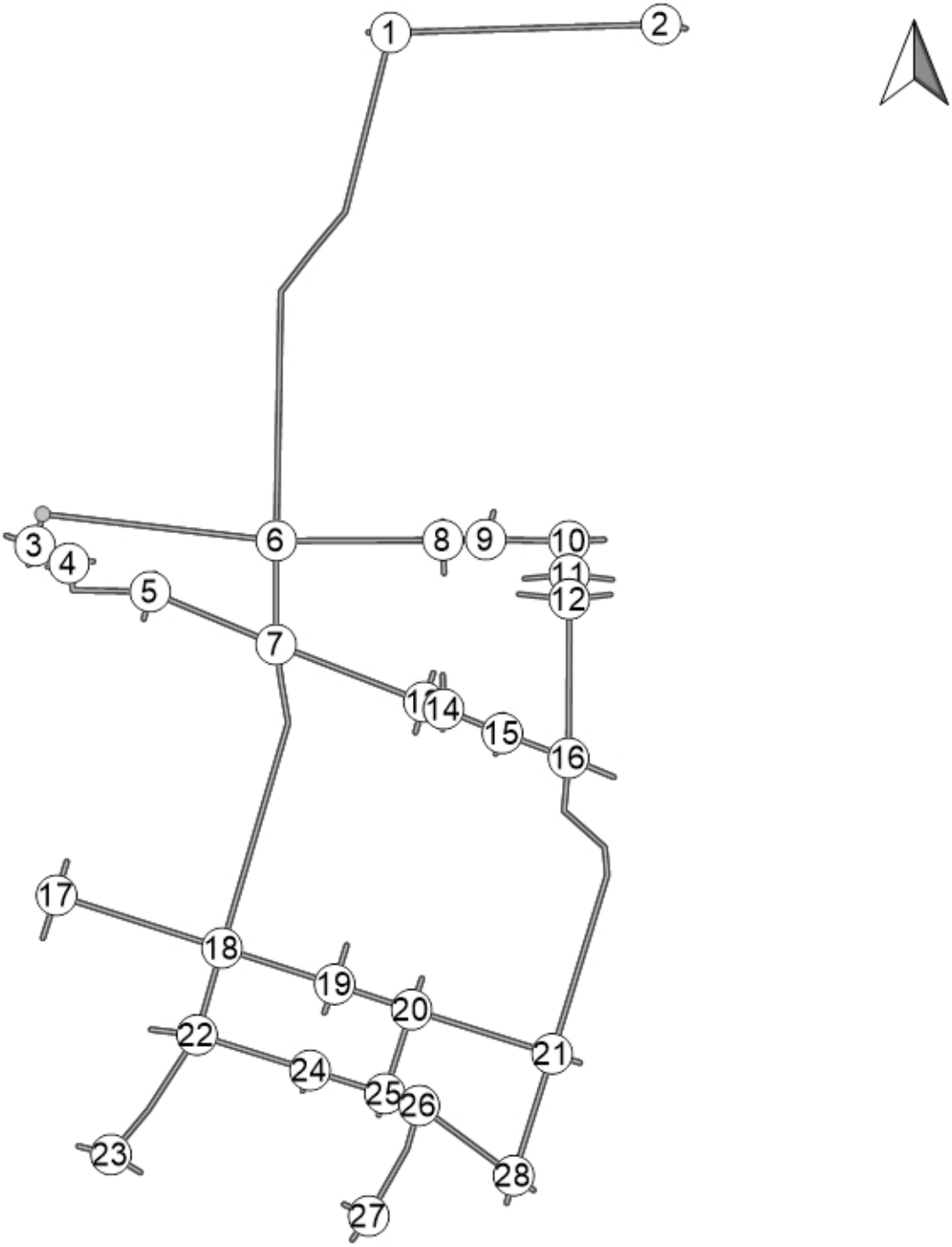
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
26		Final Base	105	262	195	45	159	15	26	1009	116	62	483	47	2524
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**105**	**262**	**195**	**45**	**159**	**15**	**26**	**1009**	**116**	**62**	**483**	**47**	**2524**

ID	Intersection Name	Volume Type	Northbound			Southbound		Eastbound		Westbound			Total Volume
			Left	Thru	Right	Thru	Right	Left	Right	Left	Thru	Right	
27		Final Base	94	508	0	526	22	61	294	0	0	0	1505
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**94**	**508**	**0**	**526**	**22**	**61**	**294**	**0**	**0**	**0**	**1505**

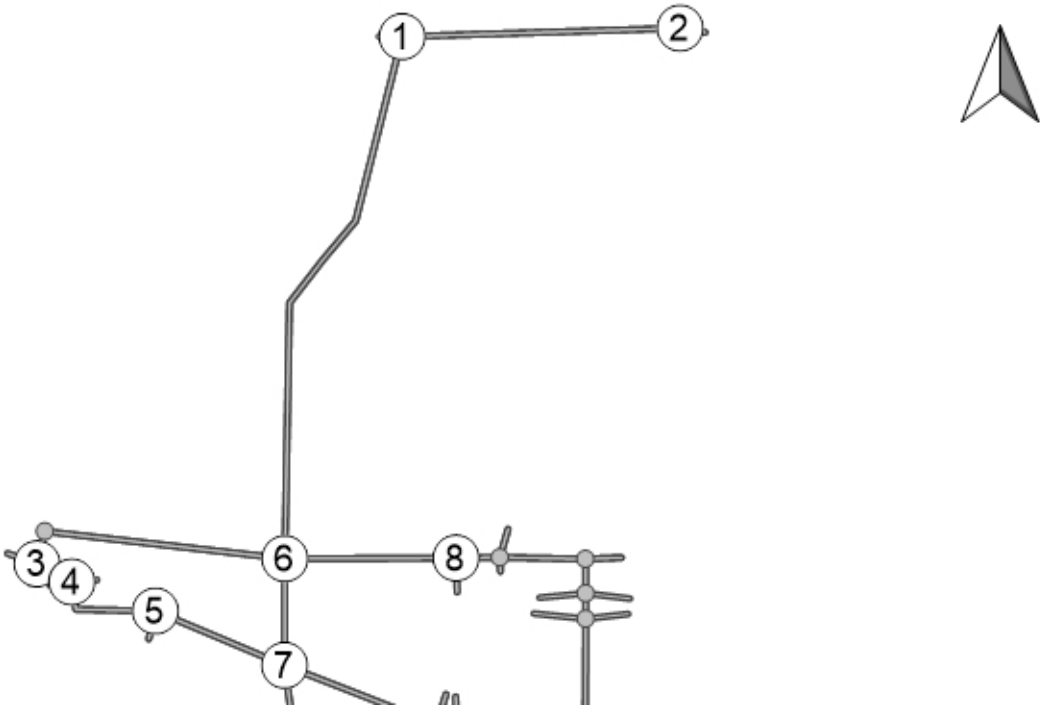
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
28		Final Base	142	493	176	179	577	59	115	879	244	144	395	232	3635
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	**142**	**493**	**176**	**179**	**577**	**59**	**115**	**879**	**244**	**144**	**395**	**232**	**3635**

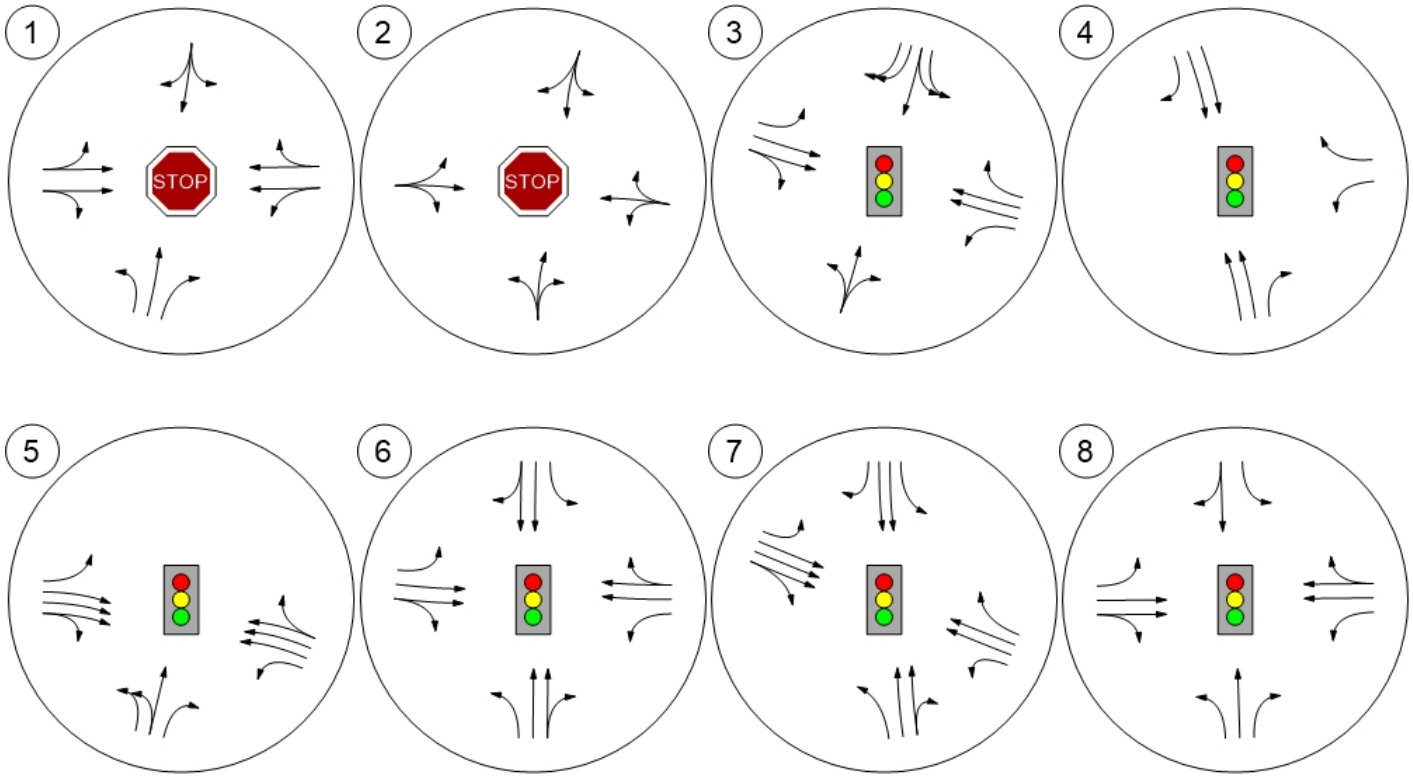
Appendix 6 — Cumulative (2045) Plus Project Intersection Peak Hour Volumes, Traffic Controls, and Lane Configurations

