URBAN | CROSSROADS

701 S. MYRTLE

FOCUSED TRAFFIC ANALYSIS

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
FAR	Floor Area Ratio
HCM	Highway Capacity Manual
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
PHF	Peak Hour Factor
Project	701 S. Myrtle
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SF	Square Feet
SGVCOG	San Gabriel Valley Council of Governments
TA	Traffic Analysis
TAZ	Traffic Analysis Zone
TIF	Traffic Impact Fee
TPA	Transit Priority Area
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
vphgpl	Vehicles per Hour Green per Lane

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1 INTRODUCTION

This report presents the results of the Traffic Analysis (TA) for the 701 S. Myrtle development ("Project"), which is located on the southwest corner of Myrtle Avenue and Olive Avenue in the City of Monrovia, as shown on Exhibit 1-1. The purpose of this TA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and where necessary recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. This TA has been prepared in accordance with the City of Monrovia's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020). (1) The City approved Project Traffic Study Scoping agreement is included in Appendix 1.1 of this TA.

1.1 SUMMARY OF FINDINGS

The Project is to construct two new sidewalks along the Olive Avenue and Myrtle Avenue frontages, leading to a public plaza at the Project's northeast corner in conjunction with entitlement of the site. Additional details and intersection lane geometrics are provided in Section 1.7 *Recommendations* of this report. The proposed Project is not anticipated to require the construction of any off-site improvements.

1.2 PROJECT OVERVIEW

A preliminary site plan for the proposed Project is shown on Exhibit 1-2. It is our understanding that the Project requires demolition of 25,191 square feet (sf) of general commercial use to allow for the construction of one new five-story podium-style building on the 1.6-acre Project site, consisting of 204 multifamily residential units and 1.5 subterranean parking levels. The Project includes 7,622 sf of non-residential ground floor space, which includes 2,370 sf of commercial retail uses, a 2,782-sf fitness room, 1,080 sf of leasing office space, and a residential lobby and mail room comprising 1,390 sf. Development of the site also includes 19,205 sf of common use and open space areas for socializing and recreation including but not limited to a swimming pool on the podium level and a 2,537-sf rooftop clubhouse. Additionally, select units will be equipped with private open space areas, such as decks or balconies. A dog park will be located on the ground floor just outside the western end of the building. The Project is anticipated to have an Opening Year of 2027.

Resident and visitor vehicle entry to the Project's ground floor and subterranean parking levels would be provided by one driveway located on the north side of the Project site with a proposed driveway along West Olive Avenue. A total of 323 parking spaces are planned inside the building and 6 spaces are planned in the alley south of the building, for a total of 329 proposed parking spaces. The parking spaces would be allocated as follows: 255 spaces for residents, 50 spaces for guests, 6 spaces for the leasing office, and 12 spaces for the ground floor commercial uses. Each residential unit would have designated parking.

EXHIBIT 1-1: LOCATION MAP

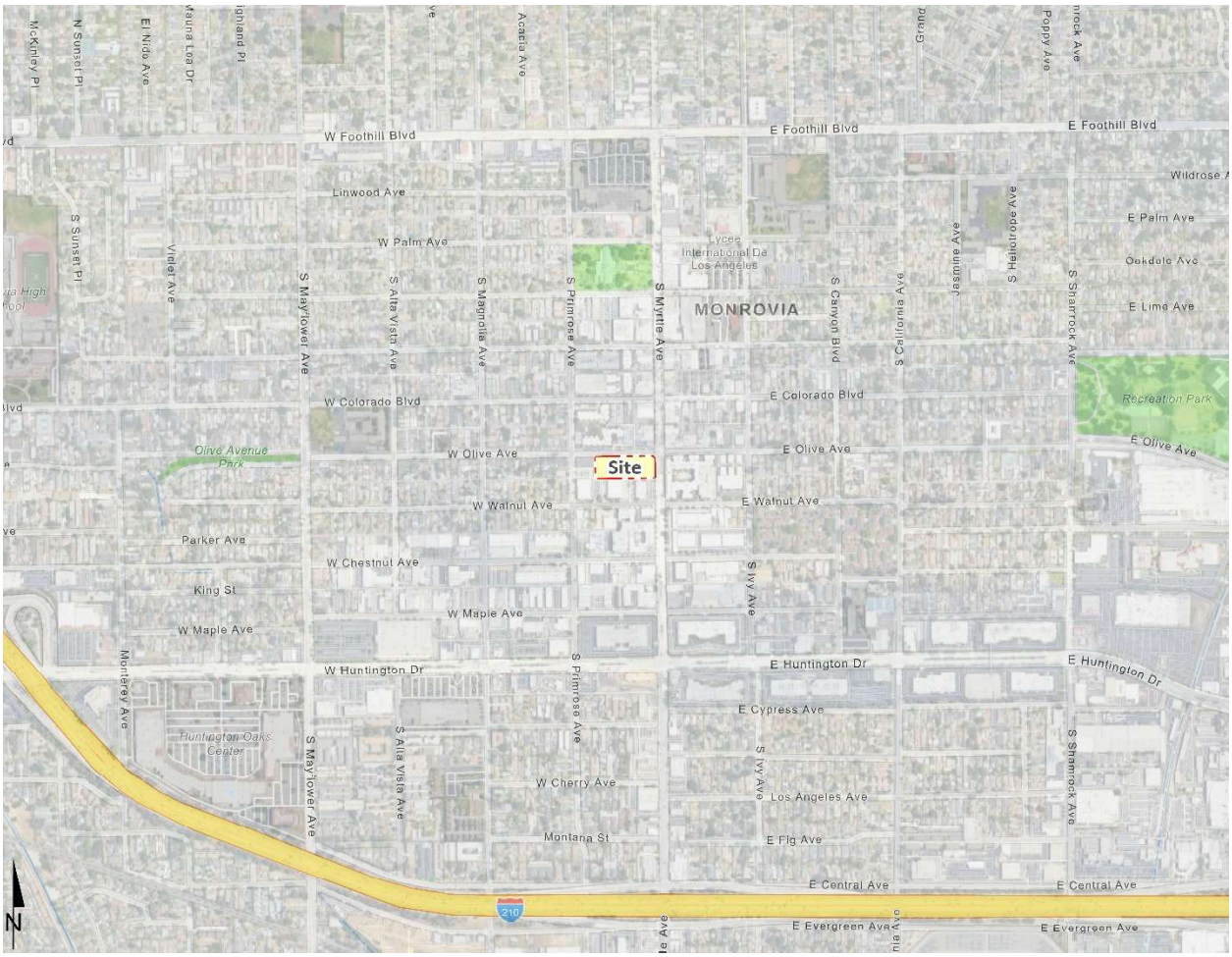
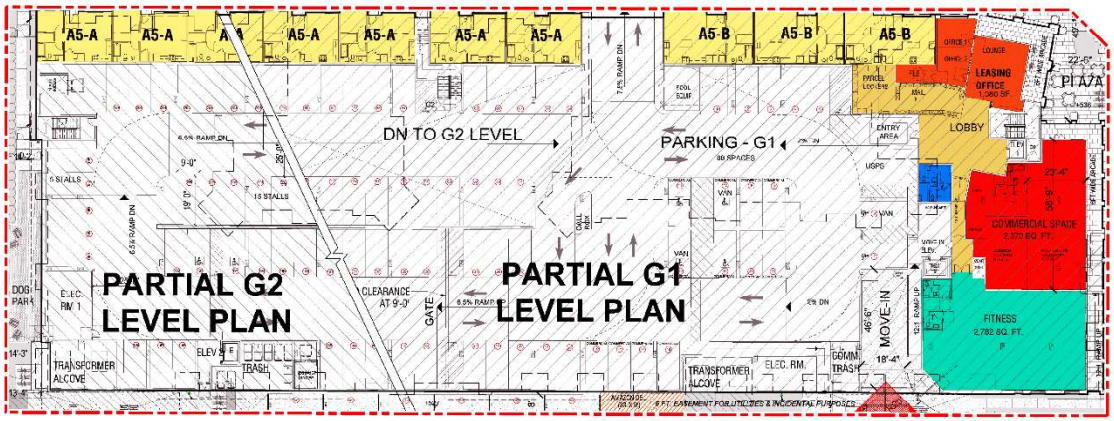


EXHIBIT 1-2: PRELIMINARY SITE PLAN



The commercial spaces will be publicly available from 9 AM to 12 AM while serving residents and guest parking during all other times. Parking will comply with all applicable Americans with Disabilities Act standards. A 16-foot-wide paved driveway with public access connects the alleyway with Myrtle Avenue for fire emergency access. A truck loading area will also be provided via the alleyway (behind the first-floor fitness area/commercial space). Freeway access is available via the Myrtle exit from the I-210 Freeway, located ¾-mile to the south of the Project. The Project site is within walking distance to multiple Foothill Transit bus stops and located ¾-mile north of the Metro Gold Line Monrovia light rail station.

In order to develop the traffic characteristics of the proposed Project, trip generation statistics published in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) were used. (2) The Project is anticipated to generate a total of 1,238 two-way vehicle trip-ends per day with 85 AM peak hour trips and 106 PM peak hour trips. The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.3 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential deficiencies to traffic and circulation have been assessed for each of the following conditions:

- Existing (2023) Conditions
- Opening Year Cumulative (2027) Without Project Conditions
- Opening Year Cumulative (2027) With Project Conditions

1.3.1 EXISTING (2023) CONDITIONS

Information for Existing (2023) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared. Local schools were in session and operating on normal bell schedules at the time of the traffic counts. Traffic counts were conducted in November 2023.

1.3.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

The Opening Year Cumulative (2027) traffic conditions analysis determines the potential near-term cumulative circulation system deficiencies. To account for growth in traffic between Existing (2023) traffic conditions and the Project Opening Year Cumulative (2027), a growth rate of 1 percent was assumed (1.0% per year compounded over 4 years or $1.01^{4 \text{ years}}$ for a total of 4.06%). The roadway network is similar to Existing conditions except for new connections to be constructed by the Project. Conservatively, this TA adds traffic generated by other known or probable related projects to the existing baseline condition, although it may not be feasible that these projects would be completed within the year. The resulting traffic growth utilized in the TA (traffic generated by related projects) would therefore tend to overstate rather than understate background cumulative traffic deficiencies under 2027 traffic conditions.

1.4 STUDY AREA

To ensure that this TA satisfies the City of Monrovia's traffic study requirements, Urban Crossroads, Inc. prepared a Project traffic study scoping package for review by City of Monrovia staff prior to the preparation of this report. This agreement provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The scoping agreement is included in Appendix 1.1 of this TA.

The 4 study area intersections shown on Exhibit 1-3 and listed in Table 1-1 were selected for evaluation in this TA based on consultation with City of Monrovia staff. At a minimum, the study area includes intersections where the Project is anticipated to contribute 50 or more peak hour trips per the City's Guidelines or were added based on input from City staff. (1) The "50 peak hour trip" criterion represents a minimum number of trips at which a typical intersection would have the potential to be affected by a given development proposal. The 50 peak hour trip criterion is a traffic engineering rule of thumb that is accepted and widely used within Los Angeles County (including the City of Monrovia) for estimating a potential area of influence (i.e., study area).