Study Intersections

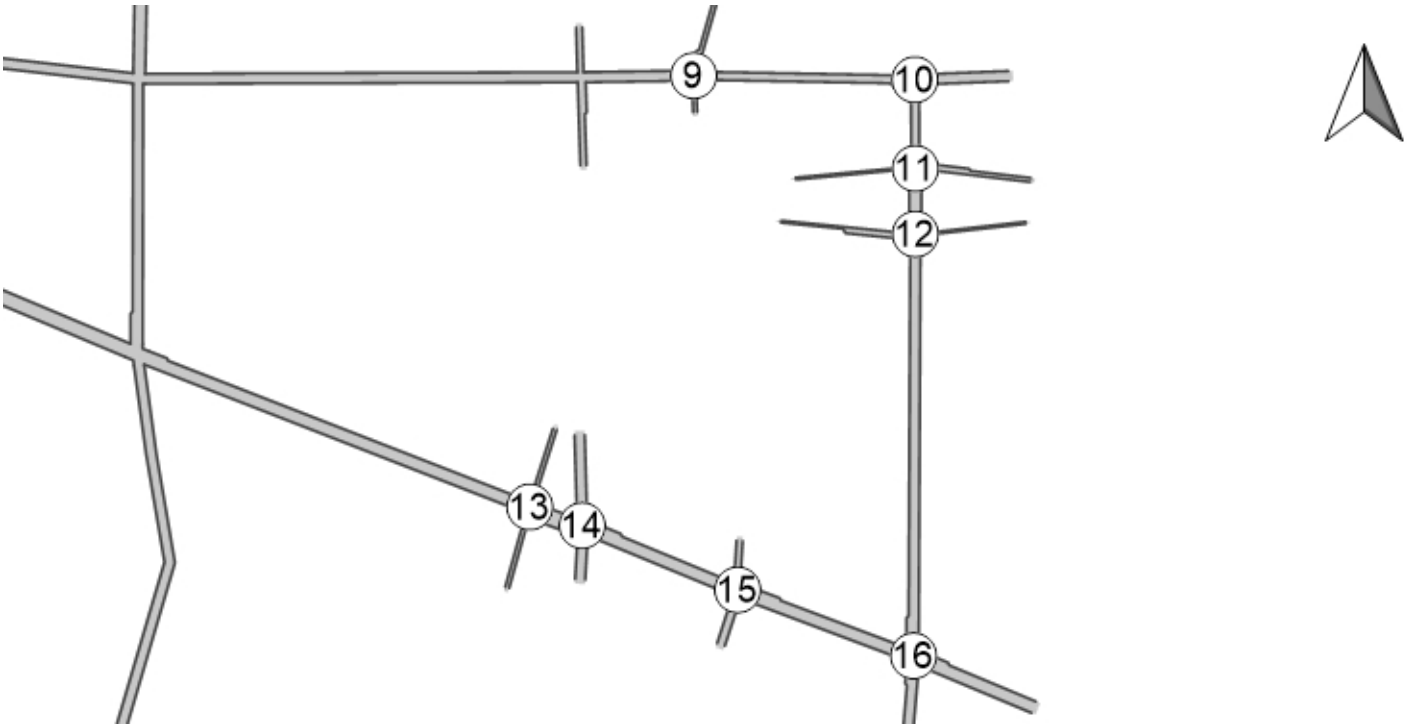


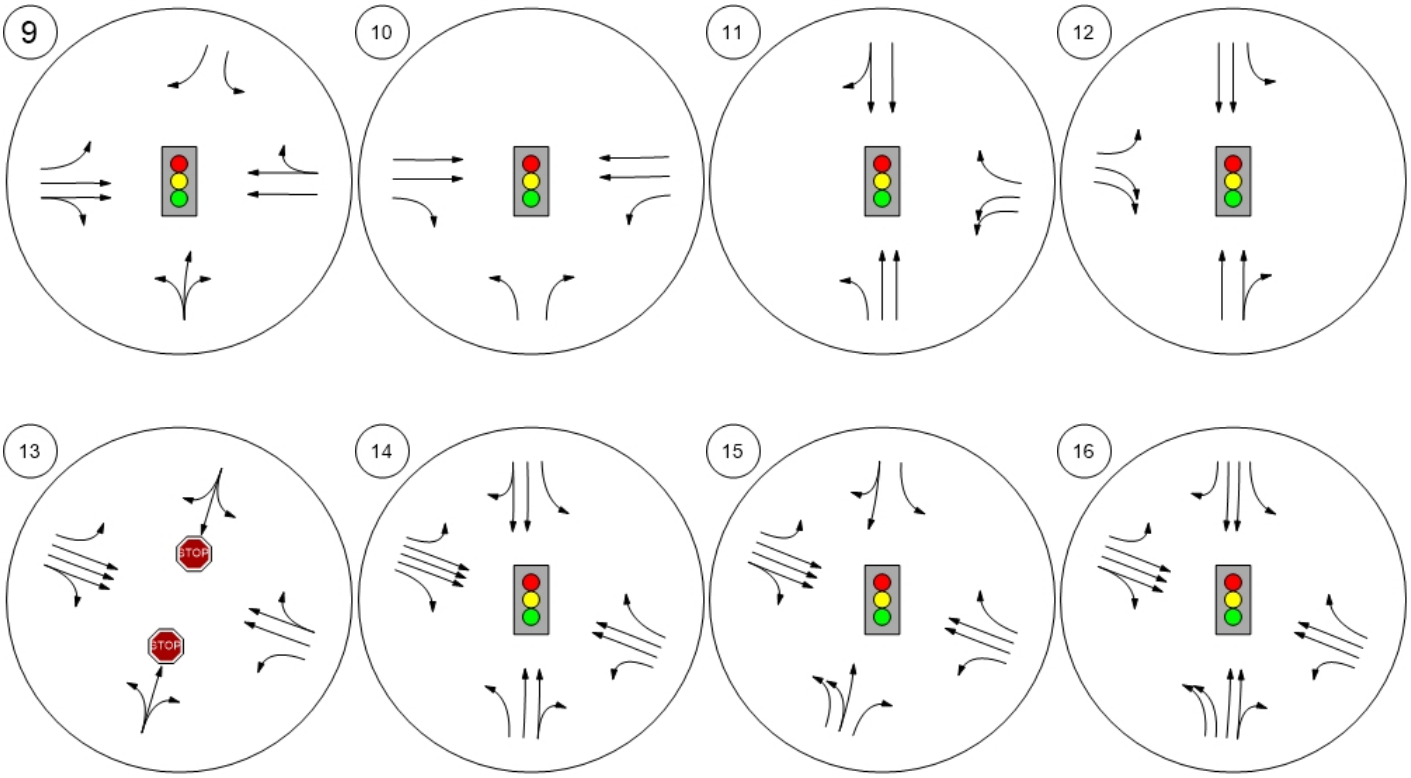
Lane Configuration and Traffic Control



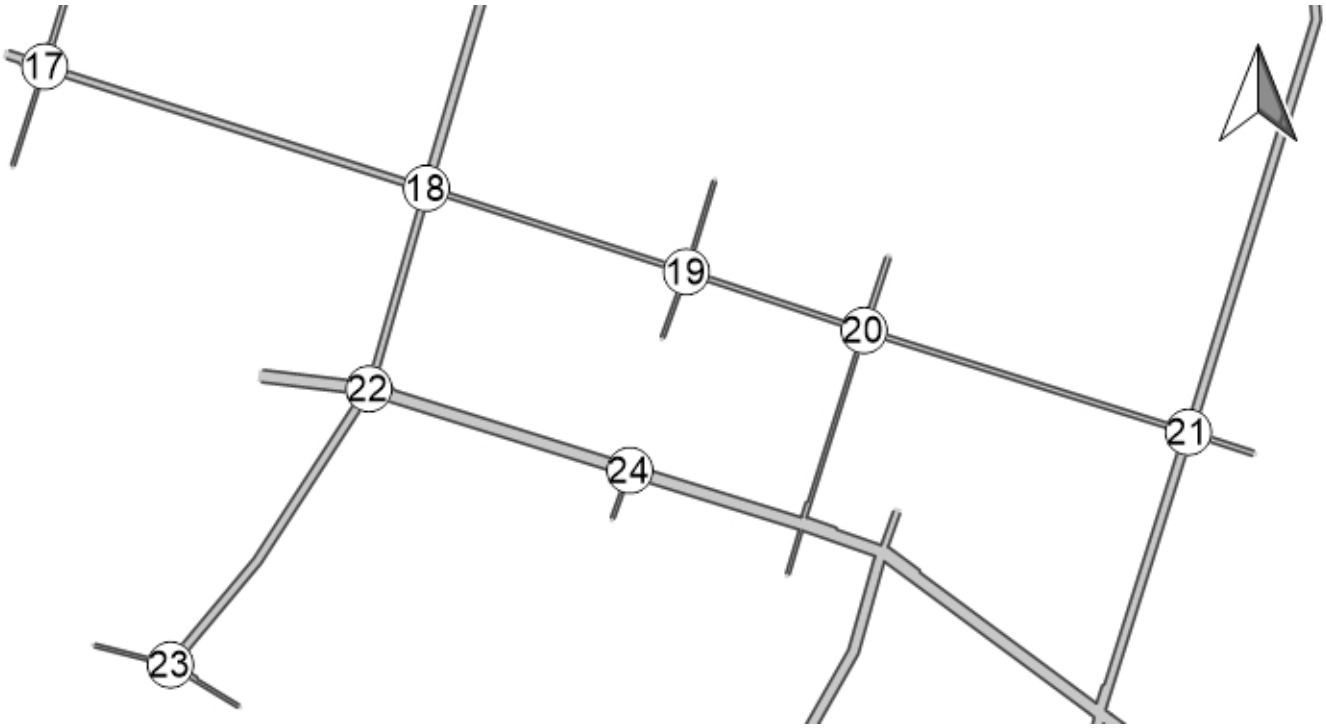


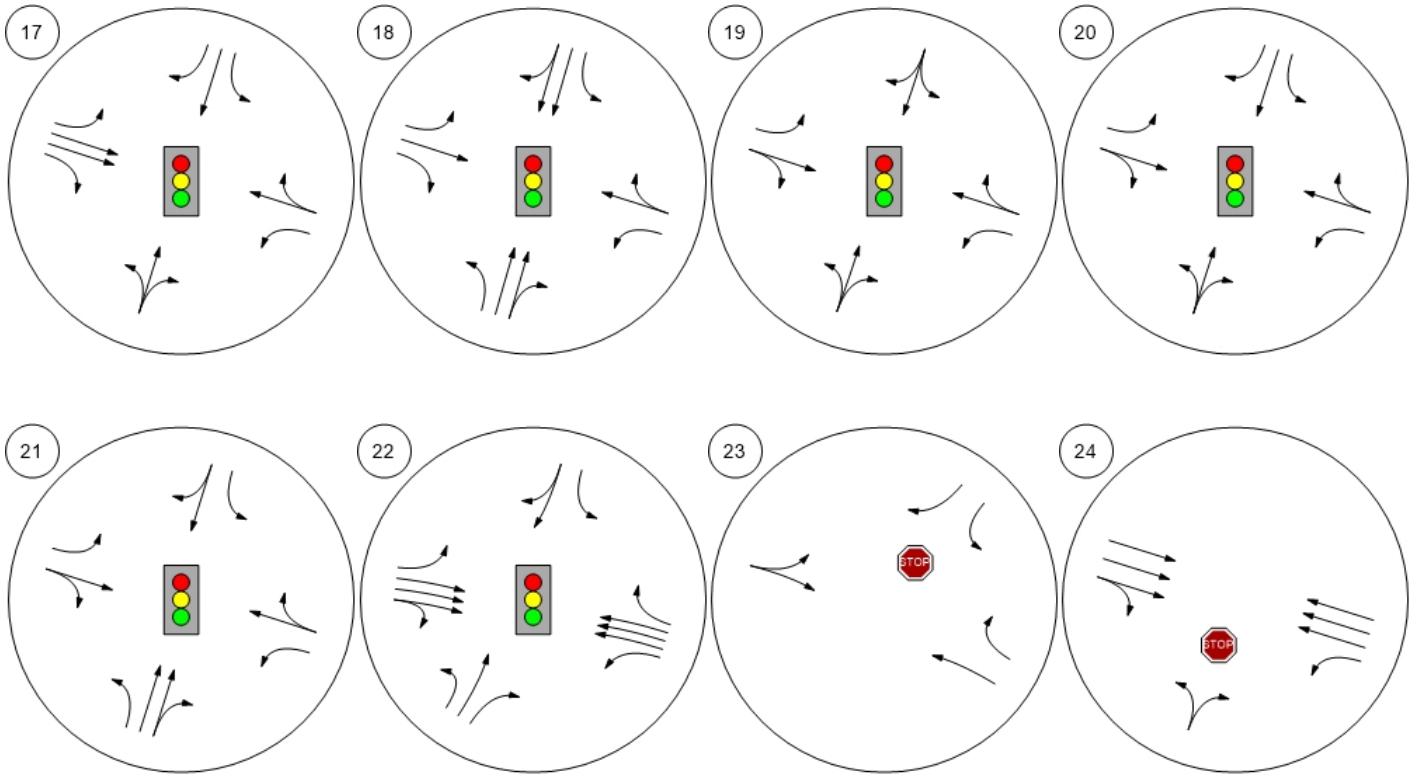
Lane Configuration and Traffic Control



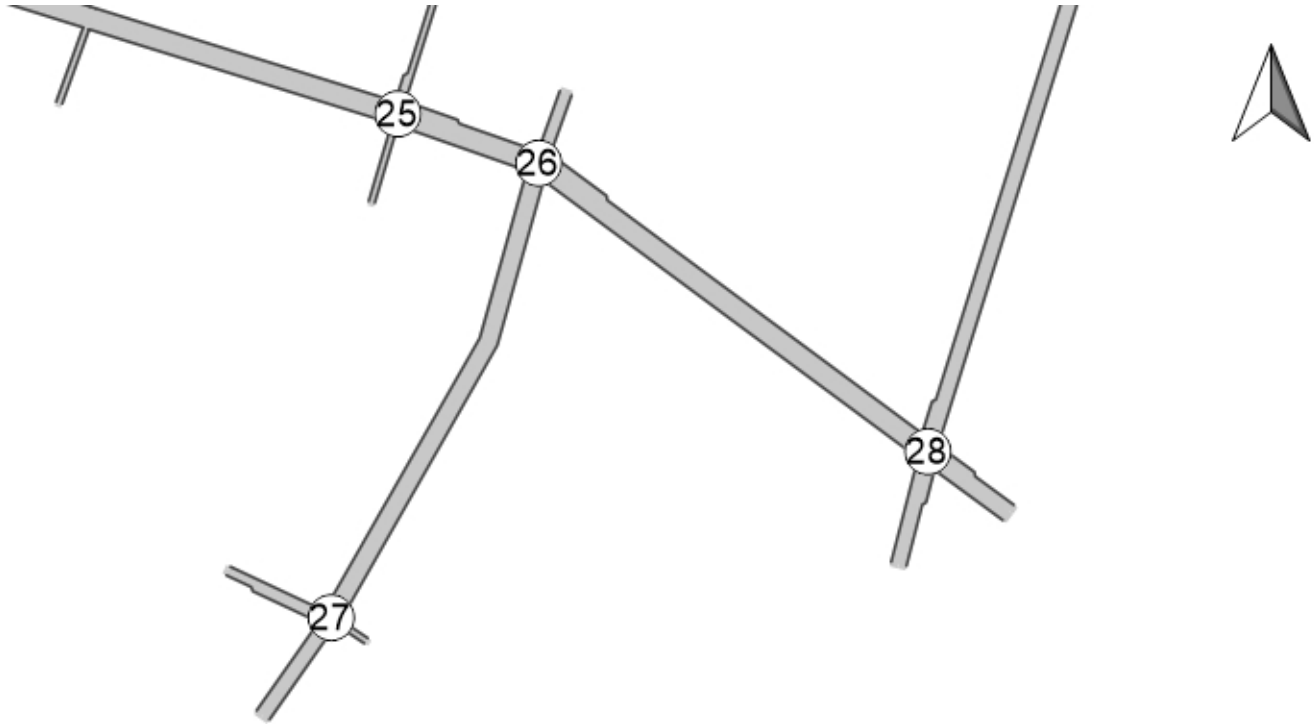


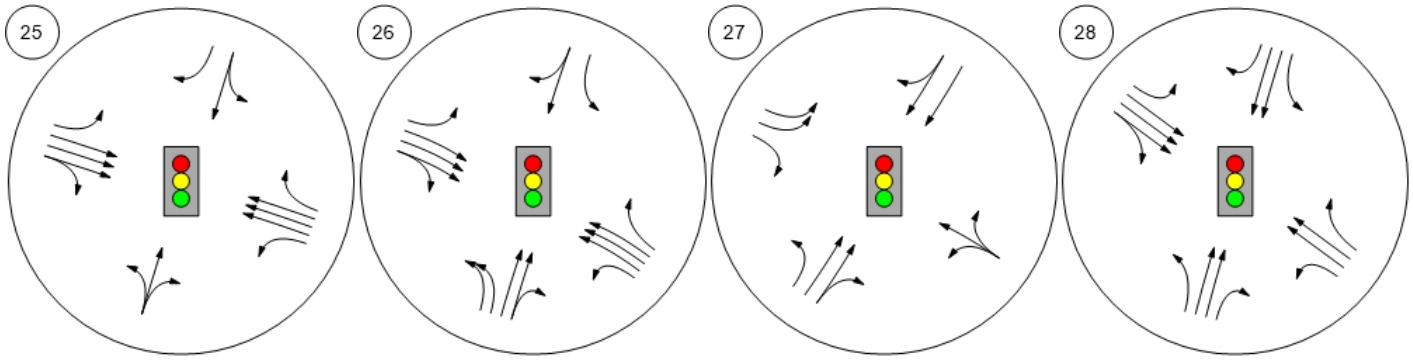
Lane Configuration and Traffic Control



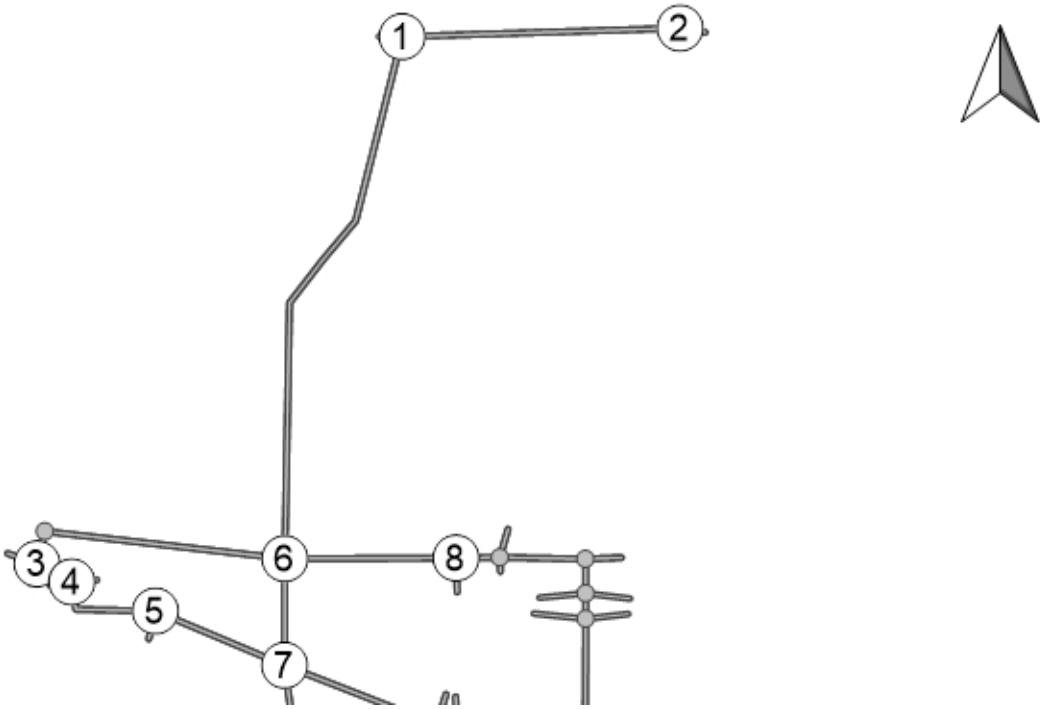


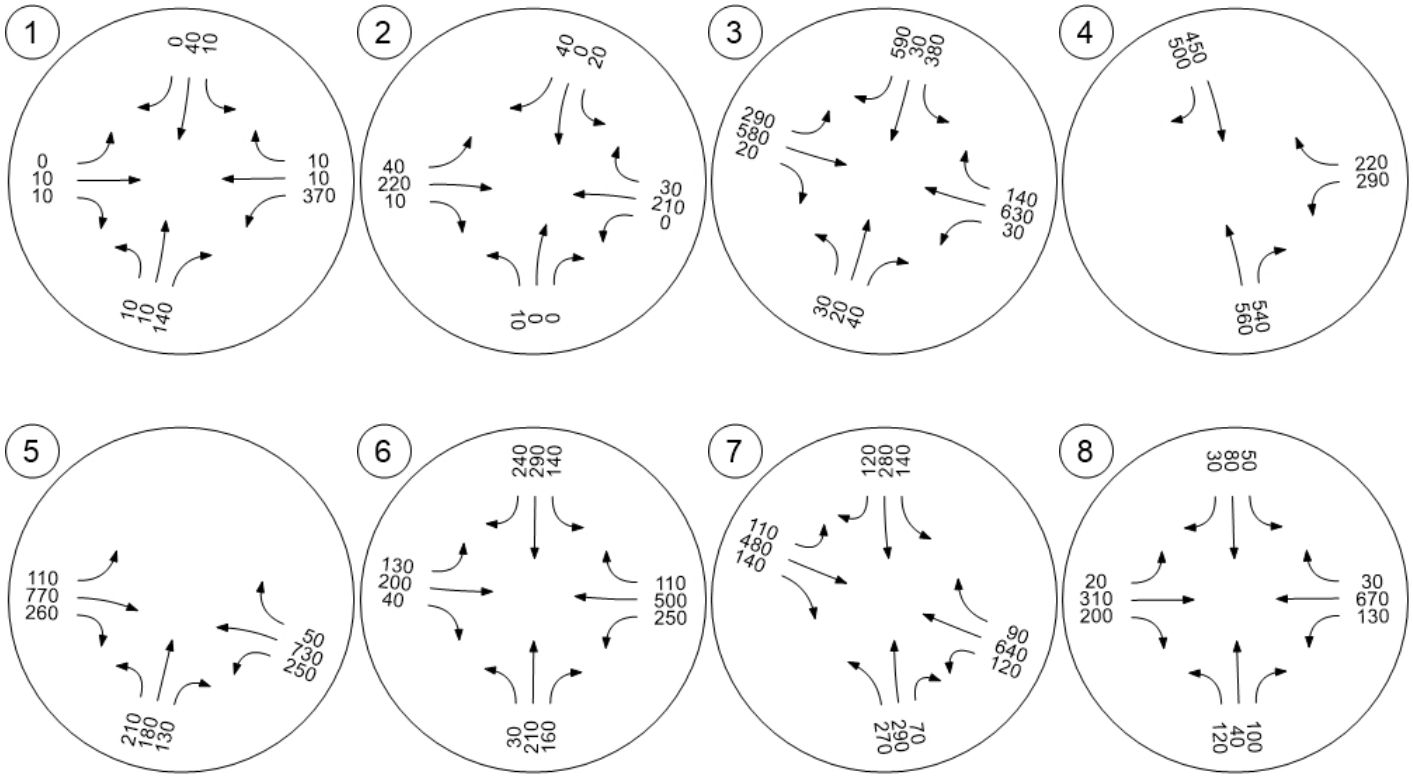
Lane Configuration and Traffic Control



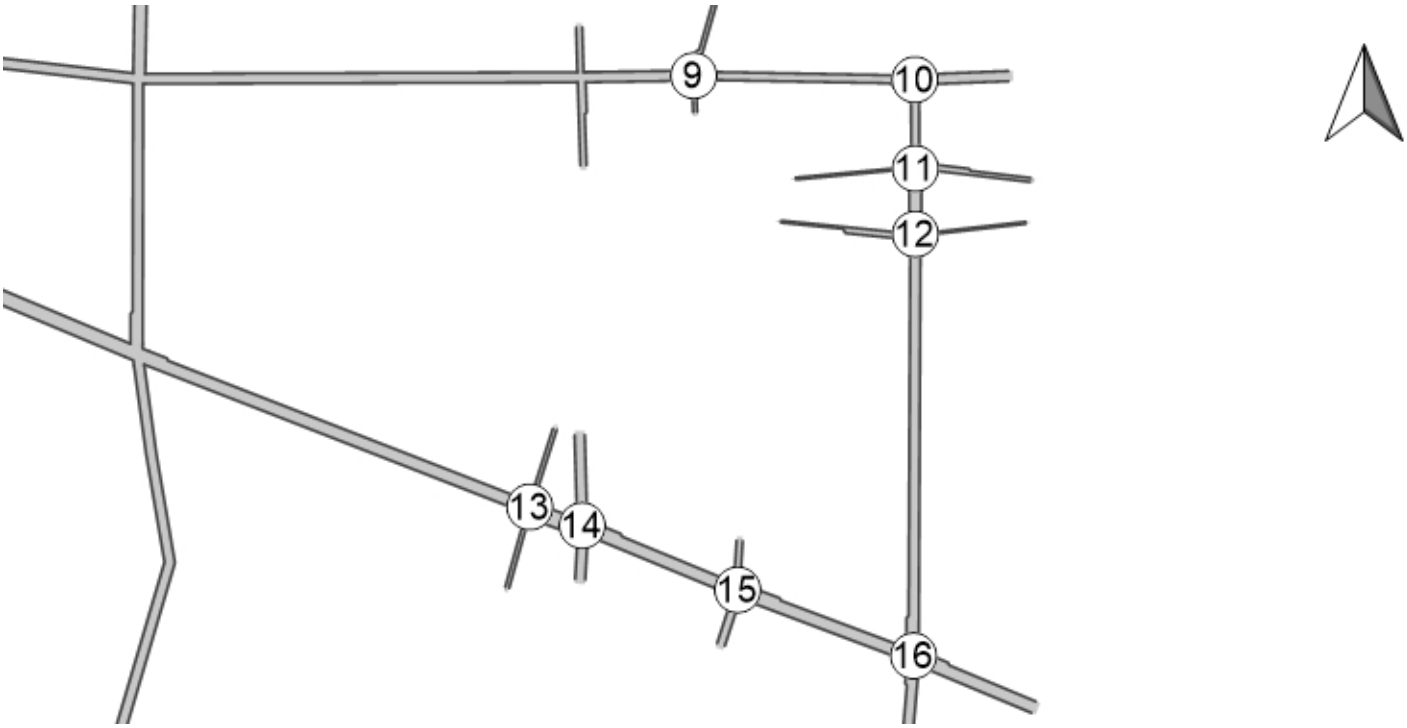


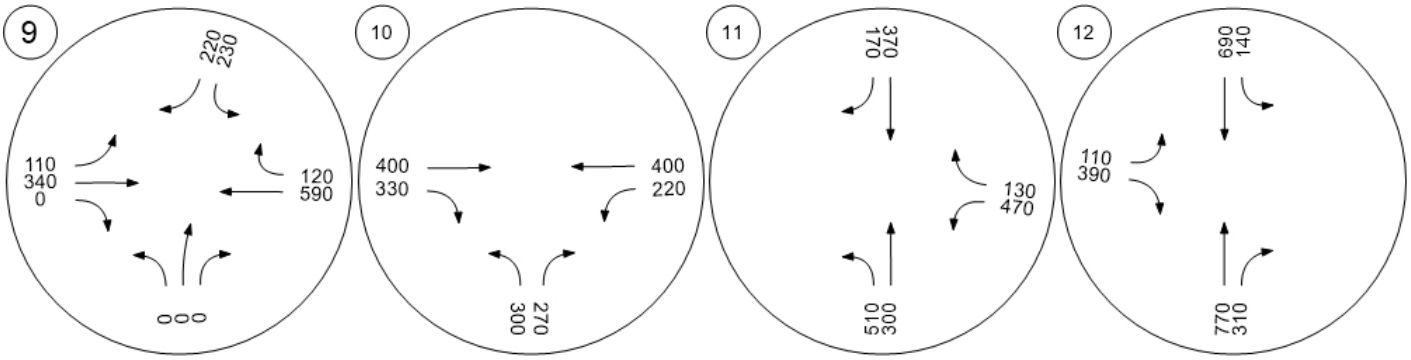
Traffic Volume - Base Volume

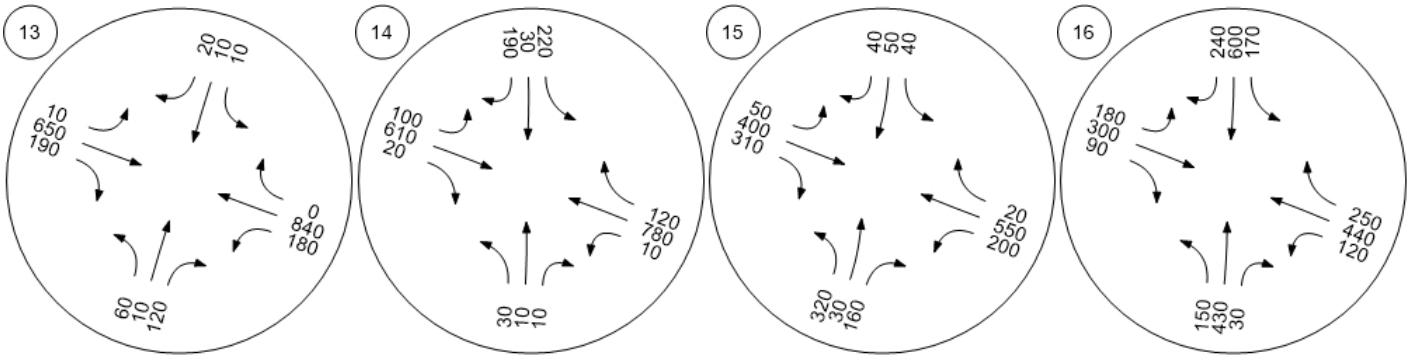




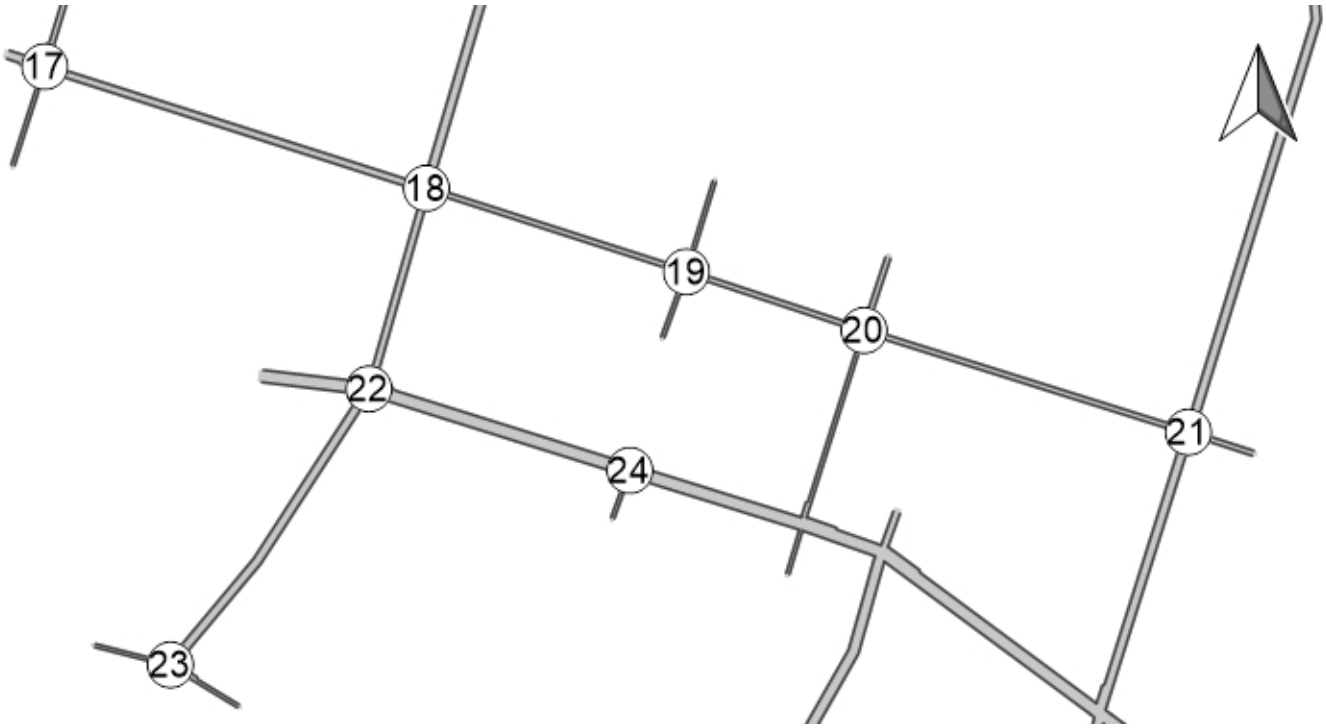
Traffic Volume - Base Volume

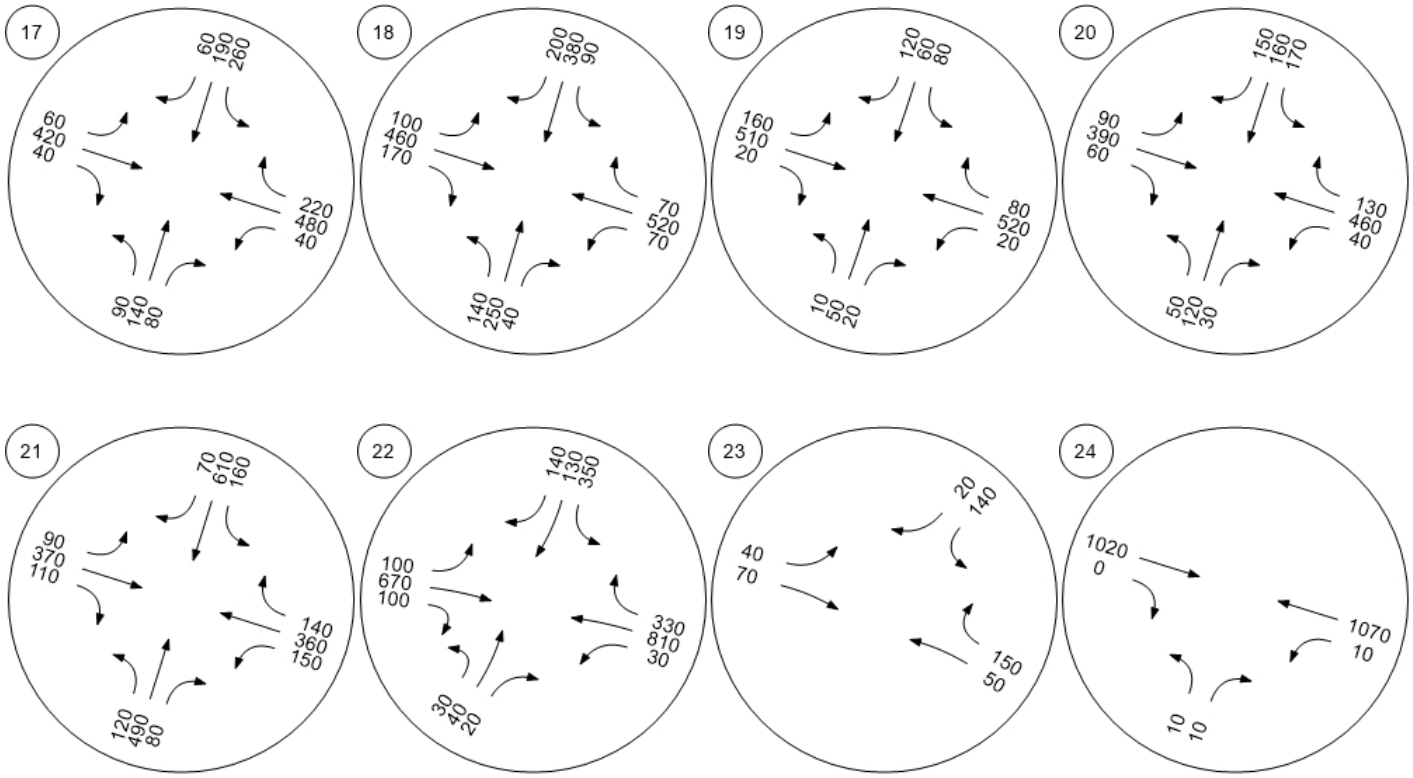




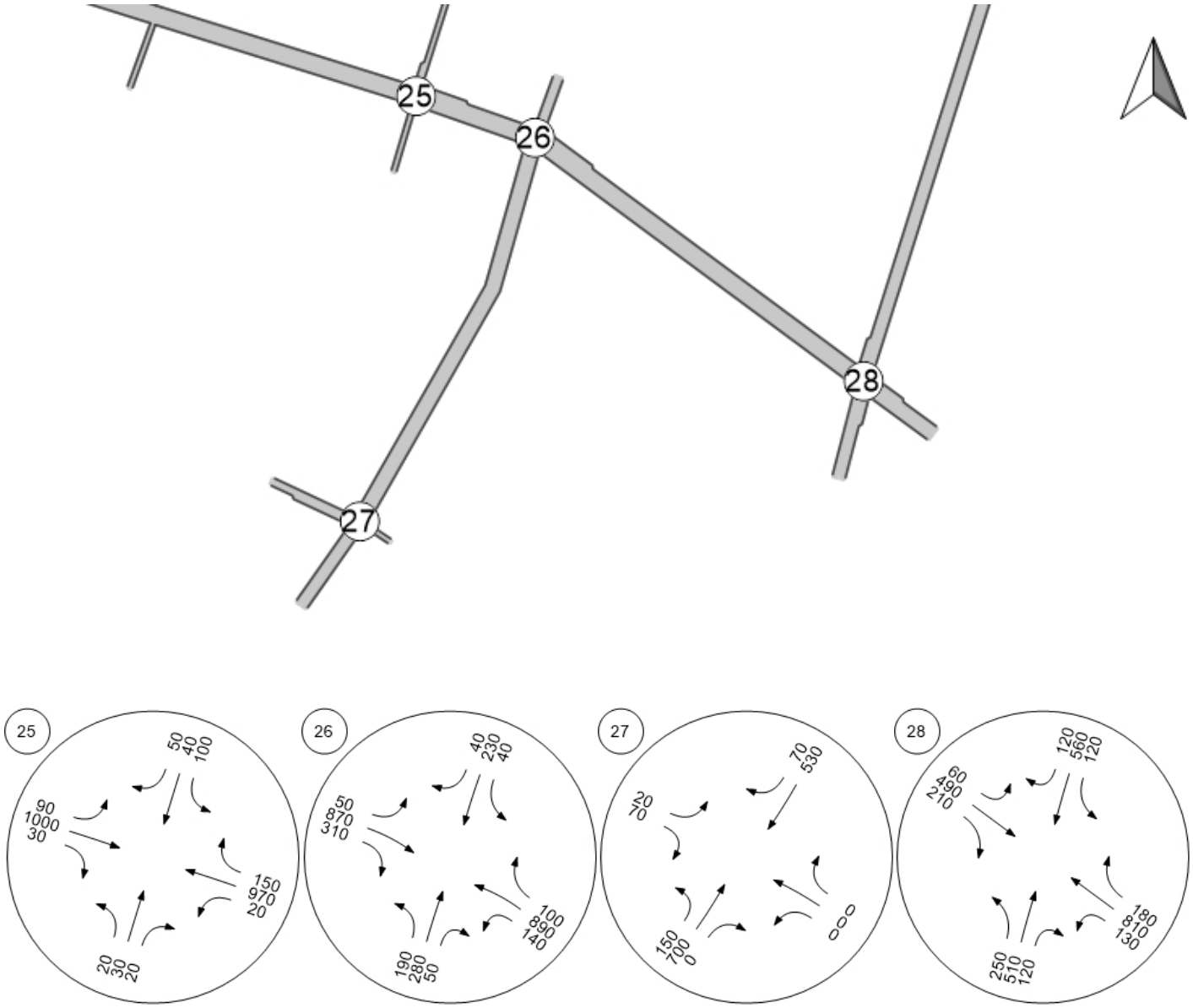


Traffic Volume - Base Volume

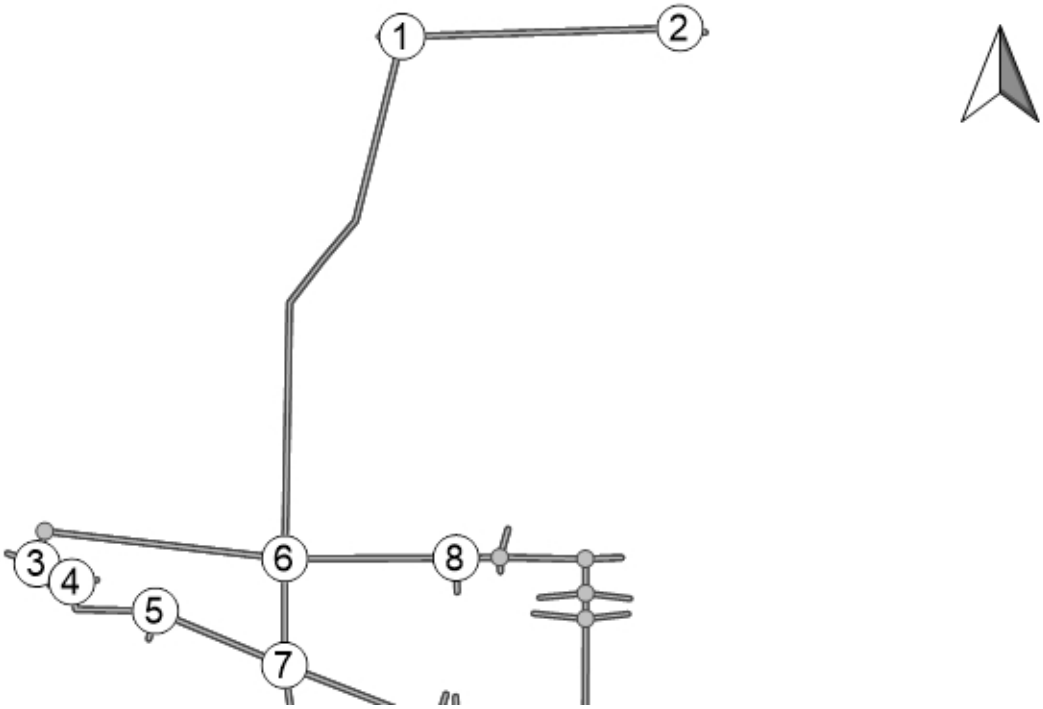


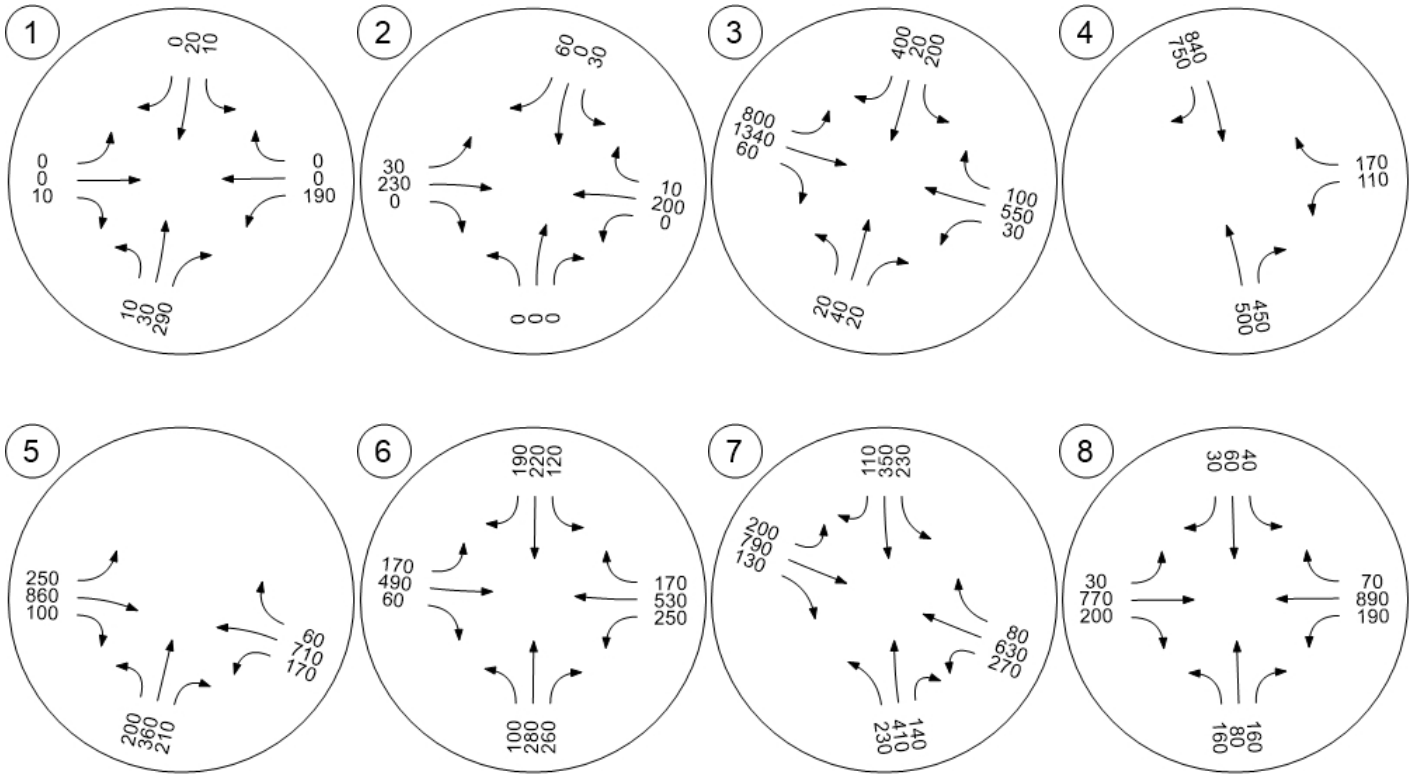


Traffic Volume - Base Volume

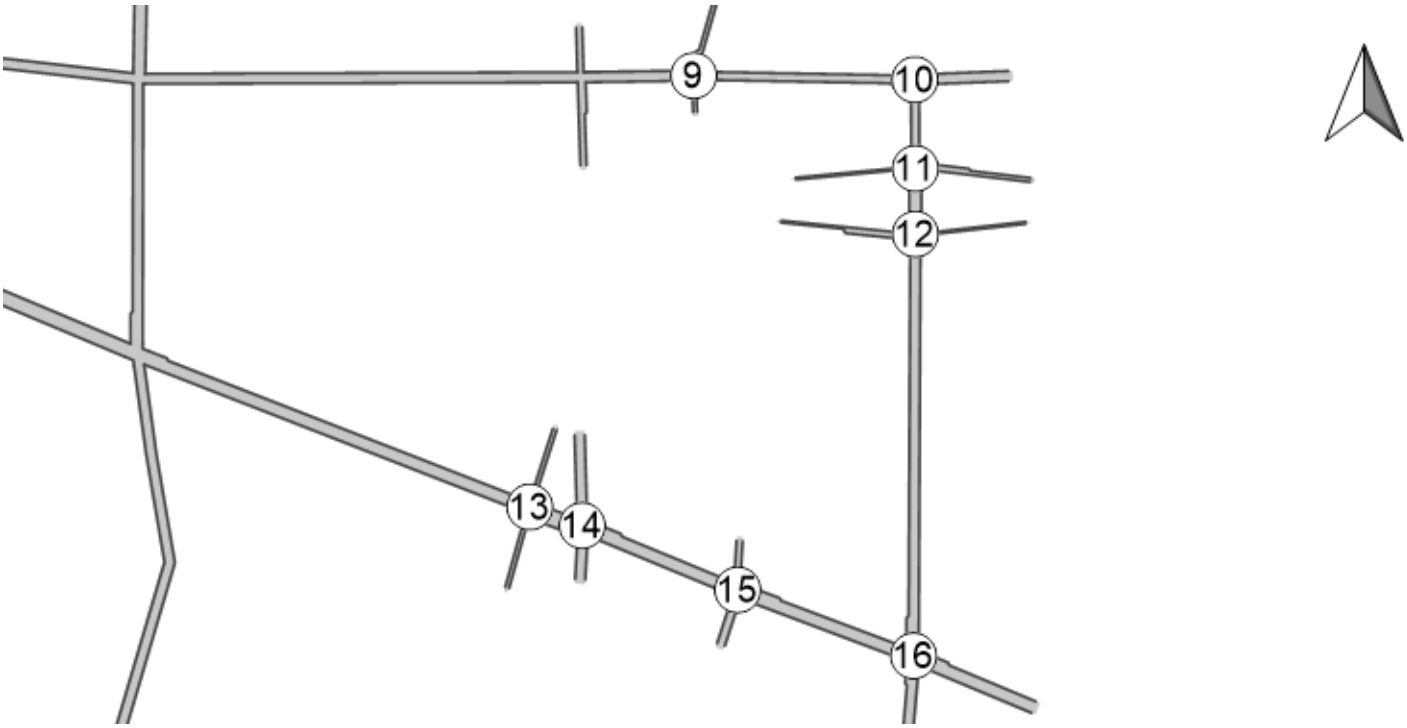


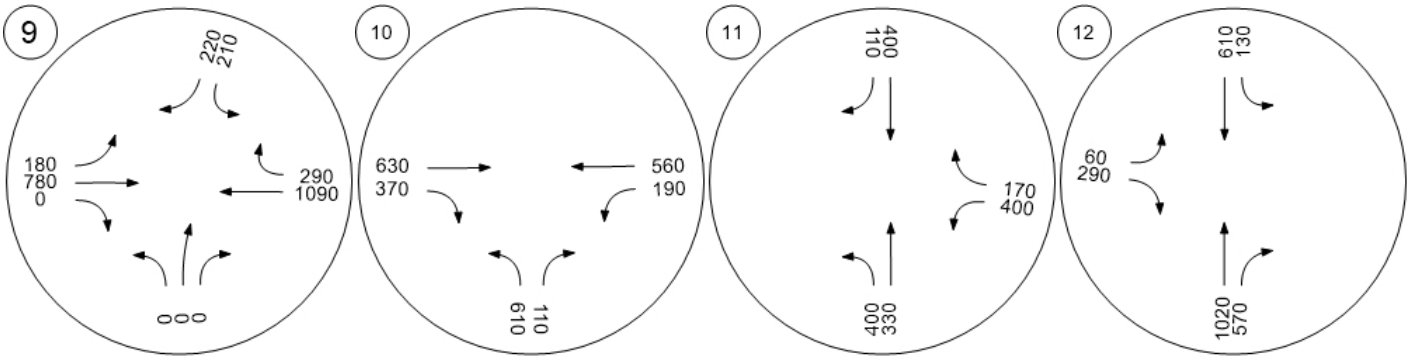
Traffic Volume - Base Volume

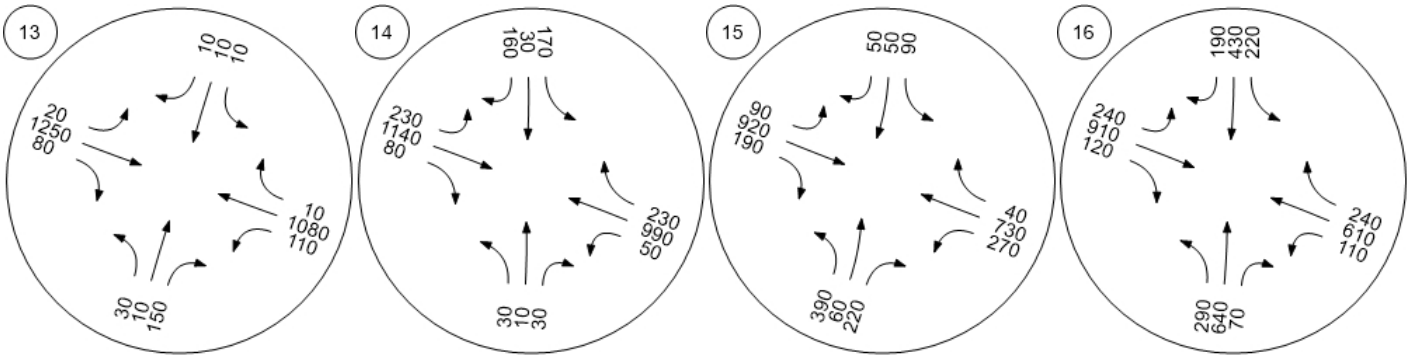




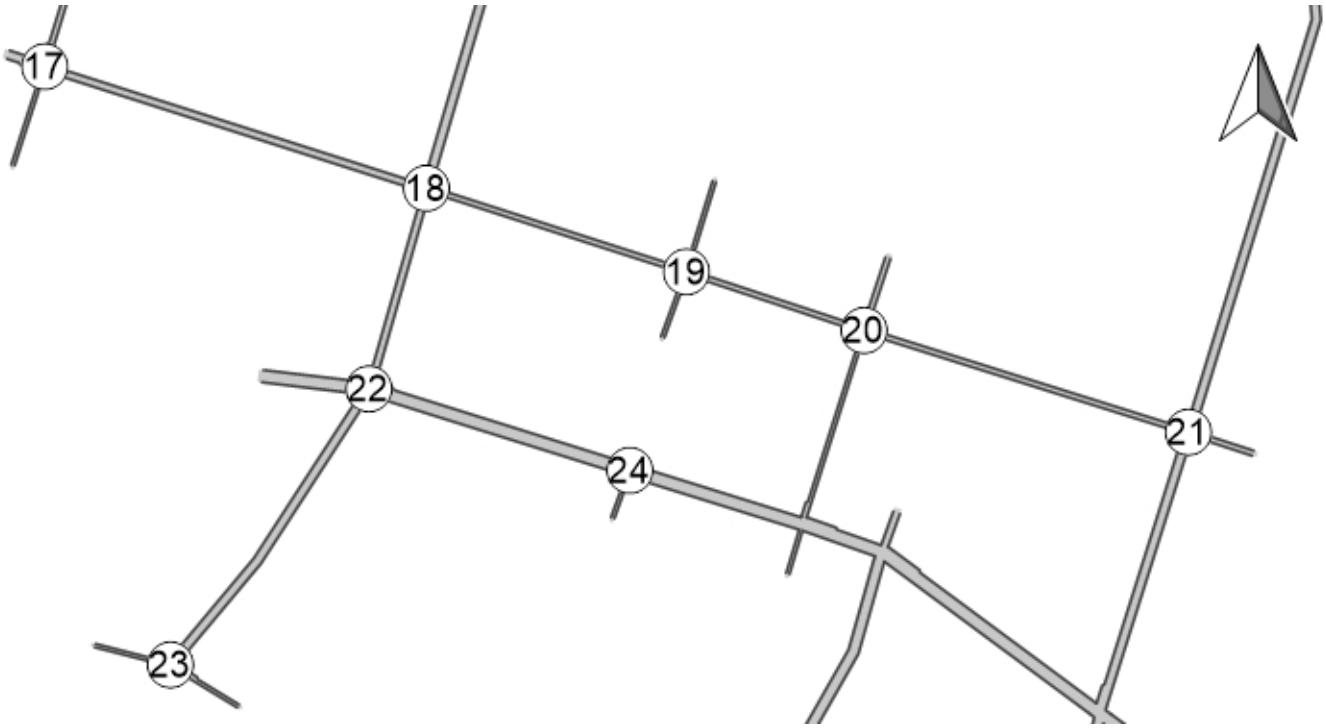
Traffic Volume - Base Volume

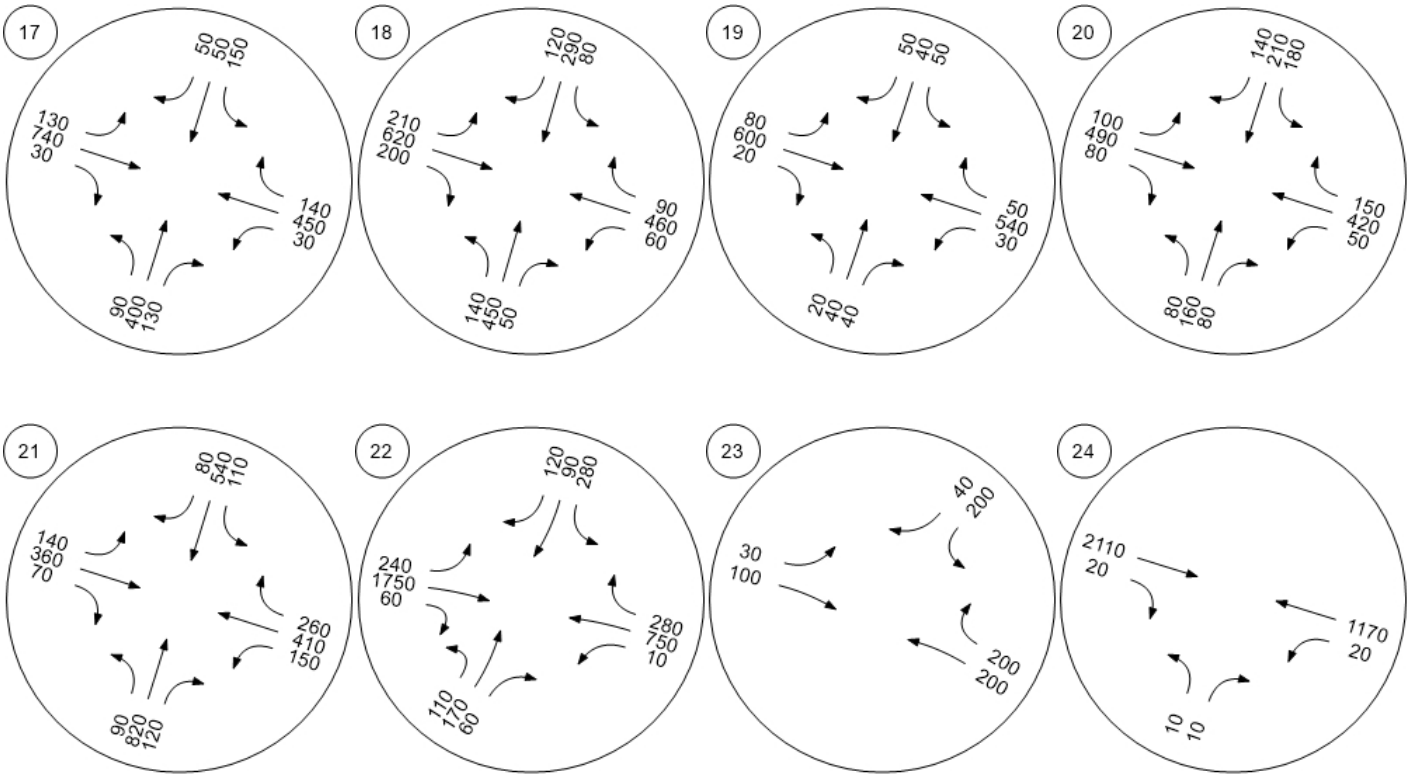




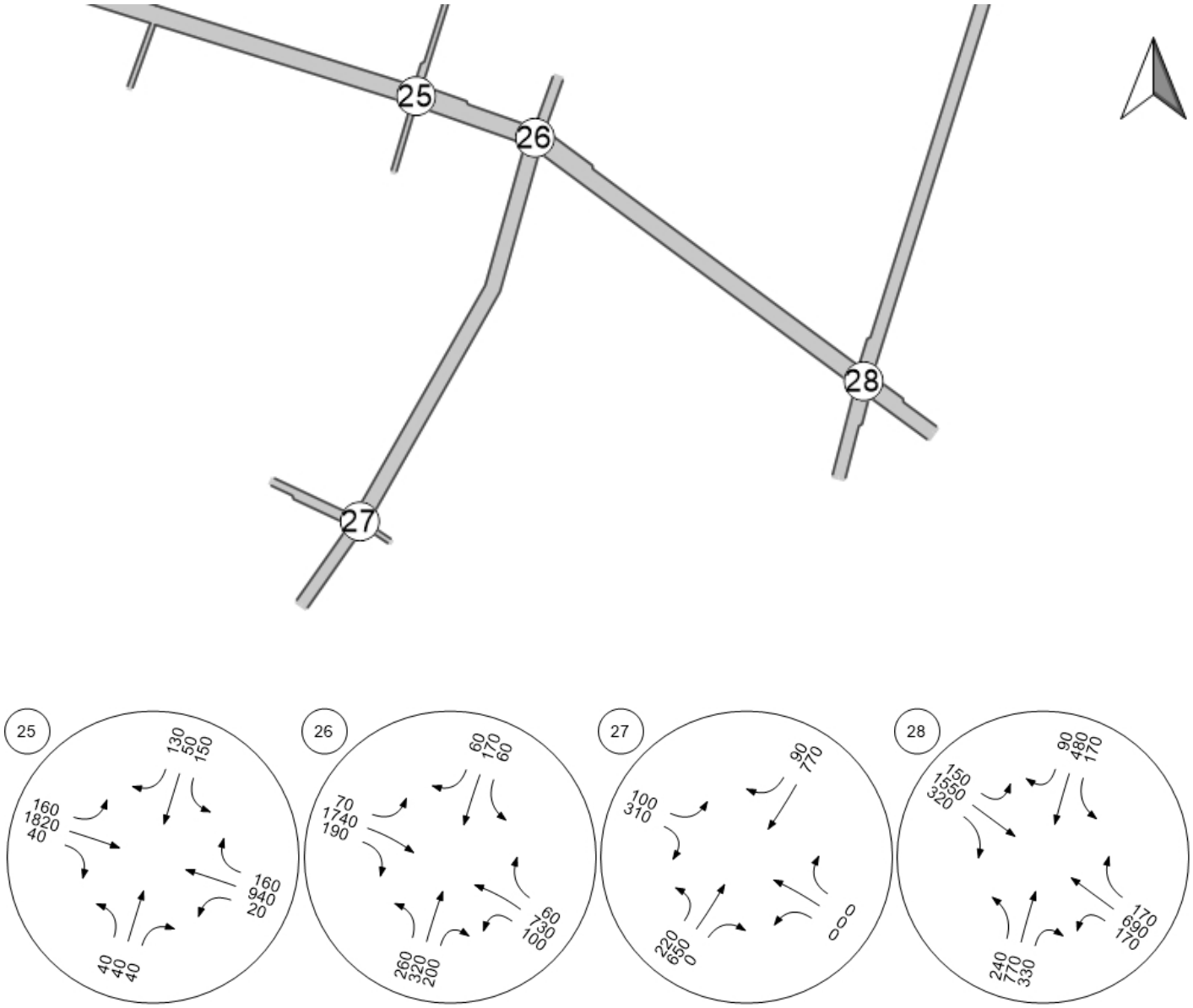


Traffic Volume - Base Volume





Traffic Volume - Base Volume



Appendix 7 — Cumulative (2045) Plus Project LOS Worksheets

2045_AM

Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\amlos.pdf

Scenario 5 05_2045_AM
11/8/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1		All-way stop	HCM 7th Edition	WB Left	0.620	14.0	B
2		All-way stop	HCM 7th Edition	EB Thru	0.347	9.3	A
3		Signalized	ICU 1	SB Right	0.739	-	C
4		Signalized	ICU 1	NB Right	0.619	-	B
5		Signalized	ICU 1	EB Right	0.593	-	A
6		Signalized	ICU 1	WB Right	0.575	-	A
7		Signalized	ICU 1	WB Thru	0.625	-	B
8		Signalized	ICU 1	WB Right	0.484	-	A
9		Signalized	ICU 1	WB Right	0.534	-	A
10		Signalized	ICU 1	NB Left	0.550	-	A
11		Signalized	ICU 1	NB Left	0.751	-	C
12		Signalized	ICU 1	NB Thru	0.660	-	B
13		Two-way stop	HCM 7th Edition	NB Thru	0.355	605.2	F
14		Signalized	ICU 1	WB Thru	0.550	-	A
15		Signalized	ICU 1	WB Thru	0.584	-	A
16		Signalized	ICU 1	SB Thru	0.619	-	B
17		Signalized	ICU 1	WB Thru	0.931	-	E
18		Signalized	ICU 1	WB Thru	0.800	-	C
19		Signalized	ICU 1	WB Thru	0.744	-	C
20		Signalized	ICU 1	WB Thru	0.756	-	C
21		Signalized	ICU 1	SB Right	0.994	-	E
22		Signalized	ICU 1	SB Left	0.613	-	B
23		Two-way stop	HCM 7th Edition	SB Left	0.195	10.9	B
24		Two-way stop	HCM 7th Edition	NB Left	0.069	29.2	D
25		Signalized	ICU 1	EB Right	0.465	-	A
26		Signalized	ICU 1	EB Thru	0.668	-	B
27		Signalized	ICU 1	NB Thru	0.388	-	A
28		Signalized	ICU 1	WB Thru	0.722	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1:

Control Type:	All-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Base Volume Input [veh/h]	10	10	140	10	40	0	0	10	10	370	10	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	140	10	40	0	0	10	10	370	10	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	37	3	11	0	0	3	3	97	3	3
Total Analysis Volume [veh/h]	11	11	147	11	42	0	0	11	11	389	11	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	568	617	700	565	584	659	627	736