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

#	Intersection	Jursidiction
1	Primrose Av. & Olive Av.	City of Monrovia
2	Primrose Av. & Walnut Av.	City of Monrovia
3	Myrtle Av. & Olive Av.	City of Monrovia
4	Myrtle Av. & Walnut Av.	City of Monrovia

1.5 DEFICIENCIES

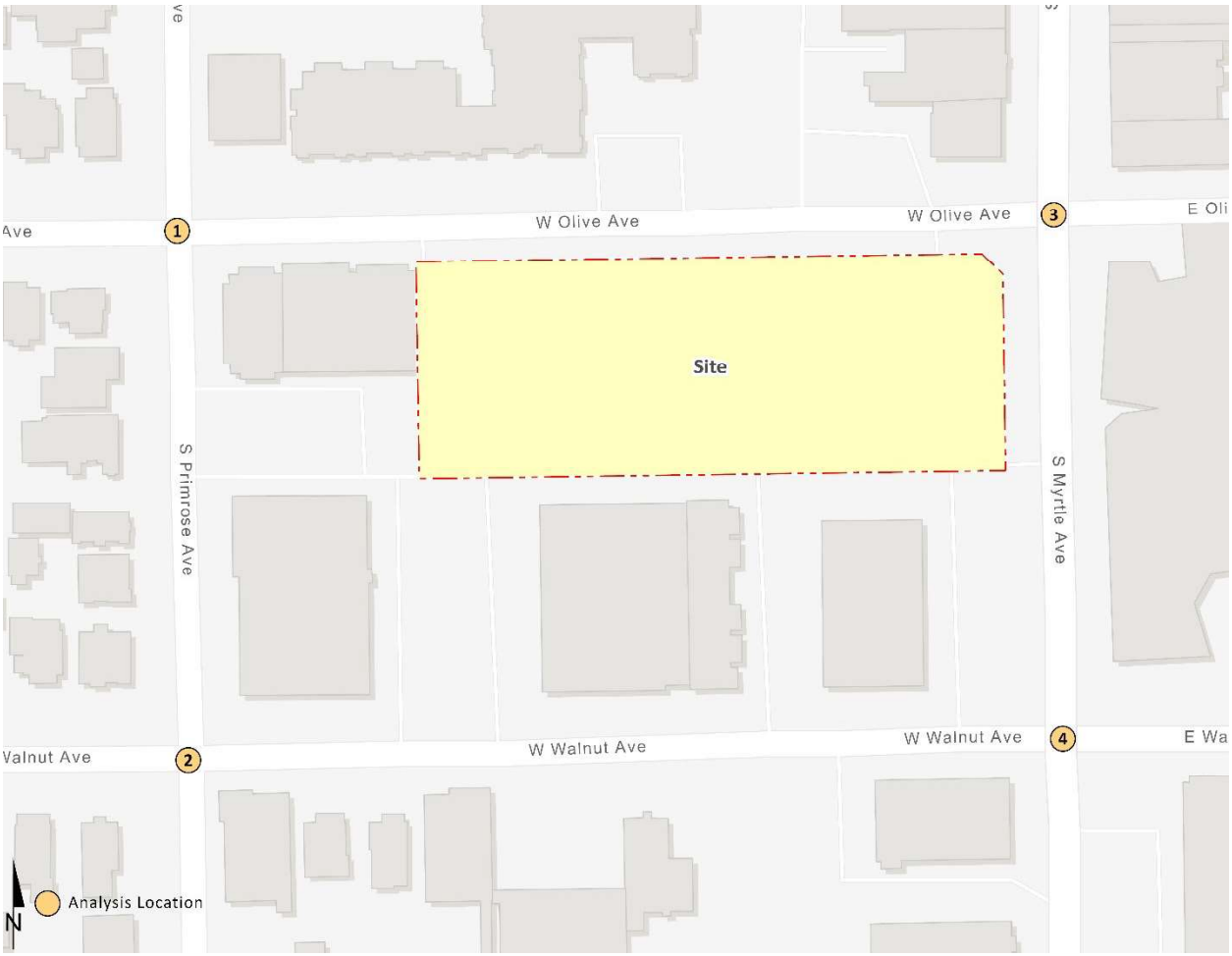
This section provides a summary of deficiencies by analysis scenario. Section 2 *Methodologies* provides information on the methodologies used in the analysis and Section 3 *Area Conditions* and Section 5 *Opening Year Cumulative (2027) Traffic Conditions* includes the detailed analysis. A summary of the Level of Service (LOS) results for all analysis scenarios is presented in Table 1-2.

TABLE 1-2: SUMMARY OF LOS

		Existing (2023)		2027 Without Project		2027 With Project	
#	Intersection	AM	PM	AM	PM	AM	PM
1	Primrose Av. & Olive Av.	●	●	●	●	●	●
2	Primrose Av. & Walnut Av.	●	●	●	●	●	●
3	Myrtle Av. & Olive Av.	●	●	●	●	●	●
4	Myrtle Av. & Walnut Av.	●	●	●	●	●	●

● = A - D ● = E ● = F

EXHIBIT 1-3: STUDY AREA



1.5.1 EXISTING (2023) CONDITIONS

The study area intersections are currently operating at an acceptable LOS during the peak hours.

1.5.2 OPENING YEAR CUMULATIVE (2027) CONDITIONS

The study area intersections are anticipated to continue to operate at an acceptable LOS under Opening Year Cumulative (2027) Without Project and With Project traffic conditions (i.e., LOS D or better).

1.6 VEHICLE MILES TRAVELED (VMT) FINDINGS

Based on our review of applicable VMT screening thresholds, the Project in its entirety meets the Low VMT area screening criteria. Additionally, the Project's retail component meets the Project Type screening criteria. The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

1.7 RECOMMENDATIONS

1.7.1 SITE ADJACENT AND SITE ACCESS RECOMMENDATIONS

The following recommendations are based on the minimum improvements needed to accommodate site access and maintain acceptable peak hour operations for the proposed Project. The Project site is within walking distance to multiple Foothill Transit bus stops and located ¾-mile north of the Metro Gold Line Monrovia light rail station.

Recommendation 1 – Olive Avenue is an east-west oriented roadway located on the Project's northern boundary. Olive Avenue appears to be built to its ultimate curb-to-curb width adjacent to the Project. However, the Project should construct a new sidewalk along the frontage and improve the curb-and-gutter and landscape along the frontage, as required by the City of Monrovia.

Recommendation 2 – Walnut Avenue is an east-west oriented roadway located on the Project's southern boundary. Walnut Avenue appears to be built to its ultimate curb-to-curb width adjacent to the Project. However, the Project should construct a new sidewalk along the frontage and improve the curb-and-gutter and landscape along the frontage, as required by the City of Monrovia.

On-site traffic signing and striping should be implemented in keeping with with the provisions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and in conjunction with detailed construction plans for the Project site.

Sight distance at each project access point should be reviewed with respect to standard California Department of Transportation (Caltrans) and City of Monrovia sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.

1.7.2 OFF-SITE RECOMMENDATIONS

There are no anticipated LOS deficiencies at the study area intersection. As such, no improvements have been recommended to address cumulative deficiencies.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are consistent with City of Monrovia's Traffic Study Guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors, such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 6th Edition Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

The City of Monrovia requires signalized intersection operations analysis to be evaluated through Intersection Capacity Utilization (ICU) methodology, which compares the peak hour traffic volumes to intersection capacity. Lane capacities of 1,600 vehicles per hour green per lane (vphgpl) for through lanes and 2,880 vphgpl for dual turn lanes have been utilized for this analysis. A 0.10 Volume-to-Capacity (V/C) ratio is assumed, which represents 10 seconds of delay for the yellow and all-red signal identification and inherent vehicle delay between cycles with an assumed cycle length of 100 seconds. Typical minimum yellow and all-red values are based on posted speed limits (e.g., between 5-6 seconds). The ICU LOS definitions based on V/C ratio are presented in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Level of Service	Critical Volume-to-Capacity (V/C) Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	> 1.00

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Monrovia require the operations of unsignalized intersections be evaluated using the methodology described in the 6th Edition Highway Capacity Manual (HCM) methodology, which expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (4) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0[1]
Little or no delays.	0 to 10.00	A
Short traffic delays.	10.01 to 15.00	B
Average traffic delays.	15.01 to 25.00	C
Long traffic delays.	25.01 to 35.00	D
Very long traffic delays.	35.01 to 50.00	E
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F

Source: HCM, 6th Edition

[1] If V/C is greater than 1.0 then LOS is F per HCM.

The traffic modeling and signal timing optimization software package Synchro (Version 11) has been utilized to analyze unsignalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. Customary practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g., PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per the HCM, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (4)

2.3 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (5)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (5) Specifically, this TA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions and for all future analysis scenarios for existing unsignalized intersections. Warrant 3 is appropriate to use for this TA because it provides specialized warrant criteria for intersections with rural and urban characteristics. For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used where posted speed limits on the major roadways with unsignalized intersections are 40 miles per hour or below and rural warrants have been used where posted speeds exceed 40 miles per hour (for the purposes of this TA). Traffic signal warrant analyses were performed for the following study area intersection shown in Table 2-3:

TABLE 2-3: TRAFFIC SIGNAL WARRANT ANALYSIS LOCATIONS

#	Intersection
1	Primrose Av. & Olive Av.
2	Primrose Av. & Walnut Av.
4	Myrtle Av. & Walnut Av.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Area Conditions* of this report. The traffic signal warrant analyses for future conditions are presented in Section 5 *Opening Year Cumulative (2027) Traffic Conditions* of this report. It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this threshold condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.4 MINIMUM ACCEPTABLE LEVELS OF SERVICE (LOS)

The definition of an intersection deficiency has been obtained from the City of Monrovia' transportation study guidelines: Any intersection operating at a LOS of E or F is considered deficient. Therefore, for the purposes of this traffic analysis, LOS D has also been considered the acceptable threshold for all study area intersections.

2.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. Consistent with the City of Monrovia's transportation study guidelines, the following criteria will be applied for the traffic analysis.

Signalized Intersections

Per the City of Monrovia TA Guidelines, a deficiency at a signalized study area intersection will require improvements if one of the following conditions is met:

- The addition of project traffic results in the intersection to change from acceptable operations (LOS D or better) to unacceptable operations (LOS E of F).
- The project-related increase in V/C is equal to or greater than 0.020 at an intersection that is projected to operate at LOS E with addition of project traffic.
- The project-related increase in V/C is equal to or greater than 0.010 at an intersection that is projected to operate at LOS F with addition of project traffic.

Intersection improvements at signalized intersection will require the intersection to return to the baseline V/C ratio if the baseline V/C ratio is greater than 0.900.

Unsignalized Intersections

Per the City of Monrovia TA Guidelines, a deficiency at an unsignalized study area intersection will require improvements if both of the following conditions are met:

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

3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Monrovia General Plan Circulation Network, and a review of existing peak hour intersection operations analysis.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with City of Monrovia staff (Appendix 1.1), the study area includes a total of 4 existing intersections as shown previously on Exhibit 1-3. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF MONROVIA GENERAL PLAN CIRCULATION ELEMENT

As noted previously, the Project site is located within the City of Monrovia. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the study area, as identified on the City of Monrovia General Plan Circulation Element, are described subsequently. Exhibit 3-2 shows the City of Monrovia General Plan Circulation Element and Exhibit 3-3 describes the City of Monrovia General Plan roadway cross-sections.

Primary Arterials are designed to accommodate four to six travel lanes with exclusive turn lanes at major intersections, within a 100 to 120-foot right of way. The following study area roadway within the City of Monrovia is classified as a Primary Arterial:

- Huntington Drive

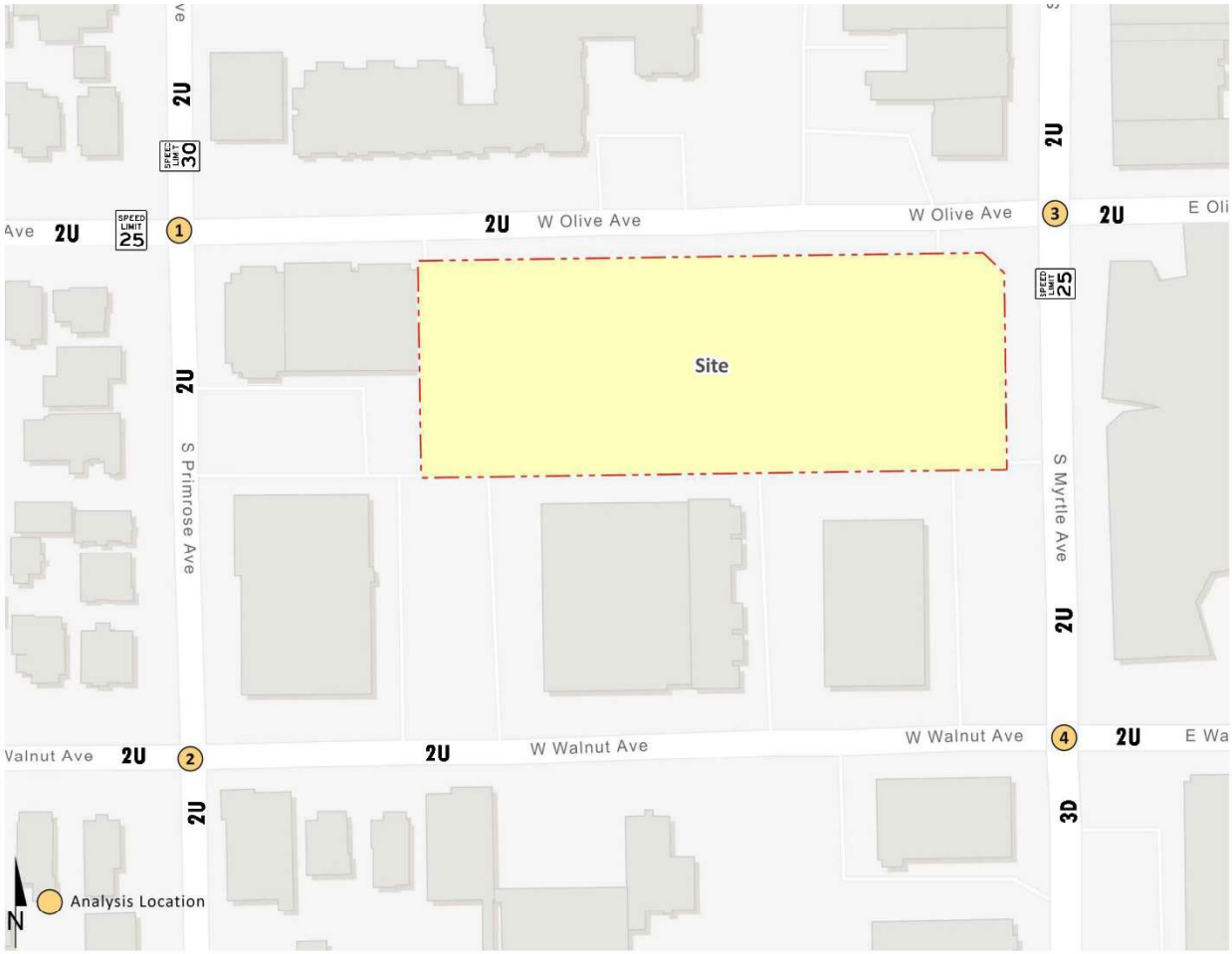
Secondary Arterials are designed to accommodate four travel lanes with exclusive left-turn lanes at major intersections, within an 80 to 96-foot right of way. The following study area roadway within the City of Monrovia is classified as a Secondary Arterial:

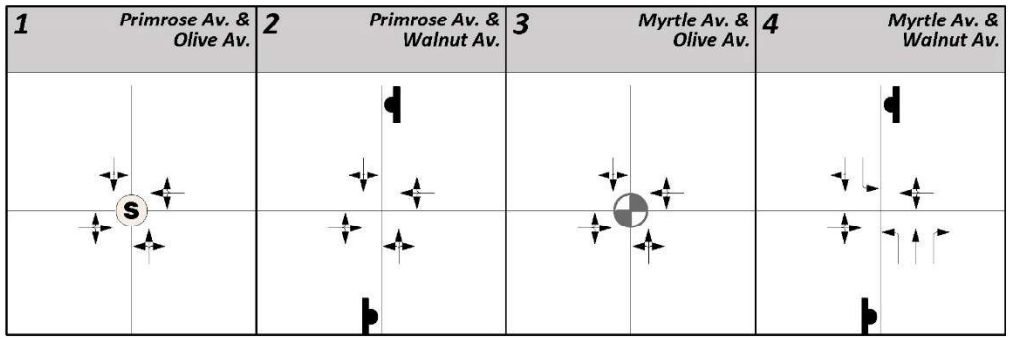
- Foothill Boulevard

Collectors are designed to accommodate two travel lanes with a center turn-lane, within a 60 to 84-foot right of way. The following study area roadways within the City of Monrovia are classified as a Collector:

- Olive Avenue, East of Myrtle Avenue
- Myrtle Avenue

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS





2 = Number of Lanes
D = Divided
SPEED LIMIT 25 = Speed Limit (MPH)
= Traffic Signal
S = All Way Stop
= Stop Sign
= Lane

EXHIBIT 3-2: CITY OF MONROVIA GENERAL PLAN CIRCULATION ELEMENT

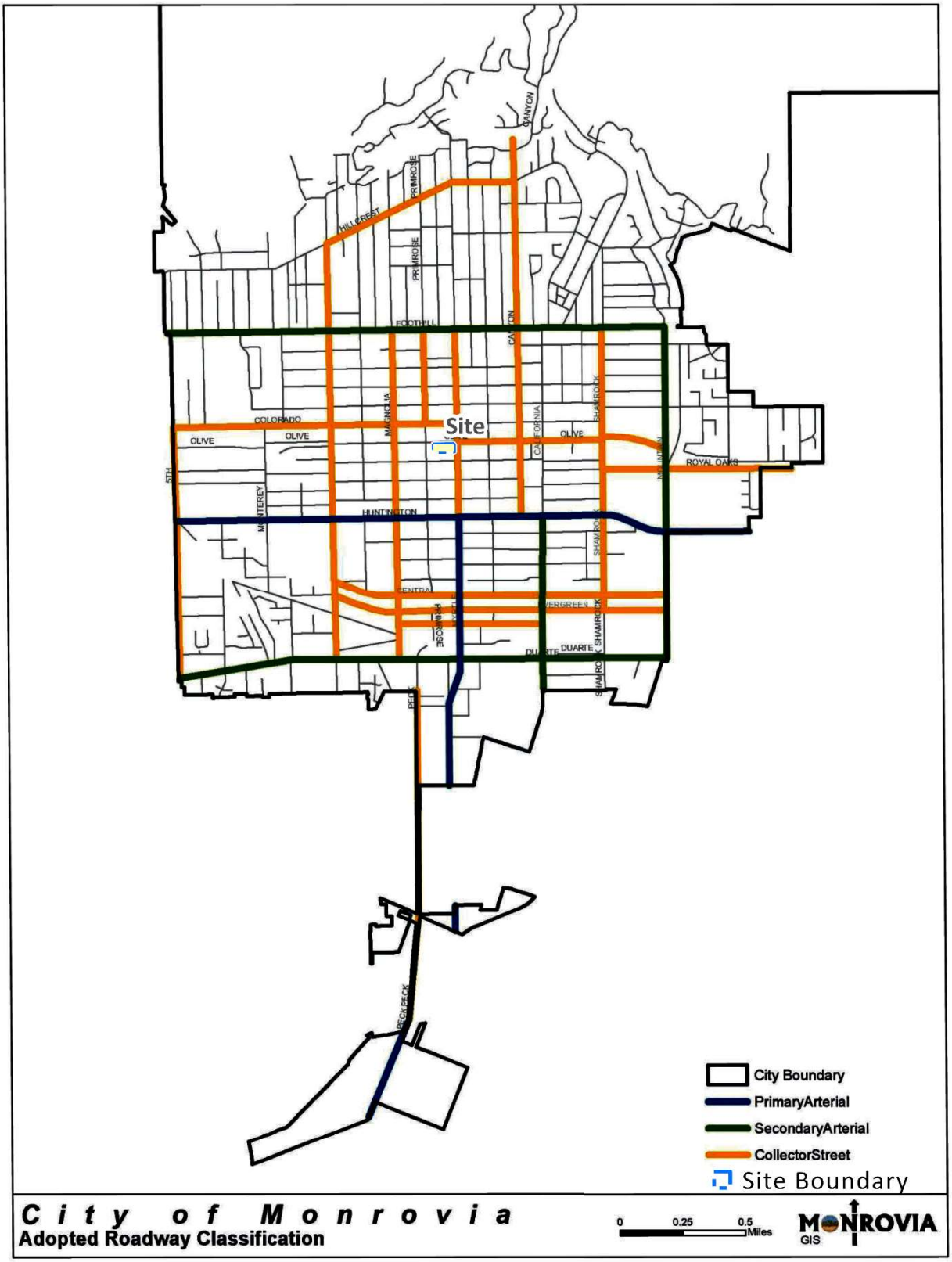
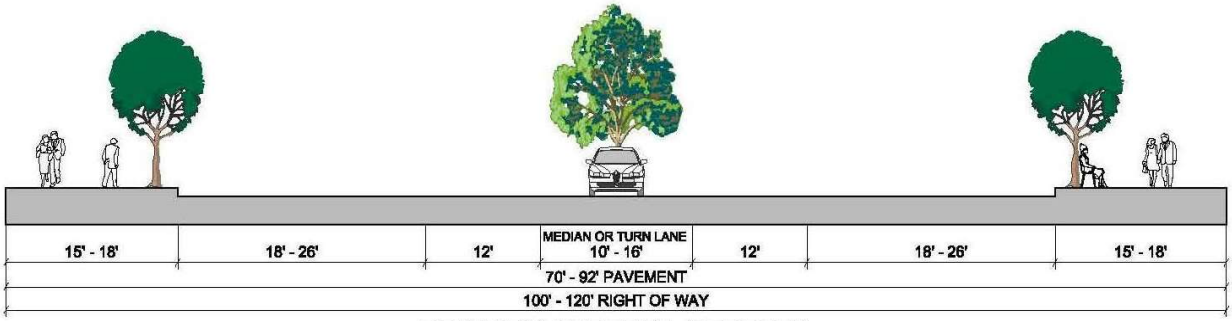
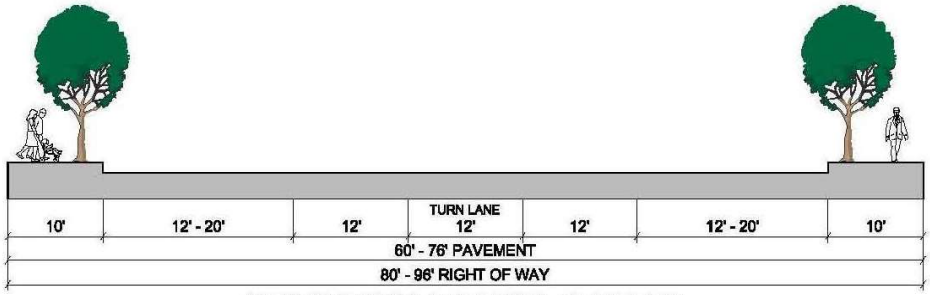


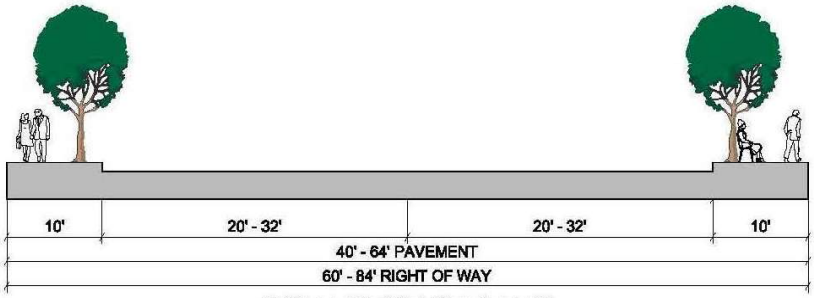
EXHIBIT 3-3: CITY OF MONROVIA ROADWAY CROSS-SECTIONS)



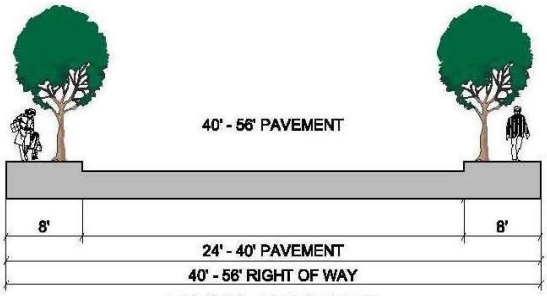
PRIMARY ARTERIAL STREETS



SECONDARY ARTERIAL STREETS



COLLECTOR STREETS



LOCAL STREETS

3.3 TRANSIT SERVICE

The study area is currently served by Foothill Transit and Metro Gold Line Monrovia light rail. The existing transit routes within the study area are shown on Exhibit 3-4. The Project site is within walking distance to multiple Foothill Transit bus stops and located ¾-mile north of the Metro Gold Line Monrovia light rail station. Foothill Transit Route 270 stops located near the Project have a service frequency of one hour in both the northbound and southbound directions along Primrose Avenue. The Metro Gold Line has a service frequency of 10-20 minutes during the peak commute hours. Transit service is reviewed and updated periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service.

3.4 BICYCLE & PEDESTRIAN FACILITIES

As shown on Exhibit 3-5, there are pedestrian facilities built out along Primrose Avenue, Olive Avenue, Walnut Avenue, and Myrtle Avenue. Field observations indicate moderate pedestrian and bicycle activity within the study area.

3.5 EXISTING (2023) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in November 2023. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The 2023 weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. Existing weekday Average Daily Traffic (ADT) volumes are shown on Exhibit 3-6. Where actual 24-hour tube count data was not available, Existing ADT volumes were based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 13.15 = Leg Volume

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 7.60 percent. As such, the above equation utilizing a factor of 13.15 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 7.60 percent (i.e., 1/0.0760 = 13.15) and was assumed to sufficiently estimate ADT volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-6.