Degree of Utilization, x	0.02	0.02	0.21	0.09	0.02	0.02	0.62	0.03

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.06	0.05	0.79	0.31	0.06	0.05	4.29	0.09
95th-Percentile Queue Length [ft]	1.48	1.36	19.70	7.73	1.44	1.27	107.16	2.31
Approach Delay [s/veh]	9.16			10.03	8.62		16.85	
Approach LOS	A			B	A		C	
Intersection Delay [s/veh]	14.04							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2:

Control Type:	All-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Base Volume Input [veh/h]	10	0	0	20	0	40	40	220	10	0	210	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	0	20	0	40	40	220	10	0	210	30
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	0	5	0	11	11	58	3	0	55	8
Total Analysis Volume [veh/h]	11	0	0	21	0	42	42	232	11	0	221	32
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	666	752	822	831
Degree of Utilization, x	0.02	0.08	0.35	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.05	0.27	1.56	1.29
95th-Percentile Queue Length [ft]	1.26	6.84	38.90	32.26
Approach Delay [s/veh]	8.50	8.22	9.69	9.22
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.32			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	75.00	100.00	125.00	345.00	100.00	100.00	150.00	100.00	240.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	30	20	40	380	30	590	290	580	20	30	630	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	40	380	30	590	290	580	20	30	630	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	10	95	8	148	73	145	5	8	158	35
Total Analysis Volume [veh/h]	30	20	40	380	30	590	290	580	20	30	630	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Unsign
Signal Group	8	8	8	4	4	4	0	2	2	0	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.06	0.06	0.12	0.13	0.20	0.18	0.19	0.19	0.02	0.20	0.00
Intersection LOS	C											
Intersection V/C	0.739											

Intersection Level Of Service Report
Intersection 4:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Base Volume Input [veh/h]	0	560	540	0	450	500	0	0	0	290	0	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	560	540	0	450	500	0	0	0	290	0	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	140	135	0	113	125	0	0	0	73	0	55
Total Analysis Volume [veh/h]	0	560	540	0	450	500	0	0	0	290	0	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	2	0	6	0	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.34	0.00	0.14	0.00	0.00	0.00	0.00	0.18	0.00	0.14
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 5:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.593

Intersection Setup

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	310.00	100.00	100.00	100.00	245.00	100.00	100.00	380.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			0.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	210	180	130	0	0	0	110	770	260	250	730	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	210	180	130	0	0	0	110	770	260	250	730	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	45	33	0	0	0	28	193	65	63	183	13
Total Analysis Volume [veh/h]	210	180	130	0	0	0	110	770	260	250	730	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Overla	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	1	0	0	0	0	2	2	0	6	6
Auxiliary Signal Groups			1,8									
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.12	0.08	0.00	0.00	0.00	0.07	0.21	0.21	0.16	0.16	0.16
Intersection LOS	A											
Intersection V/C	0.593											

Intersection Level Of Service Report
Intersection 6:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.575

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	30	210	160	140	290	240	130	200	40	250	500	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	210	160	140	290	240	130	200	40	250	500	110
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	53	40	35	73	60	33	50	10	63	125	28
Total Analysis Volume [veh/h]	30	210	160	140	290	240	130	200	40	250	500	110
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.12	0.12	0.09	0.17	0.17	0.08	0.08	0.08	0.16	0.19	0.19
Intersection LOS	A											
Intersection V/C	0.575											

Intersection Level Of Service Report
Intersection 7:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	150.00	355.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	270	290	70	140	280	120	110	480	140	120	640	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	290	70	140	280	120	110	480	140	120	640	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	73	18	35	70	30	28	120	35	30	160	23
Total Analysis Volume [veh/h]	270	290	70	140	280	120	110	480	140	120	640	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.11	0.11	0.09	0.09	0.08	0.07	0.13	0.13	0.08	0.20	0.06
Intersection LOS	B											
Intersection V/C	0.625											

Intersection Level Of Service Report
Intersection 8:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.484

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	75.00	100.00	100.00	115.00	100.00	100.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	120	40	100	50	80	30	20	310	200	130	670	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	40	100	50	80	30	20	310	200	130	670	30
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	10	25	13	20	8	5	78	50	33	168	8
Total Analysis Volume [veh/h]	120	40	100	50	80	30	20	310	200	130	670	30
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.03	0.06	0.03	0.07	0.07	0.01	0.16	0.16	0.08	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.484											

Intersection Level Of Service Report
Intersection 9:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.534

Intersection Setup

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	0	0	0	230	0	220	110	340	0	0	590	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	230	0	220	110	340	0	0	590	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	58	0	55	28	85	0	0	148	30
Total Analysis Volume [veh/h]	0	0	0	230	0	220	110	340	0	0	590	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	0	3	4	0	4	2	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.14	0.00	0.14	0.07	0.11	0.00	0.00	0.22	0.22
Intersection LOS	A											
Intersection V/C	0.534											

Intersection Level Of Service Report
Intersection 10:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Base Volume Input [veh/h]	300	270	400	330	220	400
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	300	270	400	330	220	400
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	68	100	83	55	100