EXHIBIT 3-4: EXISTING TRANSIT ROUTES



EXHIBIT 3-5: EXISTING PEDESTRIAN FACILITIES

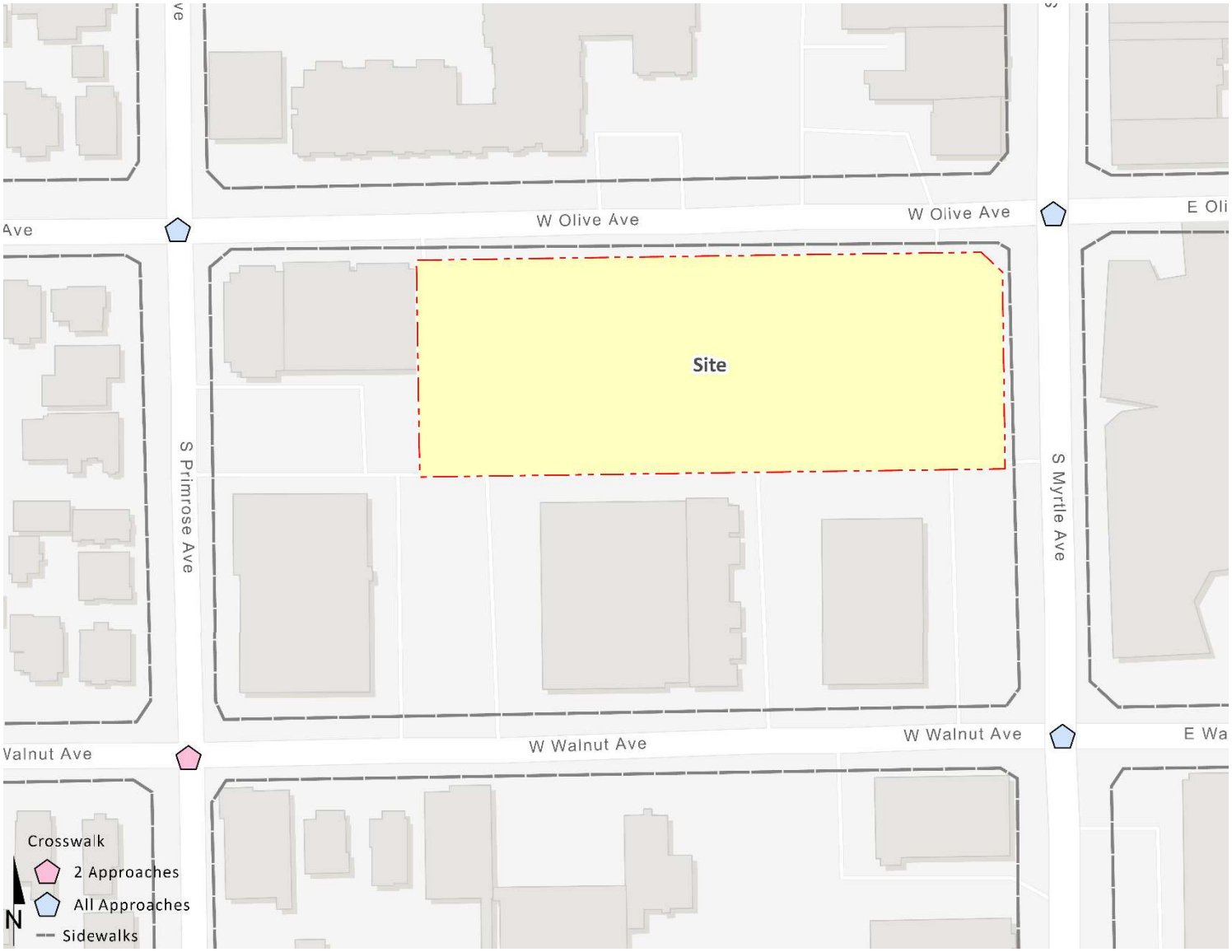
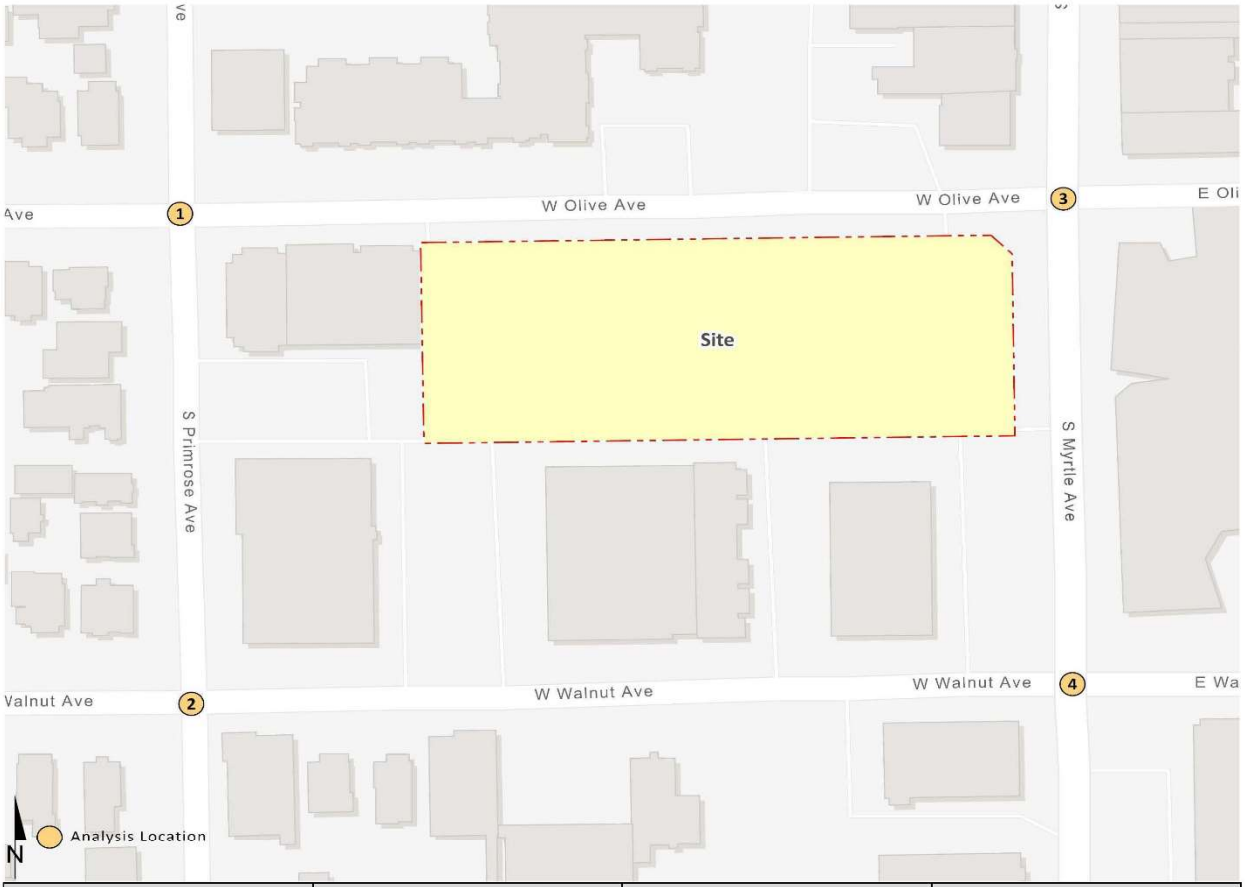


EXHIBIT 3-6: EXISTING (2023) TRAFFIC VOLUMES



1 Primrose Av. & Olive Av.	2 Primrose Av. & Walnut Av.	3 Myrtle Av. & Olive Av.	4 Myrtle Av. & Walnut Av.
4,400	3,950	8,350	8,550
↲ 4(4) ↓ 74(145) ↳ 10(21)	↲ 0(4) ↓ 94(130) ↳ 3(9)	↲ 12(15) ↓ 157(297) ↳ 7(6)	↲ 5(2) ↓ 168(325) ↳ 6(20)
↱ 21(19) ← 71(33) ↰ 6(12)	↱ 19(15) ← 25(13) ↰ 2(16)	↱ 6(18) ← 63(30) ↰ 10(15)	↱ 7(12) ← 27(7) ↰ 18(21)
1,800	1,450	1,550	1,200
9(8) →	3(1) →	3(18) →	0(6) →
41(40) →	4(14) →	43(31) →	2(9) →
7(5) ↲	9(6) ↲	17(27) ↲	6(38) ↲
↰ ↑ ↱	↰ ↑ ↱	↰ ↑ ↱	↰ ↑ ↱
16(6) 90(139) 12(10)	6(2) 103(143) 6(44)	27(20) 225(281) 10(17)	30(37) 273(285) 29(21)
1,250 / 4,150	550 / 4,500	1,800 / 9,050	1,300 / 9,550

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

3.6 INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1, which indicates that all study area intersections are currently operating at an acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Appendix 3.2 of this TA.

TABLE 3-1: INTERSECTION ANALYSIS FOR EXISTING (2023) CONDITIONS

#	Intersection	Traffic Control[2]	Delay[1] (secs.) AM	Delay[1] (secs.) PM	Volume-to-Capacity (V/C)[4] AM	Volume-to-Capacity (V/C)[4] PM	Level of Service AM	Level of Service PM
1	Primrose Av. & Olive Av.	AWS	8.7	8.5	--[3]	--[3]	A	A
2	Primrose Av. & Walnut Av.	CSS	10.5	11.0	--[3]	--[3]	B	B
3	Myrtle Av. & Olive Av.	TS	--[3]	--[3]	0.319	0.370	A	A
4	Myrtle Av. & Walnut Av.	CSS	14.4	17.6	--[3]	--[3]	B	C

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

2 TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-street Stop

3 Delay is only reported for unsignalized intersections; V/C is only reported for signalized intersections.

4 Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio. ICU not reported for unsignalized intersections or at Caltrans facilities.

3.7 EXISTING (2023) TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. There are no unsignalized study area intersections that currently warrant a traffic signal for Existing traffic conditions. Existing conditions traffic signal warrant analysis worksheets are provided in Appendix 3.3.

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4 PROJECTED FUTURE TRAFFIC

It is our understanding that the Project requires demolition of 25,191 sf of general commercial use to allow for the construction of one new five-story podium-style building on the 1.6-acre Project site, consisting of 204 multifamily residential units and 1.5 subterranean parking levels. The Project includes 7,622 sf of non-residential ground floor space, which includes 2,370 sf of commercial retail uses, a 2,782-sf fitness room, 1,080 sf of leasing office space, and a residential lobby and mail room comprising 1,390 sf. Development of the site also includes 19,205 sf of common use and open space areas for socializing and recreation including but not limited to a swimming pool on the podium level and a 2,537-sf rooftop clubhouse. Additionally, select units will be equipped with private open space areas, such as decks or balconies. A dog park will be located on the ground floor just outside the western end of the building.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the proposed project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) have been utilized. (2)

4.1.1 EXISTING TRAFFIC

The existing 1.60-acre site is currently occupied by 25,191 square feet of office use within the Myrtle and Olive Business Park. In an effort to understand the existing traffic associated with the current use, traffic counts were collected at the driveways on Tuesday, April 25th through Thursday, April 27th, 2023. The driveway count data is included in Attachment A of the Scoping Agreement (see Appendix 1.1) Table 4-1 summarizes the trip generation by day and the average existing trip generation based on the count data collected over three days. The existing site currently generates an average of 421 two-way trips per day, with 27 trips during the AM peak hour and 52 trips during the PM peak hour.

TABLE 4-1: EXISTING TRIP GENERATION SUMMARY

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing Use							
Passenger Cars:	16	9	25	23	29	52	409
Delivery Trucks:	1	1	2	0	0	0	12
Total Trips[2]	**17**	**10**	**27**	**23**	**29**	**52**	**421**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

4.1.2 PROPOSED PROJECT

Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the approved Project, trip-generation statistics published in the ITE Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation rates as shown in Table 4-2. In an effort to conduct a conservative assessment, trip generation has been calculated based on the individual residential and public commercial land use categories as opposed to the use of the Mid-Rise Residential with Ground Floor Commercial (1,000-25,000 square feet) land use category from ITE (ITE Code 231), which is based on a limited number of surveyed sites. Also, the Trip Generation Manual has no data for weekday daily traffic or the splits for inbound and outbound traffic during the AM and PM peak hours for ITE Code 231.

TABLE 4-2: TRIP GENERATION RATES

			AM Peak Hour			PM Peak Hour			
Land Use	ITE Code	Units	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Strip Retail Plaza (<40,000 Square Feet)	822	TSF	2.82	1.88	4.70	5.92	5.91	11.83	139.48

[1] Trip Generation Source: Institute of Transportation Engineers (ITE) Trip Generation Manual Eleventh Edition (2021).

[2] DU = dwelling units; TSF = thousand square feet

The Project consists of 204 multifamily residential units with 2,370 square feet of public commercial space on the ground floor. Although there is also a 2,782 square foot fitness center proposed on the ground floor, it will be for resident use only (not available for public use). As such, the fitness center is treated as an amenity of the multifamily residential use.