Total Analysis Volume [veh/h]	300	270	400	330	220	400
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Permissive	Overlap	Permissive	Permissive
Signal Group	4	2	2	2	6	6
Auxiliary Signal Groups		2,4		2,4		
Lead / Lag	Lag	-	-	-	Lag	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.17	0.13	0.02	0.14	0.13
Intersection LOS	A					
Intersection V/C	0.550					

Intersection Level Of Service Report
Intersection 11:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Base Volume Input [veh/h]	510	300	0	0	370	170	0	0	0	470	0	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	510	300	0	0	370	170	0	0	0	470	0	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	128	75	0	0	93	43	0	0	0	118	0	33
Total Analysis Volume [veh/h]	510	300	0	0	370	170	0	0	0	470	0	130
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	0	0	6	6	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.32	0.09	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.16	0.00	0.08
Intersection LOS	C											
Intersection V/C	0.751											

Intersection Level Of Service Report
Intersection 12:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.660

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	2	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			0.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	770	310	140	690	0	110	0	390	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	770	310	140	690	0	110	0	390	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	193	78	35	173	0	28	0	98	0	0	0
Total Analysis Volume [veh/h]	0	770	310	140	690	0	110	0	390	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis
Signal Group	0	2	2	0	6	0	4	0	4	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.34	0.34	0.09	0.22	0.00	0.07	0.00	0.14	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.660											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Two-way stop	Delay (sec / veh):	605.2
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.355

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	60	10	120	10	10	20	10	650	190	180	840	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	10	120	10	10	20	10	650	190	180	840	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	32	3	3	5	3	171	50	47	221	0
Total Analysis Volume [veh/h]	63	11	126	11	11	21	11	684	200	189	884	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	1.32	0.36	0.26	0.29	0.41	0.04	0.01	0.01	0.00	0.42	0.01	0.00
d_M, Delay for Movement [s/veh]	564.32	605.23	496.33	196.80	237.03	109.92	9.76	0.00	0.00	18.76	0.00	0.00
Movement LOS	F	F	F	F	F	F	A	A	A	C	A	A
95th-Percentile Queue Length [veh/ln]	16.60	16.60	16.60	3.19	3.19	3.19	0.04	0.00	0.00	2.06	0.00	0.00
95th-Percentile Queue Length [ft/ln]	415.08	415.08	415.08	79.78	79.78	79.78	1.09	0.00	0.00	51.41	0.00	0.00
d_A, Approach Delay [s/veh]	523.74			164.66			0.12			3.30		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	52.23											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.550

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	180.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	30	10	10	220	30	190	100	610	20	10	780	120
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	10	10	220	30	190	100	610	20	10	780	120
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	3	55	8	48	25	153	5	3	195	30
Total Analysis Volume [veh/h]	30	10	10	220	30	190	100	610	20	10	780	120
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.14	0.07	0.07	0.06	0.13	0.01	0.01	0.24	0.08
Intersection LOS	A											
Intersection V/C	0.550											

Intersection Level Of Service Report
Intersection 15:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	375.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	320	30	160	40	50	40	50	400	310	200	550	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	320	30	160	40	50	40	50	400	310	200	550	20
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	80	8	40	10	13	10	13	100	78	50	138	5
Total Analysis Volume [veh/h]	320	30	160	40	50	40	50	400	310	200	550	20
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.11	0.10	0.03	0.06	0.06	0.03	0.15	0.15	0.13	0.17	0.01
Intersection LOS	A											
Intersection V/C	0.584											

Intersection Level Of Service Report
Intersection 16:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	350.00	100.00	150.00	150.00	100.00	100.00	145.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	150	430	30	170	600	240	180	300	90	120	440	250
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	430	30	170	600	240	180	300	90	120	440	250
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	108	8	43	150	60	45	75	23	30	110	63
Total Analysis Volume [veh/h]	150	430	30	170	600	240	180	300	90	120	440	250
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.14	0.14	0.11	0.19	0.15	0.11	0.08	0.08	0.08	0.14	0.16
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.931

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	35	20	65	48	15	15	105	10	10	120	55
Total Analysis Volume [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.16	0.12	0.04	0.04	0.13	0.03	0.03	0.44	0.44
Intersection LOS	E											
Intersection V/C	0.931											

Intersection Level Of Service Report
Intersection 18:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	110.00	100.00	100.00	125.00	100.00	100.00	95.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	140	250	40	90	380	200	100	460	170	70	520	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	250	40	90	380	200	100	460	170	70	520	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	63	10	23	95	50	25	115	43	18	130	18
Total Analysis Volume [veh/h]	140	250	40	90	380	200	100	460	170	70	520	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	6	6	6	2	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.09	0.09	0.06	0.18	0.18	0.06	0.29	0.11	0.04	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.800											

Intersection Level Of Service Report
Intersection 19:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	10	50	20	80	60	120	160	510	20	20	520	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	50	20	80	60	120	160	510	20	20	520	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	13	5	20	15	30	40	128	5	5	130	20
Total Analysis Volume [veh/h]	10	50	20	80	60	120	160	510	20	20	520	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.05	0.16	0.16	0.10	0.33	0.33	0.01	0.38	0.38
Intersection LOS	C											
Intersection V/C	0.744											