Based on the trip generation rates shown in Table 4-2, the Project's trip generation is summarized in Table 4-3 based on the proposed 204-unit multifamily (mid-rise) residential use and 2,370 square feet of public commercial space. As shown in Table 4-3, the Project is anticipated to generate a total of 1,258 two-way trip-ends per day with 86 AM peak hour trips and 108 PM peak hour trips.

TABLE 4-3: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise)	204	DU	17	58	75	49	31	80	926
Public Commercial Space	2.370	TSF	7	4	11	14	14	28	332
Total Project Trips			**24**	**62**	**86**	**63**	**45**	**108**	**1,258**

[1] DU = dwelling units; TSF = thousand square feet

4.1.3 TRIP GENERATION COMPARISON

Table 4-4 shows the trip generation comparison between the existing use and proposed Project and identifies the resulting net change in trips. As shown, the Project is anticipated to generate a net increase of 837 trips per day with 59 net new AM peak hour trips and 56 net new PM peak hour trips as compared to the existing use. Since the existing use is currently operational and accounted for in the existing traffic counts, the net change in vehicle trips shown in Table 4-4 has been utilized for the operations analysis.

TABLE 4-4: TRIP GENERATION COMPARISON

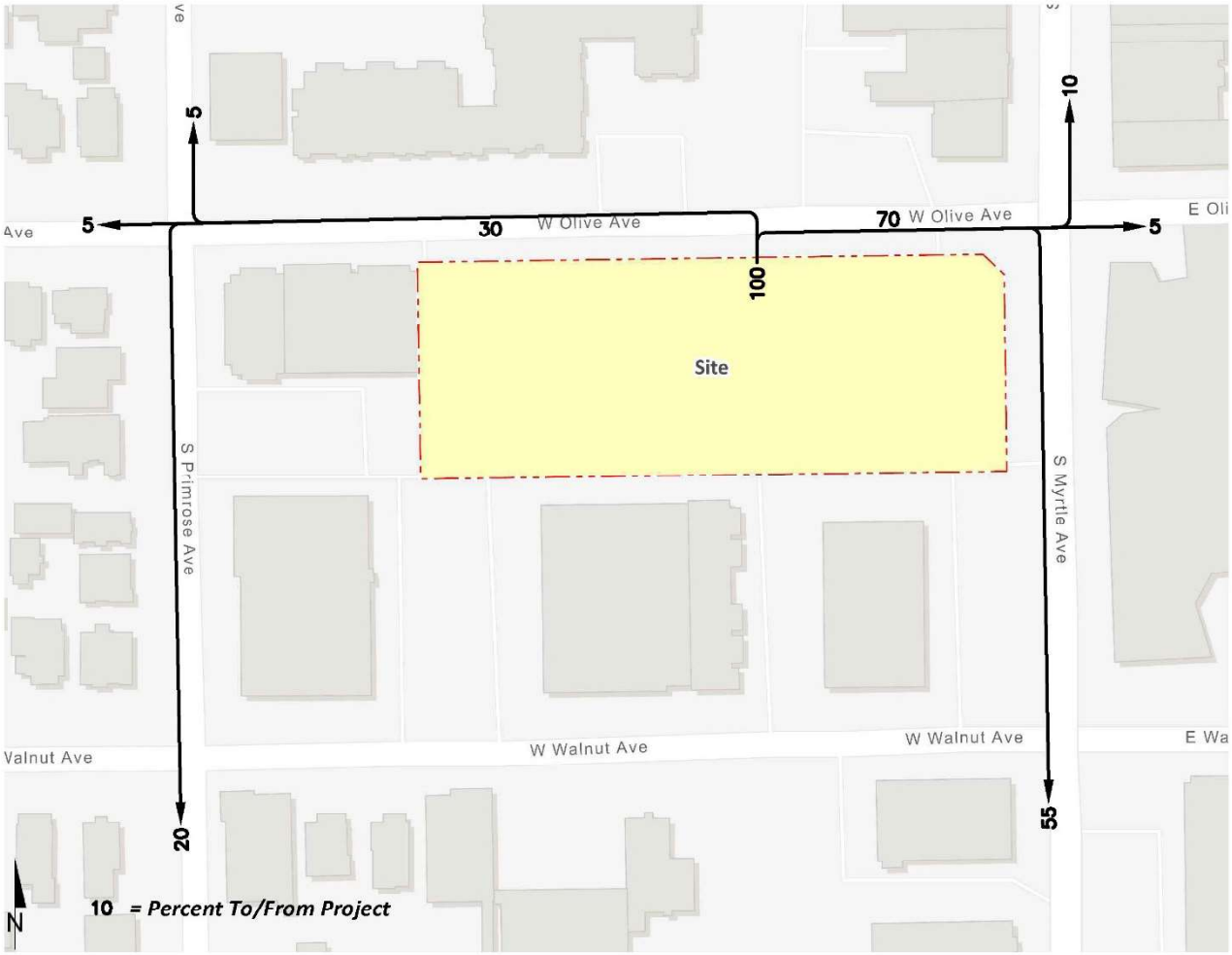
Land Use	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Existing Use	17	10	27	23	29	52	421
Proposed Project	24	62	86	63	45	108	1,258
Net Change in Trips	**7**	**52**	**59**	**40**	**16**	**56**	**837**

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on anticipated travel patterns to and from the Project site and are consistent with other similar projects that have been reviewed and approved by City of Monrovia staff. Exhibit 4-1 illustrates the trip distribution patterns for the Project, which is part of the TA scoping process (see Appendix 1.1).

The Project provides one vehicle entry point that is 25-foot-wide driveway into the development from Olive Avenue. A 16-foot-wide paved driveway with public access connects the alleyway with Myrtle Avenue for fire emergency access. A truck loading area will also be provided via the alleyway (behind the first-floor fitness area/commercial space). Freeway access is available via the Myrtle exit from the I-210 Freeway, located ¾-mile to the south of the Project.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION



4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. The trip generation comparison has been utilized for the assignment of traffic to account for the existing site's trips, which would be replaced within the study area roadway system with the Project developed. Based on the identified proposed Project traffic generation and trip distribution patterns, the Project weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-2. Based on the identified net change in trip generation and trip distribution patterns, the net increase in Project traffic weekday ADT and weekday peak hour intersection turning movement volumes are shown on Exhibit 4-3 (which has been utilized for the analyses).

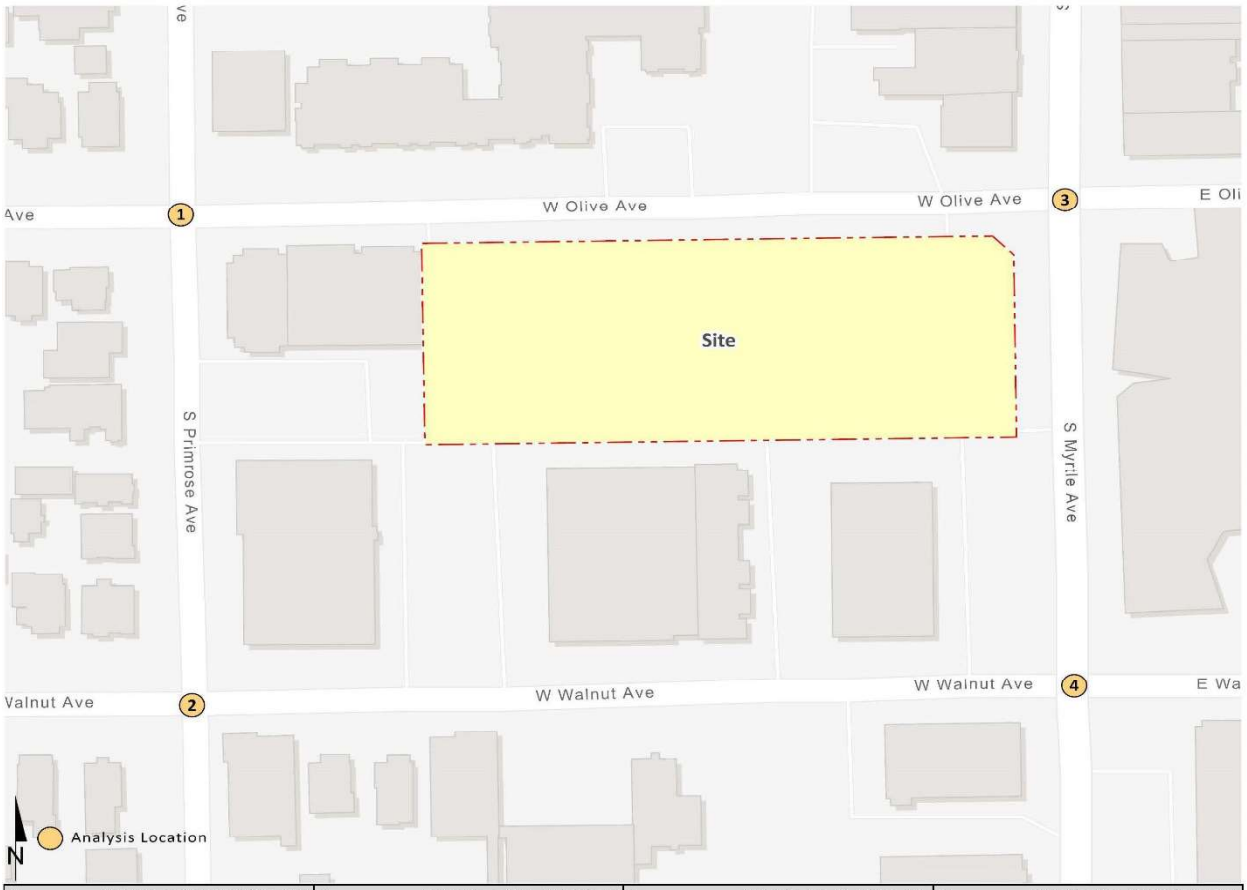
4.5 BACKGROUND TRAFFIC

Future year traffic forecasts have been based upon background (ambient) growth at 1.0% per year, compounded annually. The total ambient growth is 4.06% for 2027 traffic. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate is added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth has been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies. The traffic generated by the proposed Project is manually added to the base volume to determine Opening Year Cumulative forecasts.

The traffic analysis includes the following traffic conditions, with the various traffic components:

- Opening Year Cumulative (2027) Without Project
    - Existing 2023 volumes
    - Ambient growth traffic (4.06%)
    - Cumulative Development traffic
- Opening Year Cumulative (2027) With Project
    - Existing 2023 volumes
    - Ambient growth traffic (4.06%)
    - Cumulative Development traffic
    - Project Traffic

EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES

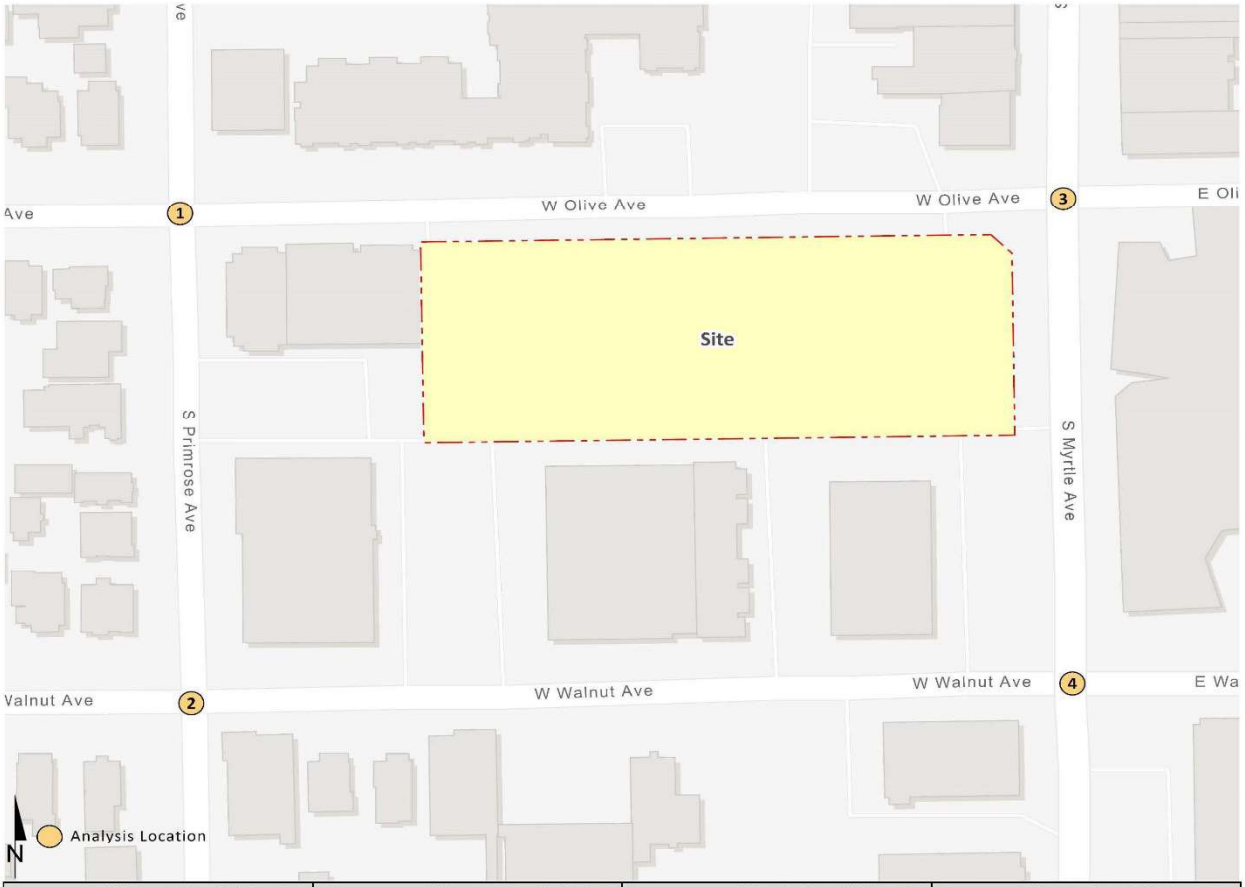


1 Primrose Av. & Olive Av.	2 Primrose Av. & Walnut Av.	3 Myrtle Av. & Olive Av.	4 Myrtle Av. & Walnut Av.
Nominal / *300*: ↳ 1(3); ↰ 3(2); ↱ 12(9); 5(13) ↱ / *250*	*250*: ↓ 12(9); 5(13) → / *250*	*150*: ↲ 2(6); 6(5) ↳, 3(2) →, 34(25) ↲; ← 1(3); 13(35) ↰ / *900*	*700*: ↓ 34(25); 13(35) → / *700*