Intersection Level Of Service Report
Intersection 20:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.756

Intersection Setup

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	85.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	50	120	30	170	160	150	90	390	60	40	460	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	50	120	30	170	160	150	90	390	60	40	460	130
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	30	8	43	40	38	23	98	15	10	115	33
Total Analysis Volume [veh/h]	50	120	30	170	160	150	90	390	60	40	460	130
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.13	0.13	0.11	0.10	0.09	0.06	0.28	0.28	0.03	0.37	0.37
Intersection LOS	C											
Intersection V/C	0.756											

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.994

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	123	20	40	153	18	23	93	28	38	90	35
Total Analysis Volume [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.43	0.43	0.06	0.30	0.30	0.09	0.31	0.31
Intersection LOS	E											
Intersection V/C	0.994											

Intersection Level Of Service Report
Intersection 22:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	280.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	30	40	20	350	130	140	100	670	100	30	810	330
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	40	20	350	130	140	100	670	100	30	810	330
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	10	5	88	33	35	25	168	25	8	203	83
Total Analysis Volume [veh/h]	30	40	20	350	130	140	100	670	100	30	810	330
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.22	0.17	0.17	0.06	0.16	0.16	0.02	0.17	0.21
Intersection LOS	B											
Intersection V/C	0.613											

Intersection Level Of Service Report
Intersection 23:

Control Type:	Two-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Base Volume Input [veh/h]	140	20	40	70	50	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	20	40	70	50	150
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	5	11	18	13	39
Total Analysis Volume [veh/h]	147	21	42	74	53	158
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.02	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.92	8.61	7.68	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.72	0.06	0.07	0.07	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.98	1.58	1.79	1.79	0.00	0.00
d_A, Approach Delay [s/veh]	10.63		2.78		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.26					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24:

Control Type:	Two-way stop	Delay (sec / veh):	29.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.069

Intersection Setup

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	75.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Base Volume Input [veh/h]	10	10	1020	0	10	1070
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	1020	0	10	1070
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	268	0	3	282
Total Analysis Volume [veh/h]	11	11	1074	0	11	1126
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.03	0.01	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	29.19	15.20	0.00	0.00	15.22	0.00
Movement LOS	D	C	A	A	C	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.00	0.00	0.09	0.00
95th-Percentile Queue Length [ft/ln]	7.79	7.79	0.00	0.00	2.34	0.00
d_A, Approach Delay [s/veh]	22.20		0.00		0.15	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.29					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 25:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	65.00	155.00	100.00	100.00	160.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	20	30	20	100	40	50	90	1000	30	20	970	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	30	20	100	40	50	90	1000	30	20	970	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	8	5	25	10	13	23	250	8	5	243	38
Total Analysis Volume [veh/h]	20	30	20	100	40	50	90	1000	30	20	970	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.04	0.06	0.09	0.03	0.06	0.21	0.21	0.01	0.20	0.09
Intersection LOS	A											
Intersection V/C	0.465											

Intersection Level Of Service Report
Intersection 26:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	70.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	190	280	50	40	230	40	50	870	310	140	890	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	190	280	50	40	230	40	50	870	310	140	890	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	70	13	10	58	10	13	218	78	35	223	25
Total Analysis Volume [veh/h]	190	280	50	40	230	40	50	870	310	140	890	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.10	0.10	0.03	0.17	0.17	0.03	0.25	0.25	0.09	0.19	0.06
Intersection LOS	B											
Intersection V/C	0.668											

Intersection Level Of Service Report
Intersection 27:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.388

Intersection Setup

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Base Volume Input [veh/h]	150	700	0	0	530	70	20	0	70	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	700	0	0	530	70	20	0	70	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	175	0	0	133	18	5	0	18	0	0	0
Total Analysis Volume [veh/h]	150	700	0	0	530	70	20	0	70	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	2	2	0	6	6	4	4	4	8	8	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.22	0.00	0.00	0.19	0.19	0.01	0.00	0.04	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.388											

Intersection Level Of Service Report
Intersection 28:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.722

Intersection Setup

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	140.00	100.00	100.00	115.00	100.00	100.00	205.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	250	510	120	120	560	120	60	490	210	130	810	180
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	250	510	120	120	560	120	60	490	210	130	810	180
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	128	30	30	140	30	15	123	53	33	203	45
Total Analysis Volume [veh/h]	250	510	120	120	560	120	60	490	210	130	810	180
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.16	0.08	0.08	0.18	0.08	0.04	0.15	0.15	0.08	0.25	0.11
Intersection LOS	C											
Intersection V/C	0.722											

2045_PM

Vistro File: H:\...\LaVerneGPU_Vistro.vistro
Report File: H:\...\pmlos.pdf

Scenario 6 06_2045_PM
11/8/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1		All-way stop	HCM 7th Edition	WB Left	0.383	10.4	B
2		All-way stop	HCM 7th Edition	EB Thru	0.336	9.2	A
3		Signalized	ICU 1	EB Left	0.961	-	E
4		Signalized	ICU 1	NB Right	0.488	-	A
5		Signalized	ICU 1	NB Thru	0.642	-	B
6		Signalized	ICU 1	WB Thru	0.672	-	B
7		Signalized	ICU 1	WB Thru	0.776	-	C
8		Signalized	ICU 1	EB Right	0.678	-	B
9		Signalized	ICU 1	WB Thru	0.781	-	C
10		Signalized	ICU 1	NB Left	0.797	-	C
11		Signalized	ICU 1	NB Left	0.648	-	B
12		Signalized	ICU 1	NB Thru	0.779	-	C
13		Two-way stop	HCM 7th Edition	NB Thru	1.114	942.4	F
14		Signalized	ICU 1	WB Thru	0.672	-	B
15		Signalized	ICU 1	EB Thru	0.703	-	C
16		Signalized	ICU 1	NB Right	0.800	-	C
17		Signalized	ICU 1	NB Thru	1.031	-	F
18		Signalized	ICU 1	EB Thru	0.791	-	C
19		Signalized	ICU 1	EB Right	0.619	-	B
20		Signalized	ICU 1	WB Thru	0.850	-	D
21		Signalized	ICU 1	WB Thru	1.050	-	F
22		Signalized	ICU 1	EB Thru	0.765	-	C
23		Two-way stop	HCM 7th Edition	SB Left	0.348	14.1	B
24		Two-way stop	HCM 7th Edition	NB Left	0.391	184.4	F
25		Signalized	ICU 1	EB Thru	0.669	-	B
26		Signalized	ICU 1	EB Thru	0.799	-	C
27		Signalized	ICU 1	SB Thru	0.541	-	A
28		Signalized	ICU 1	EB Thru	0.943	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For

all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1:

Control Type:	All-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Mtn Springs Ranch Rd.			Golden HIlls Rd.			Golden Hills Rd.		
Base Volume Input [veh/h]	10	30	290	10	20	0	0	0	10	190	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	30	290	10	20	0	0	0	10	190	0	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	8	76	3	5	0	0	0	3	50	0	0
Total Analysis Volume [veh/h]	11	32	305	11	21	0	0	0	11	200	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	629	689	796	600	601	681	601	656
Degree of Utilization, x	0.02	0.05	0.38	0.05	0.00	0.02	0.33	0.00

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.05	0.15	1.81	0.17	0.00	0.05	1.45	0.00
95th-Percentile Queue Length [ft]	1.34	3.65	45.25	4.22	0.00	1.23	36.35	0.00
Approach Delay [s/veh]	9.79			9.34	8.07		11.65	
Approach LOS	A			A	A		B	
Intersection Delay [s/veh]	10.36							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 2:

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stephens Ranch Rd.			Stephens Ranch Rd.			Golden Hills Rd.			Esperanza Dr.		
Base Volume Input [veh/h]	0	0	0	30	0	60	30	230	0	0	200	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	30	0	60	30	230	0	0	200	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	16	8	61	0	0	53	3
Total Analysis Volume [veh/h]	0	0	0	32	0	63	32	242	0	0	211	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	695	768	815	814
Degree of Utilization, x	0.00	0.12	0.34	0.27

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.42	1.49	1.11
95th-Percentile Queue Length [ft]	0.00	10.55	37.21	27.72
Approach Delay [s/veh]	0.00	8.35	9.65	9.07
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.22			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 3:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.961

Intersection Setup

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	75.00	100.00	125.00	345.00	100.00	100.00	150.00	100.00	240.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	10	5	50	5	100	200	335	15	8	138	25
Total Analysis Volume [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Unsign
Signal Group	8	8	8	4	4	4	0	2	2	0	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.06	0.07	0.14	0.50	0.44	0.44	0.02	0.17	0.00
Intersection LOS	E											
Intersection V/C	0.961											

Intersection Level Of Service Report
Intersection 4:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.488

Intersection Setup

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	195.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			No			No		

Volumes

Name	Foothill Blvd.			Foothill Blvd.						I-210 WB Off Ramp		
Base Volume Input [veh/h]	0	500	450	0	840	750	0	0	0	110	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	500	450	0	840	750	0	0	0	110	0	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	125	113	0	210	188	0	0	0	28	0	43
Total Analysis Volume [veh/h]	0	500	450	0	840	750	0	0	0	110	0	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Unsign	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	2	0	6	0	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.28	0.00	0.26	0.00	0.00	0.00	0.00	0.07	0.00	0.11
Intersection LOS	A											
Intersection V/C	0.488											

Intersection Level Of Service Report
Intersection 5:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	310.00	100.00	310.00	100.00	100.00	100.00	245.00	100.00	100.00	380.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			0.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			No			Yes		

Volumes

Name	Damien Ave.			I-210 EB On Ramp			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	200	360	210	0	0	0	250	860	100	170	710	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	360	210	0	0	0	250	860	100	170	710	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	90	53	0	0	0	63	215	25	43	178	15
Total Analysis Volume [veh/h]	200	360	210	0	0	0	250	860	100	170	710	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Overla	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	1	0	0	0	0	2	2	0	6	6
Auxiliary Signal Groups			1,8									
Lead / Lag	Lag	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.23	0.13	0.00	0.00	0.00	0.16	0.20	0.20	0.11	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.642											

Intersection Level Of Service Report
Intersection 6:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	180.00	100.00	100.00	200.00	100.00	100.00	200.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	100	280	260	120	220	190	170	490	60	250	530	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	280	260	120	220	190	170	490	60	250	530	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	70	65	30	55	48	43	123	15	63	133	43
Total Analysis Volume [veh/h]	100	280	260	120	220	190	170	490	60	250	530	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.17	0.17	0.08	0.13	0.13	0.11	0.17	0.17	0.16	0.22	0.22
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 7:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.776

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	95.00	100.00	100.00	150.00	100.00	150.00	355.00	100.00	100.00	260.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	230	410	140	230	350	110	200	790	130	270	630	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	230	410	140	230	350	110	200	790	130	270	630	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	58	103	35	58	88	28	50	198	33	68	158	20
Total Analysis Volume [veh/h]	230	410	140	230	350	110	200	790	130	270	630	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.17	0.17	0.14	0.11	0.07	0.13	0.19	0.19	0.17	0.20	0.05
Intersection LOS	C											
Intersection V/C	0.776											

Intersection Level Of Service Report
Intersection 8:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	150.00	75.00	100.00	100.00	115.00	100.00	100.00	125.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	160	80	160	40	60	30	30	770	200	190	890	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	160	80	160	40	60	30	30	770	200	190	890	70
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	40	20	40	10	15	8	8	193	50	48	223	18
Total Analysis Volume [veh/h]	160	80	160	40	60	30	30	770	200	190	890	70
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.05	0.10	0.03	0.06	0.06	0.02	0.30	0.30	0.12	0.30	0.30
Intersection LOS	B											
Intersection V/C	0.678											

Intersection Level Of Service Report
Intersection 9:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	90.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			No		

Volumes

Name				Esperanza Dr.			Baseline Rd.			Baseline Rd.		
Base Volume Input [veh/h]	0	0	0	210	0	220	180	780	0	0	1090	290
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	2.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	210	0	220	180	780	0	0	1090	290
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	53	0	55	45	195	0	0	273	73
Total Analysis Volume [veh/h]	0	0	0	210	0	220	180	780	0	0	1090	290
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	0	3	4	0	4	2	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lag	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.13	0.00	0.14	0.11	0.24	0.00	0.00	0.43	0.43
Intersection LOS	C											
Intersection V/C	0.781											

Intersection Level Of Service Report
Intersection 10:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.797

Intersection Setup

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	150.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		Yes	

Volumes

Name	Fruit St.		Baseline Rd.		Baseline Rd.	
Base Volume Input [veh/h]	610	110	630	370	190	560
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	610	110	630	370	190	560
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	28	158	93	48	140
Total Analysis Volume [veh/h]	610	110	630	370	190	560
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Overlap	Permissive	Overlap	Permissive	Permissive
Signal Group	4	2	2	2	6	6
Auxiliary Signal Groups		2,4		2,4		
Lead / Lag	Lag	-	-	-	Lag	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.38	0.07	0.20	0.00	0.12	0.18
Intersection LOS	C					
Intersection V/C	0.797					

Intersection Level Of Service Report
Intersection 11:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			0.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			Yes		

Volumes

Name	Fruit St.			Fruit St.			I-210 WB Ramps			I-210 WB Ramps		
Base Volume Input [veh/h]	400	330	0	0	400	110	0	0	0	400	0	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	2.00	0.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	400	330	0	0	400	110	0	0	0	400	0	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	83	0	0	100	28	0	0	0	100	0	43
Total Analysis Volume [veh/h]	400	330	0	0	400	110	0	0	0	400	0	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split
Signal Group	0	2	0	0	6	6	0	0	0	8	0	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.10	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.14	0.00	0.11
Intersection LOS	B											
Intersection V/C	0.648											

Intersection Level Of Service Report
Intersection 12:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	2	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	350.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			0.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Fruit St.			Fruit St.			I-210 EB Ramps			I-210 EB Ramps		
Base Volume Input [veh/h]	0	1020	570	130	610	0	60	0	290	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.00	2.00	2.00	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1020	570	130	610	0	60	0	290	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	255	143	33	153	0	15	0	73	0	0	0
Total Analysis Volume [veh/h]	0	1020	570	130	610	0	60	0	290	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Split	Split	Split	Permis	Permis	Permis
Signal Group	0	2	2	0	6	0	4	0	4	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.50	0.50	0.08	0.19	0.00	0.04	0.00	0.10	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.779											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Two-way stop	Delay (sec / veh):	942.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.114