##(##) AM(PM) Peak Hour Intersection Volumes

***Average Daily Trips***

EXHIBIT 4-3: PROJECT (COMPARISON) ONLY TRAFFIC VOLUMES



1 Primrose Av. & Olive Av.	2 Primrose Av. & Walnut Av.	3 Myrtle Av. & Olive Av.	4 Myrtle Av. & Walnut Av.
Nominal / *200* 0(2) ↳ 3(1) ↱ 10(3) ↰ 0(2) → 1(8) ↱ *150*	*150* 10(3) ↓ 1(8) ↑ *150*	*100* 1(4) ↲ *Nominal* 0(2) ← 5(2) ⇀ 3(1) → 29(9) ↴ 4(22) ↰ *600* / *450*	*450* 29(9) ↓ 4(22) ↑ *450*

##(##) AM(PM) Peak Hour Intersection Volumes

***Average Daily Trips***

4.6 CUMULATIVE DEVELOPMENT TRAFFIC

A cumulative project list was developed for the purposes of this analysis through consultation with planning and engineering staff from the City of Monrovia. The cumulative projects listed are those that would generate traffic and would contribute traffic to study area intersections. Exhibit 4-4 illustrates the cumulative development location map. A summary of cumulative development projects and their proposed land uses are shown in Table 4-5. If applicable, the traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative (2027) forecasts to ensure that traffic generated by the listed cumulative development projects in Table 4-3 is reflected as part of the background traffic. In an effort to conduct a conservative analysis, the cumulative projects are added in conjunction with the ambient growth identified in Section 4.5 *Background Traffic*. Cumulative ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-5.

TABLE 4-5: CUMULATIVE DEVELOPMENT LAND USE SUMMARY

#	Project Name	Land Use	Quantity	Units[1]
1	Alexan Foothills	Multifamily (Mid-Rise) Housing	432	DU
		Live/Work Units	4	DU
2	Arroyo at Monrovia	Multifamily (Mid-Rise) Housing	302	DU
		Retail Flex-Space	7.080	TSF
3	Station Square South	Multifamily (Mid-Rise) Housing	296	DU
4	Oak Park Apartments	Multifamily Residential	269	DU
5	127 Pomona	Multifamily (Mid-Rise) Housing	310	DU
		Retail Flex-Space	10.000	TSF
6	Townplace Suites Hotel	Hotel	109	Rooms
7	In-N-Out Restaurant	Fast-food Restaurant w/ Drive-Thru	3.879	TSF

[1] DU = Dwelling Units; TSF = Thousand Square Feet

EXHIBIT 4-4: CUMULATIVE DEVELOPMENT LOCATION MAP

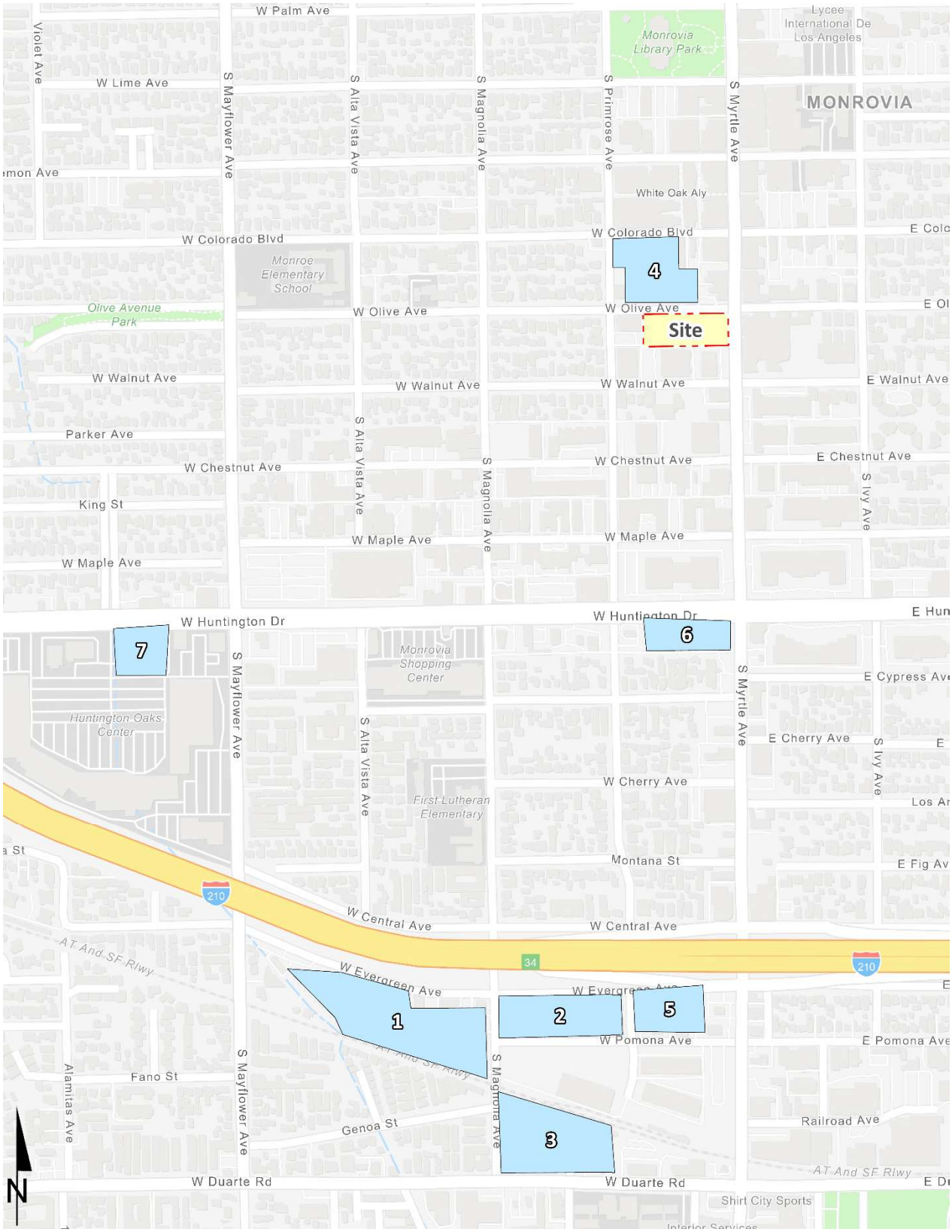
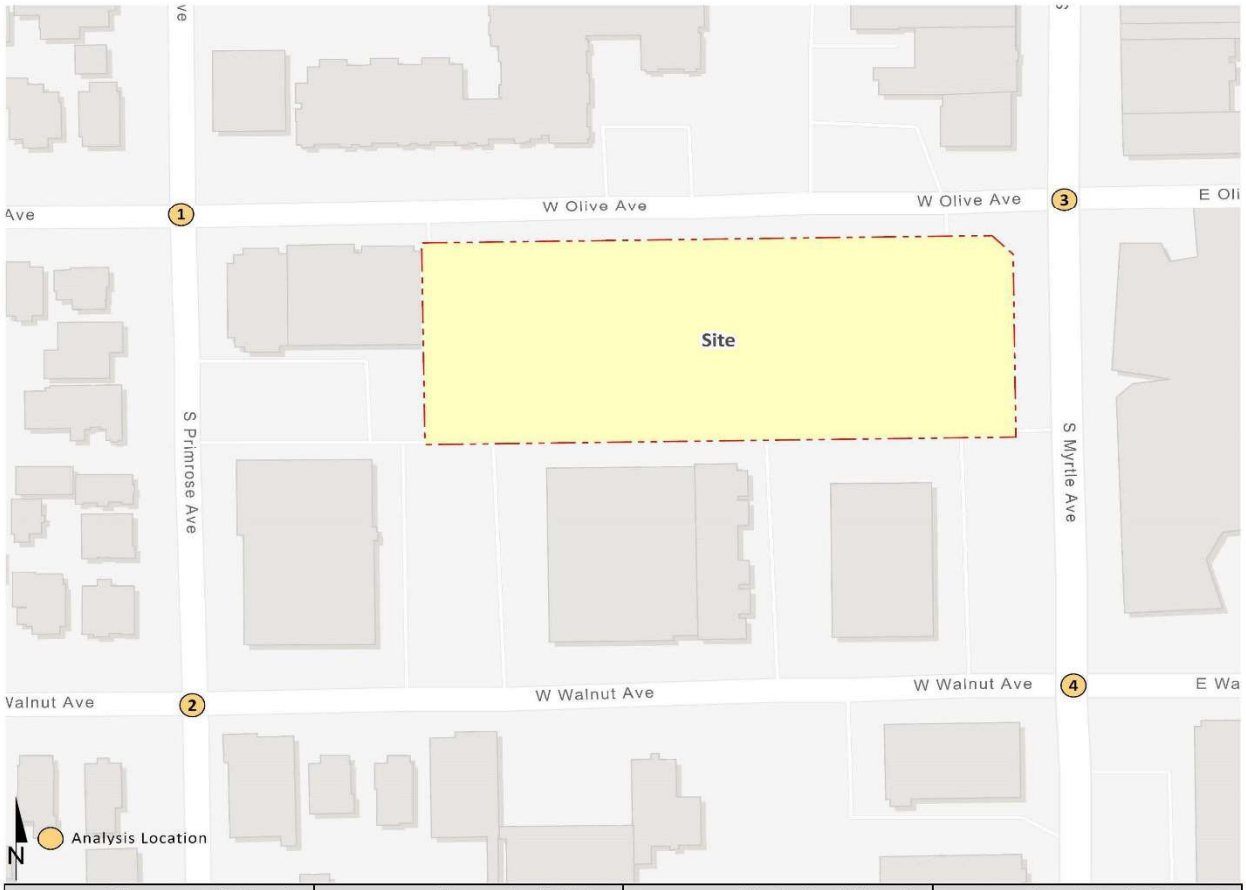


EXHIBIT 4-5: CUMULATIVE ONLY TRAFFIC VOLUMES



1 Primrose Av. & Olive Av.	2 Primrose Av. & Walnut Av.	3 Myrtle Av. & Olive Av.	4 Myrtle Av. & Walnut Av.
100 / *150* 1(1) ↓ 0(1) ↳ 4(9) ↱ 1(1) ← 3(2) ↰ 0(1) ⮡ 0(1) ↑ 1(3) ↱ 0(1) →	*Nominal* 4(2) ↓ 1(4) ↑ *Nominal*	*1,300* 1(2) ↲ 66(61) ↓ 0(1) ← 2(1) ⮡ 1(0) → 9(5) ↴ 6(16) ↰ 80(62) ↑ *250* / *1,450*	*1,450* 64(66) ↓ 86(78) ↑ *1,450*

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

5 OPENING YEAR CUMULATIVE (2027) TRAFFIC CONDITIONS

This section discusses the methods used to develop Opening Year Cumulative (2027) Without and With Project traffic forecasts, and the resulting intersection operations analysis.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Opening Year Cumulative (2027) conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Opening Year Cumulative conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).