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	30	10	150	10	10	10	20	1250	80	110	1080	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	10	150	10	10	10	20	1250	80	110	1080	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	39	3	3	3	5	329	21	29	284	3
Total Analysis Volume [veh/h]	32	11	158	11	11	11	21	1316	84	116	1137	11
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.54	1.11	0.48	0.28	1.18	0.03	0.03	0.01	0.00	0.46	0.01	0.00
d_M, Delay for Movement [s/veh]	638.28	942.43	588.78	553.02	846.23	470.11	11.11	0.00	0.00	30.90	0.00	0.00
Movement LOS	F	F	F	F	F	F	B	A	A	D	A	A
95th-Percentile Queue Length [veh/ln]	17.61	17.61	17.61	4.26	4.26	4.26	0.11	0.00	0.00	2.26	0.00	0.00
95th-Percentile Queue Length [ft/ln]	440.35	440.35	440.35	106.40	106.40	106.40	2.67	0.00	0.00	56.45	0.00	0.00
d_A, Approach Delay [s/veh]	616.01			623.12			0.16			2.84		
Approach LOS	F			F			A			A		
d_I, Intersection Delay [s/veh]	50.77											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 14:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	180.00	150.00	100.00	150.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Emerald Ave.			Emerald Ave.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	30	10	30	170	30	160	230	1140	80	50	990	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	10	30	170	30	160	230	1140	80	50	990	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	8	43	8	40	58	285	20	13	248	58
Total Analysis Volume [veh/h]	30	10	30	170	30	160	230	1140	80	50	990	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.11	0.06	0.06	0.14	0.24	0.05	0.03	0.31	0.14
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 15:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	100.00	100.00	100.00	175.00	100.00	100.00	375.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	D St.			D St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	390	60	220	90	50	50	90	920	190	270	730	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	390	60	220	90	50	50	90	920	190	270	730	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	15	55	23	13	13	23	230	48	68	183	10
Total Analysis Volume [veh/h]	390	60	220	90	50	50	90	920	190	270	730	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.14	0.14	0.06	0.06	0.06	0.06	0.23	0.23	0.17	0.23	0.03
Intersection LOS	C											
Intersection V/C	0.703											

Intersection Level Of Service Report
Intersection 16:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	150.00	100.00	100.00	350.00	100.00	150.00	150.00	100.00	100.00	145.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	White Ave.			Fruit St.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	290	640	70	220	430	190	240	910	120	110	610	240
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	290	640	70	220	430	190	240	910	120	110	610	240
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	160	18	55	108	48	60	228	30	28	153	60
Total Analysis Volume [veh/h]	290	640	70	220	430	190	240	910	120	110	610	240
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.22	0.22	0.14	0.13	0.12	0.15	0.21	0.21	0.07	0.19	0.15
Intersection LOS	C											
Intersection V/C	0.800											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.031

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	100	33	38	13	13	33	185	8	8	113	35
Total Analysis Volume [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.39	0.39	0.09	0.03	0.03	0.08	0.23	0.02	0.02	0.37	0.37
Intersection LOS	F											
Intersection V/C	1.031											

Intersection Level Of Service Report
Intersection 18:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.791

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	120.00	100.00	100.00	110.00	100.00	100.00	125.00	100.00	100.00	95.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	140	450	50	80	290	120	210	620	200	60	460	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	450	50	80	290	120	210	620	200	60	460	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	113	13	20	73	30	53	155	50	15	115	23
Total Analysis Volume [veh/h]	140	450	50	80	290	120	210	620	200	60	460	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	6	6	6	2	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.16	0.05	0.13	0.13	0.13	0.39	0.13	0.04	0.34	0.34
Intersection LOS	C											
Intersection V/C	0.791											

Intersection Level Of Service Report
Intersection 19:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			B St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	20	40	40	50	40	50	80	600	20	30	540	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	40	40	50	40	50	80	600	20	30	540	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	10	10	13	10	13	20	150	5	8	135	13
Total Analysis Volume [veh/h]	20	40	40	50	40	50	80	600	20	30	540	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.06	0.03	0.09	0.09	0.05	0.39	0.39	0.02	0.37	0.37
Intersection LOS	B											
Intersection V/C	0.619											

Intersection Level Of Service Report
Intersection 20:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.850

Intersection Setup

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	85.00	100.00	85.00	75.00	100.00	100.00	75.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	80	160	80	180	210	140	100	490	80	50	420	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	160	80	180	210	140	100	490	80	50	420	150
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	40	20	45	53	35	25	123	20	13	105	38
Total Analysis Volume [veh/h]	80	160	80	180	210	140	100	490	80	50	420	150
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.20	0.20	0.11	0.13	0.09	0.06	0.36	0.36	0.03	0.36	0.36
Intersection LOS	D											
Intersection V/C	0.850											

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.050

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	205	30	28	135	20	35	90	18	38	103	65
Total Analysis Volume [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.29	0.29	0.07	0.39	0.39	0.09	0.27	0.27	0.09	0.42	0.42
Intersection LOS	F											
Intersection V/C	1.050											

Intersection Level Of Service Report
Intersection 22:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	280.00	100.00	100.00	100.00	100.00	100.00	135.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Wheeler Ave.			Wheeler Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	110	170	60	280	90	120	240	1750	60	10	750	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	170	60	280	90	120	240	1750	60	10	750	280
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	43	15	70	23	30	60	438	15	3	188	70
Total Analysis Volume [veh/h]	110	170	60	280	90	120	240	1750	60	10	750	280
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.11	0.04	0.18	0.13	0.13	0.15	0.38	0.38	0.01	0.16	0.18
Intersection LOS	C											
Intersection V/C	0.765											

Intersection Level Of Service Report
Intersection 23:

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	140.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Wheeler Ave.		Puddingstone Dr.		Puddingstone Dr.	
Base Volume Input [veh/h]	200	40	30	100	200	200
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	200	40	30	100	200	200
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	11	8	26	53	53
Total Analysis Volume [veh/h]	211	42	32	105	211	211
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.35	0.05	0.03	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.09	9.56	8.19	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.56	0.16	0.05	0.05	0.00	0.00
95th-Percentile Queue Length [ft/ln]	38.89	3.98	1.36	1.36	0.00	0.00
d_A, Approach Delay [s/veh]	13.34		1.91		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 24:

Control Type:	Two-way stop	Delay (sec / veh):	184.4
Analysis Method:	HCM 7th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	75.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Base Volume Input [veh/h]	10	10	2110	20	20	1170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	2110	20	20	1170
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	555	5	5	308
Total Analysis Volume [veh/h]	11	11	2221	21	21	1232
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.39	0.06	0.02	0.00	0.22	0.01
d_M, Delay for Movement [s/veh]	184.38	77.08	0.00	0.00	53.11	0.00
Movement LOS	F	F	A	A	F	A
95th-Percentile Queue Length [veh/ln]	1.66	1.66	0.00	0.00	0.78	0.00
95th-Percentile Queue Length [ft/ln]	41.58	41.58	0.00	0.00	19.54	0.00
d_A, Approach Delay [s/veh]	130.73		0.00		0.89	
Approach LOS	F		A		A	
d_I, Intersection Delay [s/veh]	1.13					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 25:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	65.00	155.00	100.00	100.00	160.00	100.00	180.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	D St.			D St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	40	40	40	150	50	130	160	1820	40	20	940	160
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	40	40	150	50	130	160	1820	40	20	940	160
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	10	10	38	13	33	40	455	10	5	235	40
Total Analysis Volume [veh/h]	40	40	40	150	50	130	160	1820	40	20	940	160
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	4	4	4	8	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.08	0.08	0.09	0.13	0.08	0.10	0.39	0.39	0.01	0.20	0.10
Intersection LOS	B											
Intersection V/C	0.669											

Intersection Level Of Service Report
Intersection 26:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.799

Intersection Setup

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	200.00	100.00	100.00	70.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	200.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Fairplex Dr.			E St.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	260	320	200	60	170	60	70	1740	190	100	730	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	260	320	200	60	170	60	70	1740	190	100	730	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	65	80	50	15	43	15	18	435	48	25	183	15
Total Analysis Volume [veh/h]	260	320	200	60	170	60	70	1740	190	100	730	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.16	0.16	0.04	0.14	0.14	0.04	0.40	0.40	0.06	0.15	0.04
Intersection LOS	C											
Intersection V/C	0.799											

Intersection Level Of Service Report
Intersection 27:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.541

Intersection Setup

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	250.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			No		

Volumes

Name	Fairplex Dr.			Fairplex Dr.			Puddingstone Dr.			Puddingstone Dr.		
Base Volume Input [veh/h]	220	650	0	0	770	90	100	0	310	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	0.00	0.00	2.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	220	650	0	0	770	90	100	0	310	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	163	0	0	193	23	25	0	78	0	0	0
Total Analysis Volume [veh/h]	220	650	0	0	770	90	100	0	310	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	2	2	0	6	6	4	4	4	8	8	8
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.20	0.00	0.00	0.27	0.27	0.03	0.00	0.19	0.00	0.00	0.00
Intersection LOS	A											
Intersection V/C	0.541											

Intersection Level Of Service Report
Intersection 28:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.943

Intersection Setup

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	140.00	100.00	100.00	115.00	100.00	100.00	205.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	193	83	43	120	23	38	388	80	43	173	43
Total Analysis Volume [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.21	0.11	0.15	0.06	0.09	0.39	0.39	0.11	0.22	0.11
Intersection LOS	E											
Intersection V/C	0.943											

Appendix 8 — Cumulative (2045) With Recommended Improvements LOS Worksheets

Intersection Level Of Service Report
Intersection 3:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.745

Intersection Setup

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	75.00	100.00	125.00	345.00	100.00	100.00	150.00	100.00	240.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			No		

Volumes

Name	Ramona Ave.			Baseline Rd.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	10	5	50	5	100	200	335	15	8	138	25
Total Analysis Volume [veh/h]	20	40	20	200	20	400	800	1340	60	30	550	100
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Permis	Permis	Permis	Permis	Permis	Unsign
Signal Group	8	8	8	4	4	4	0	2	2	0	6	0
Auxiliary Signal Groups						4,5						
Lead / Lag	Lag	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.05	0.06	0.07	0.14	0.25	0.44	0.44	0.02	0.17	0.00
Intersection LOS	C											
Intersection V/C	0.745											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.434

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	60	10	120	10	10	20	10	650	190	180	840	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	10	120	10	10	20	10	650	190	180	840	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	3	32	3	3	5	3	171	50	47	221	0
Total Analysis Volume [veh/h]	63	11	126	11	11	21	11	684	200	189	884	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	220
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.13	0.13	0.01	0.03	0.03	0.01	0.18	0.18	0.12	0.28	0.00
Intersection LOS	A											
Intersection V/C	0.434											

Intersection Level Of Service Report
Intersection 13:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.504

Intersection Setup

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	185.00	100.00	100.00	85.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	B St.			Topaz Ln.			Foothill Blvd.			Foothill Blvd.		
Base Volume Input [veh/h]	30	10	150	10	10	10	20	1250	80	110	1080	10
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	10	150	10	10	10	20	1250	80	110	1080	10
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	39	3	3	3	5	329	21	29	284	3
Total Analysis Volume [veh/h]	32	11	158	11	11	11	21	1316	84	116	1137	11
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	240
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.13	0.13	0.01	0.02	0.02	0.01	0.29	0.29	0.07	0.36	0.36
Intersection LOS	A											
Intersection V/C	0.504											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.794

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	35	20	65	48	15	15	105	10	10	120	55
Total Analysis Volume [veh/h]	90	140	80	260	190	60	60	420	40	40	480	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.19	0.19	0.16	0.12	0.04	0.04	0.13	0.03	0.03	0.30	0.14
Intersection LOS	C											
Intersection V/C	0.794											

Intersection Level Of Service Report
Intersection 17:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.863

Intersection Setup

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	180.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Damien Ave.			Damien Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	100	33	38	13	13	33	185	8	8	113	35
Total Analysis Volume [veh/h]	90	400	130	150	50	50	130	740	30	30	450	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	8	8	8	4	4	4	2	2	2	6	6	6
Auxiliary Signal Groups												
Lead / Lag	Lag	-	-	Lag	-	-	Lag	-	-	Lag	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.31	0.08	0.09	0.03	0.03	0.08	0.23	0.02	0.02	0.28	0.09
Intersection LOS	D											
Intersection V/C	0.863											

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	123	20	40	153	18	23	93	28	38	90	35
Total Analysis Volume [veh/h]	120	490	80	160	610	70	90	370	110	150	360	140
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.18	0.18	0.10	0.21	0.21	0.06	0.30	0.30	0.09	0.31	0.31
Intersection LOS	C											
Intersection V/C	0.781											

Intersection Level Of Service Report
Intersection 21:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.825

Intersection Setup

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	75.00	100.00	100.00	75.00	100.00	100.00	120.00	100.00	100.00	120.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Bonita Ave.			Bonita Ave.		
Base Volume Input [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	205	30	28	135	20	35	90	18	38	103	65
Total Analysis Volume [veh/h]	90	820	120	110	540	80	140	360	70	150	410	260
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	8	0	4	4	0	2	2	0	6	6
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.29	0.29	0.07	0.19	0.19	0.09	0.27	0.27	0.09	0.26	0.16
Intersection LOS	D											
Intersection V/C	0.825											

Intersection Level Of Service Report
Intersection 24:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.494

Intersection Setup

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	75.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	B St.		Arrow Hwy.		Arrow Hwy.	
Base Volume Input [veh/h]	10	10	2110	20	20	1170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	10	2110	20	20	1170
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	3	555	5	5	308
Total Analysis Volume [veh/h]	11	11	2221	21	21	1232
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	240
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	3	0	2	0	0	6
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.47	0.47	0.01	0.26
Intersection LOS	A					
Intersection V/C	0.494					

Intersection Level Of Service Report
Intersection 28:

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.876

Intersection Setup

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	1
Entry Pocket Length [ft]	140.00	100.00	100.00	115.00	100.00	100.00	205.00	100.00	100.00	225.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	White Ave.			White Ave.			Arrow Hwy.			Arrow Hwy.		
Base Volume Input [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	193	83	43	120	23	38	388	80	43	173	43
Total Analysis Volume [veh/h]	240	770	330	170	480	90	150	1550	320	170	690	170
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	4	0	8	8	0	6	6	0	2	2
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.24	0.21	0.11	0.15	0.06	0.09	0.32	0.20	0.11	0.22	0.11
Intersection LOS	D											
Intersection V/C	0.876											