5.2 WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes, plus an ambient growth rate of 4.06%, plus traffic from pending and approved but not yet constructed known development projects in the area. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) Without Project traffic conditions are shown on Exhibit 5-1.

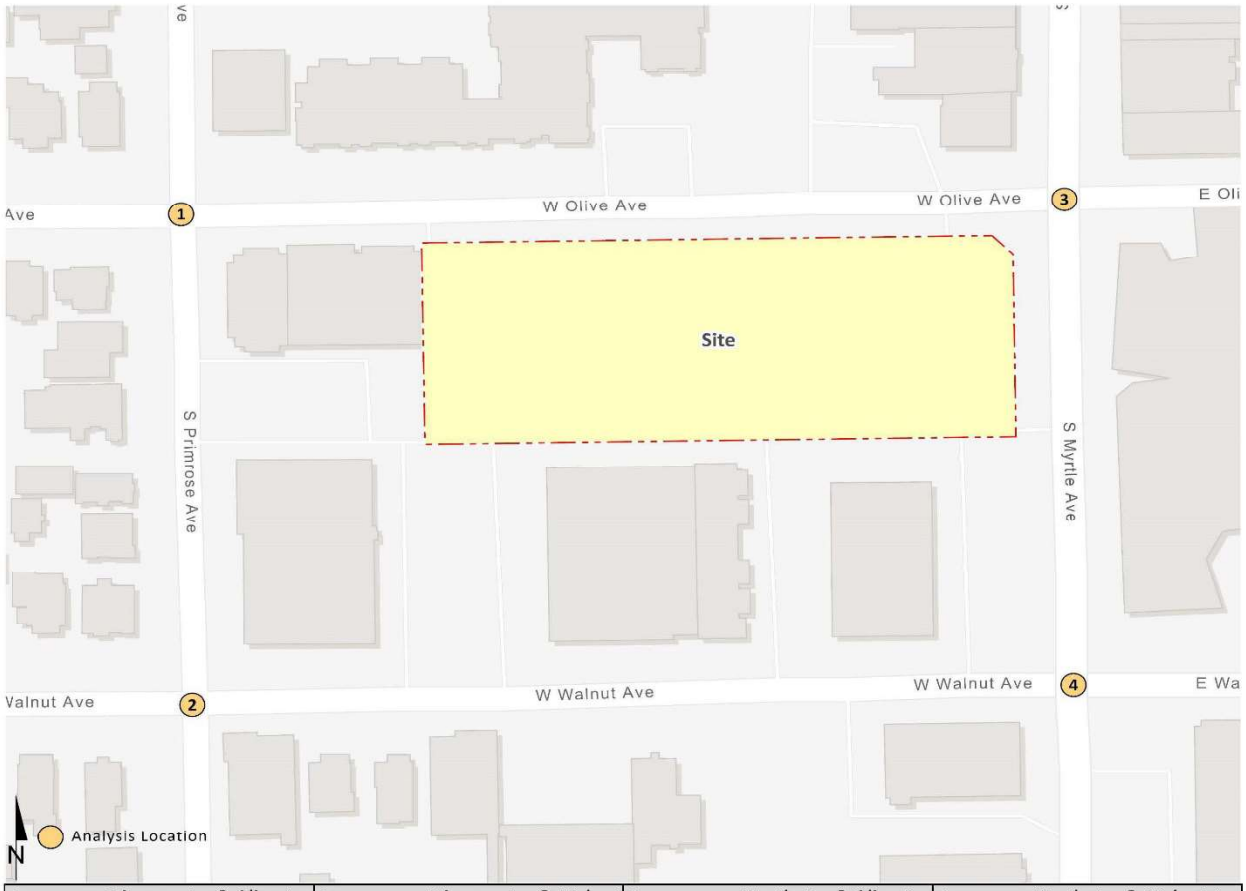
5.3 WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes Opening Year Cumulative (2027) Without Project traffic in conjunction with the addition of Project traffic. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Opening Year Cumulative (2027) With Project traffic conditions are shown on Exhibit 5-2.

5.4 INTERSECTION OPERATIONS ANALYSIS

LOS calculations were conducted for the study intersections to evaluate their operations under Opening Year Cumulative (2027) Without Project conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, all of the study area intersections are anticipated to continue to operate at an acceptable LOS under Opening Year Cumulative (2027) Without Project and With Project traffic conditions, consistent with Existing conditions. The intersection operations analysis worksheets for Opening Year Cumulative (2027) Without Project and With Project traffic conditions are included in Appendices 5.1 and 5.2 of this TA, respectively.

EXHIBIT 5-1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT TRAFFIC VOLUMES

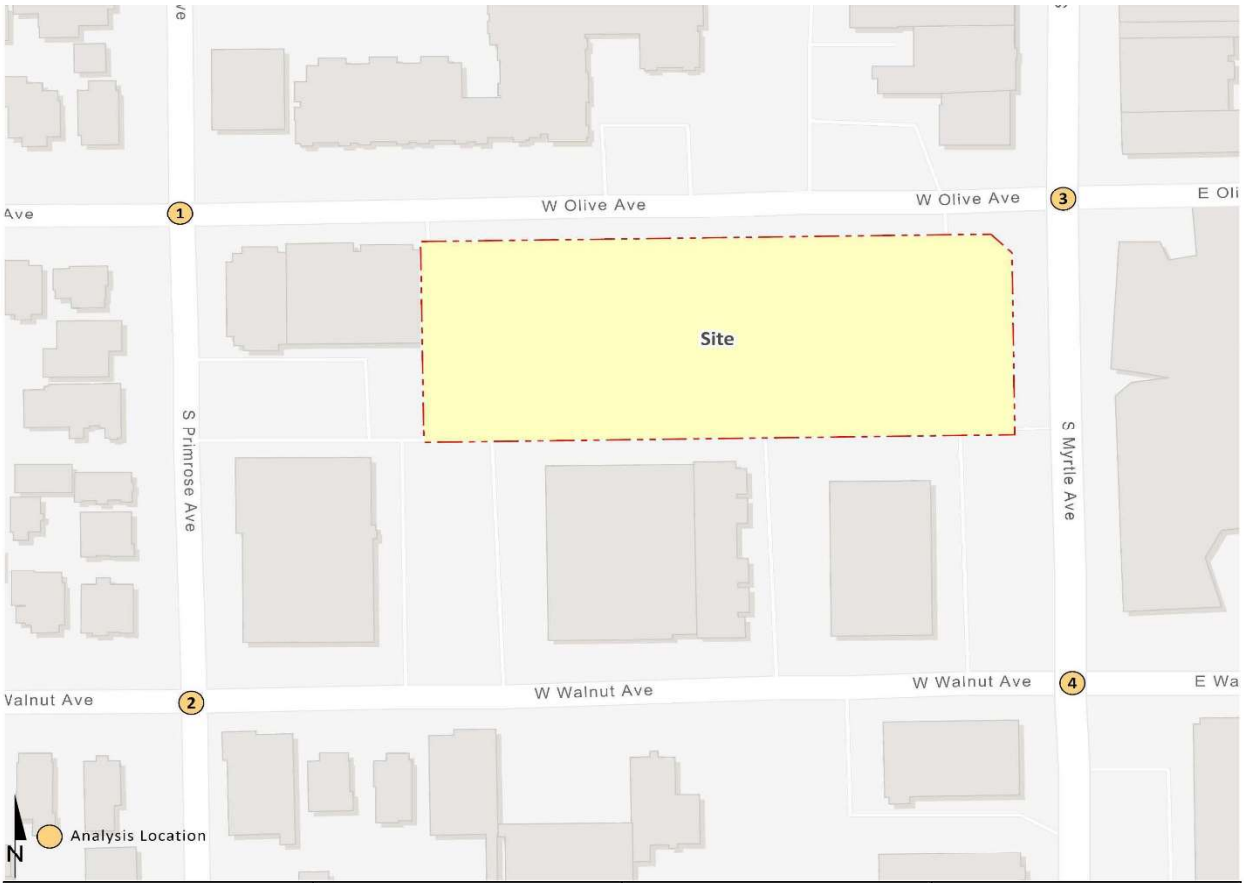


1 Primrose Av. & Olive Av.	2 Primrose Av. & Walnut Av.	3 Myrtle Av. & Olive Av.	4 Myrtle Av. & Walnut Av.
100 / *150*	*Nominal*	*1,300*	*1,450*
1(1) ↓ 0(1) ↳	4(2) ↓	1(2) ↲ 66(61) ↓	64(66) ↓
0(1) ⇀ 0(1) →	1(4) ↑	2(1) ⇀ 1(0) → 9(5) ↴	86(78) ↑
↱ 4(9) ← 1(1) ↰ 3(2)		← 0(1) ↰ 6(16) ↑ 80(62)	
0(1) ↑ 1(3) ↱			
Nominal	*Nominal*	*250* / *1,450*	*1,450*

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

EXHIBIT 5-2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT TRAFFIC VOLUMES



1 Primrose Av. & Olive Av.

4,750 — ***2,200***

4(4)	78(152)	10(25)	↱ 29(30)	← 75(35)	↰ 19(17)
9(9)	→		↰	↑	↱
43(45)	→		17(6)	94(146)	14(21)
7(5)	↳				

1,350 — ***4,600***

2 Primrose Av. & Walnut Av.

4,350 — ***1,500***

0(4)	112(140)	3(9)	↱ 20(16)	← 26(14)	↰ 2(17)
3(1)	→		↰	↑	↱
4(15)	→		6(2)	109(161)	6(46)
9(6)	↳				

550 — ***4,900***

3 Myrtle Av. & Olive Av.

10,050 — ***1,650***

14(22)	229(370)	7(6)	↱ 6(19)	← 66(34)	↰ 10(16)
10(22)	→		↰	↑	↱
49(33)	→		38(59)	314(354)	10(18)
56(42)	↳				

2,700 — ***11,350***

4 Myrtle Av. & Walnut Av.

10,850 — ***1,250***

5(2)	267(413)	6(21)	↱ 7(12)	← 28(7)	↰ 19(22)
0(6)	→		↰	↑	↱
2(9)	→		31(39)	374(397)	30(22)
6(40)	↳				

1,350 — ***11,900***

##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

TABLE 5-1: INTERSECTION ANALYSIS FOR OPENING YEAR CUMULATIVE (2027) CONDITIONS

			2027 Without Project						2027 With Project					
			Delay[1] (secs.)		Capacity (V/C)[4]		Level of Service		Delay[1] (secs.)		Capacity (V/C)[4]		Level of Service	
#	Intersection	Traffic Control[2]	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Primrose Av. & Olive Av.	AWS	8.8	8.6	--[3]	--[3]	A	A	8.9	8.7	--[3]	--[3]	A	A
2	Primrose Av. & Walnut Av.	CSS	10.6	11.3	--[3]	--[3]	B	B	10.7	11.4	--[3]	--[3]	B	B
3	Myrtle Av. & Olive Av.	TS	--[3]	--[3]	0.383	0.422	A	A	--[3]	--[3]	0.409	0.444	A	A
4	Myrtle Av. & Walnut Av.	CSS	17.8	23.1	--[3]	--[3]	C	C	18.7	24.2	--[3]	--[3]	C	C

1 Per the Highway Capacity Manual (6th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. HCM delay reported in seconds.

2 TS = Traffic Signal; AWS = All-way Stop; CSS = Cross-street Stop

3 Delay is only reported for unsignalized intersections; V/C is only reported for signalized intersections.

4 Intersection capacity utilization (ICU) methodology results are presented as a volume-to-capacity ratio. ICU not reported for unsignalized intersections or at Caltrans facilities.

5.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

The traffic signal warrant analysis for Opening Year Cumulative (2027) traffic conditions are based on the peak hour intersection turning volumes. There are no study area intersections anticipated to meet peak hour warrants for Opening Year Cumulative (2027) Without Project or With Project conditions. Opening Year Cumulative (2027) Without Project and With Project conditions traffic signal warrant analysis worksheets are provided in Appendices 5.3 and 5.4, respectively.

5.6 PROJECT DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

All study area intersections are anticipated to operate at an acceptable LOS during the peak hours under Opening Year Cumulative (2027) Without Project and With Project traffic conditions. As such, no improvements have been identified.

6 LOCAL AND REGIONAL FUNDING MECHANISMS

Transportation improvements within the City of Monrovia are funded through a combination of direct project mitigation, development impact fee programs or fair share contributions, such as the City of Monrovia Traffic Impact Fee (TIF) program. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

6.1 CITY OF MONROVIA TRAFFIC IMPACT FEE PROGRAM

The City of Monrovia adopted the latest update to their TIF program in January 2023. (6) (7) TIF is a trip-based transportation fee imposed on new and redeveloping projects within the City. TIF is intended to fund future anticipated traffic-related improvements that will be needed to maintain current service levels that otherwise would be impacted by new developments in Monrovia.

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7 VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

The California Environmental Quality Act (**CEQA**) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City Guidelines. The VMT screening evaluation presented in this memorandum has been developed based on the adopted City Guidelines. Appendix 7.1 contains the VMT Screening Memorandum.

7.1 VMT SCREENING

The City's Guidelines list standardized VMT screening methods that can be used to identify when a proposed land use project is anticipated to result in a less than significant VMT impact thereby eliminating the need to conduct a model based VMT analysis. The City Guidelines note that the City of Monrovia utilizes the San Gabriel Valley Council of Governments (SGVCOG) VMT Tool (Screening Tool) for purposes of screening. The SGVCOG VMT Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the San Gabriel Valley and calculating VMT reductions associated with certain VMT-reducing measures. The City of Monrovia VMT screening methods are listed below, and a land use project need only to meet one of the screening criteria to result in a less than significant impact:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening criteria to result in a less than significant impact.

7.1.1 TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail 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.").

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

The Project includes a General Plan amendment and a change of zone. As a result, the Project would not be consistent with the Sustainable Communities Strategies and will not meet the sub-criteria contained within the TPA screening, irrespective of the Project's proximity to transit.

TPA screening criteria is not met.

7.1.2 LOW VMT AREA SCREENING

As noted in the City Guidelines, residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT. The Screening Tool uses the sub-regional Southern California Association of Governments (SCAG) travel forecasting model to measure VMT performance in individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, was input into the Screening Tool to determine the TAZ's VMT as compared to the Citywide average. The parcels containing the proposed Project were selected and the Screening Tool was run for VMT per capita (i.e., population) measure of VMT. Based on the Screening Tool results presented in Attachment B, the Project is located within an already low VMT generating TAZ.

Low VMT Area screening criteria is met.

7.1.3 PROJECT TYPE SCREENING

The City Guidelines indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. (2) The proposed Project is anticipated to generate 1,258 vehicle trip-ends per day exceeding the 110 daily vehicle trip threshold (see Attachment 7.1).

Additionally, the City Guidelines identify that local serving retail uses less than 50,000 square feet and local essential services (e.g., local parks, day care centers, public schools, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project's public commercial space of 2,361 square feet component is anticipated to provide retail service to the Project and the community.

Project Type screening criteria is met for the retail component only.

7.2 CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project in its entirety meets the Low VMT area screening criteria. Additionally, the Project's retail component meets the Project Type screening criteria. The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

8 REFERENCES

1. **City of Monrovia.** *City of Monrovia Transportation Guidelines for Vehicle Miles Traveled and Level of Service Assessment.* Monrovia : s.n., September, 2020.
2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 11th Edition. 2021.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
4. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014, Updated March 30, 2021 (Revision 6).
5. **Gibson Transportation Consulting, Inc.** *Traffic Impact Fee Study for the City of Monrovia South of Huntington.* Monrovia : s.n., April, 2019.
6. **City of Monrovia.** *Resolution No. 2023-01.* Monrovia : s.n., January 17, 2023.

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APPENDIX 1.1: TRAFFIC STUDY SCOPING AGREEMENT

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MEMORANDUM

URBAN CROSSROADS

DATE: October 30, 2023
TO: John Mayer, City of Monrovia
FROM: Charlene So, Urban Crossroads
JOB NO: 15287-03 TA Scope

701 S. MYRTLE FOCUSED TRAFFIC STUDY SCOPING AGREEMENT

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the focused traffic study for 701 S. Myrtle development (**Project**), which is located in the City of Monrovia. This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scoping agreement has been prepared in accordance with the City's Transportation Study Guidelines for Vehicle Miels Traveled and Level of Service Assessment, dated September 2020.

PROJECT DESCRIPTION

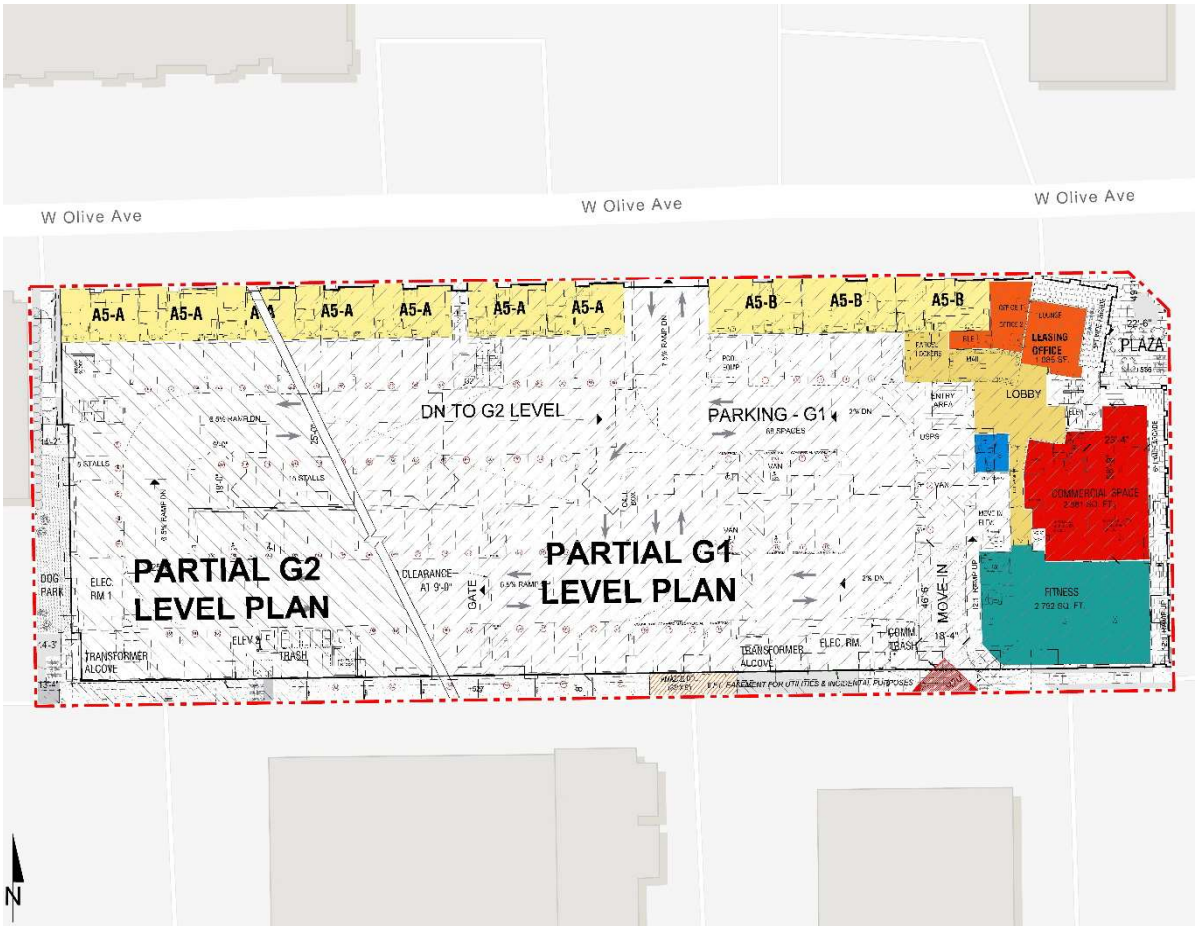
The Project is proposing entitlement of a five-story mixed-use building consisting of 200 multifamily residential units and two subterranean parking levels on a 1.6-acre site. The Project will also include 5,143 square feet of ground-floor non-residential use and 19,205 square feet of common open space areas. The 5,143 square feet of ground floor non-residential space along the Myrtle Avenue frontage includes 2,361 square feet of public commercial space and a 2,782 square foot fitness center for resident use.

The Project provides on-site amenities and facilities for resident use and may include a clubhouse, fitness area, swimming pool, and courtyard areas for socializing and recreation. Common open space areas within the Project include a plaza, courtyards, a community pool, a clubhouse, a California room, and a rooftop deck. Additionally, select units will be equipped with private open areas, such as decks or balconies. The Level R1 podium provides private recreational gathering areas which include a community pool while Level R4 features a rooftop deck and private dining pavilion. Approximately 3,756 square feet of landscaping is located around the building perimeter. A dog park is located on the ground floor just outside the western end of the building, adjacent to the parking garage. The Project is anticipated to have an Opening Year of 2027.

The Project provides one vehicle entry point that is 25-foot-wide driveway into the development from Olive Avenue. There is a total of 318 parking spaces, including 312 parking spaces within a three-level parking garage and six assigned surface parking spaces provided in the adjacent alleyway to the south. The parking garage comprises of 237 parking spaces designated for residents, 69 spaces for guests and office use, and 6 spaces for commercial use. The commercial spaces will be publicly available from 9 AM to 12 AM while serving residents and guest parking during all other times. Parking will comply with all applicable Americans with Disabilities Act standards. A 16-foot-wide paved driveway with public access connects the alleyway with Myrtle Avenue for fire emergency access. A truck loading area will also be provided via the alleyway (behind the first-floor fitness area/commercial space).

A preliminary site plan for the proposed Project is shown on Exhibit 1. The Project will construct two new sidewalks along the Olive Avenue and Myrtle Avenue frontages, leading to a public plaza at the Project's northeast corner. Freeway access is available via the Myrtle exit from the I-210 Freeway, located ¾-mile to the south of the Project. The Project site is within walking distance to multiple Foothill Transit bus stops and located ¾-mile north of the Metro Gold Line Monrovia light rail station.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

EXISTING USE

As noted previously, the existing 1.60-acre site is currently occupied by approximately 26,500 square feet of office use within the Myrtle and Olive Business Park. In an effort to understand the existing traffic associated with the current use, traffic counts were collected at the driveways on Tuesday, April 25th through Thursday, April 27th, 2023. Attachment A includes the driveway count data. Table 1 summarizes the trip generation by day and the average existing trip generation based on the count data collected over three days. The existing site currently generates an average of 421 two-way trips per day, with 27 trips during the AM peak hour and 52 trips during the PM peak hour.

TABLE 1: EXISTING TRIP GENERATION SUMMARY

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing Use							
Passenger Cars:	16	9	25	23	29	52	409
Delivery Trucks:	1	1	2	0	0	0	12
Total Trips[2]	**17**	**10**	**27**	**23**	**29**	**52**	**421**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

PROPOSED PROJECT

Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development. In order to develop the traffic characteristics of the approved Project, trip-generation statistics published in the Institute of Transportation Engineers (**ITE**) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation rates as shown in Table 2. In an effort to conduct a conservative assessment, trip generation has been calculated based on the individual residential and public commercial land use categories as opposed to the use of the Mid-Rise Residential with Ground Floor Commercial (1,000-25,000 square feet) land use category from ITE (ITE Code 231), which is based on a limited number of surveyed sites. Also, the Trip Generation Manual has no data for weekday daily traffic or the splits for inbound and outbound traffic during the AM and PM peak hours for ITE Code 231.

The Project consists of 200 multifamily residential units with 2,361 square feet of public commercial space on the ground floor. Although there is also a 2,782 square foot fitness center proposed on the ground floor, it will be for resident use (not available for public use). As such, the fitness center is treated as an amenity of the multifamily residential use.

TABLE 2: TRIP GENERATION RATES

			AM Peak Hour			PM Peak Hour			
Land Use	ITE Code	Units	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Strip Retail Plaza (<40,000 Square Feet)	822	TSF	2.82	1.88	4.70	5.92	5.91	11.83	139.48

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units; TSF = thousand square feet

Based on the calculated trip generation rates shown on Table 2, the Project's trip generation is summarized on Table 3 based on the proposed 200-unit multifamily (mid-rise) residential use 2,361 square feet of public commercial space. As shown on Table 3, the Project is anticipated to generate a total of 1,238 two-way trip-ends per day with 85 AM peak hour trips and 106 PM peak hour trips.

TABLE 3: PROJECT TRIP GENERATION SUMMARY

		AM Peak Hour			PM Peak Hour			
Land Use	Quantity Units	In	Out	Total	In	Out	Total	Daily
Multifamily Housing (Mid-Rise)	200 DU	17	57	74	48	30	78	908
Public Commercial Space	2.361 TSF	7	4	11	14	14	28	330
Total Project Trips		**24**	**61**	**85**	**62**	**44**	**106**	**1,238**

[1] DU = dwelling units; TSF = thousand square feet

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the existing use and proposed Project and identifies the resulting net change in trips. As shown, the Project is anticipated to generate a net increase of 817 two-way trips per day with 58 net new AM peak hour trips and 54 net new PM peak hour trips as compared to the existing use.

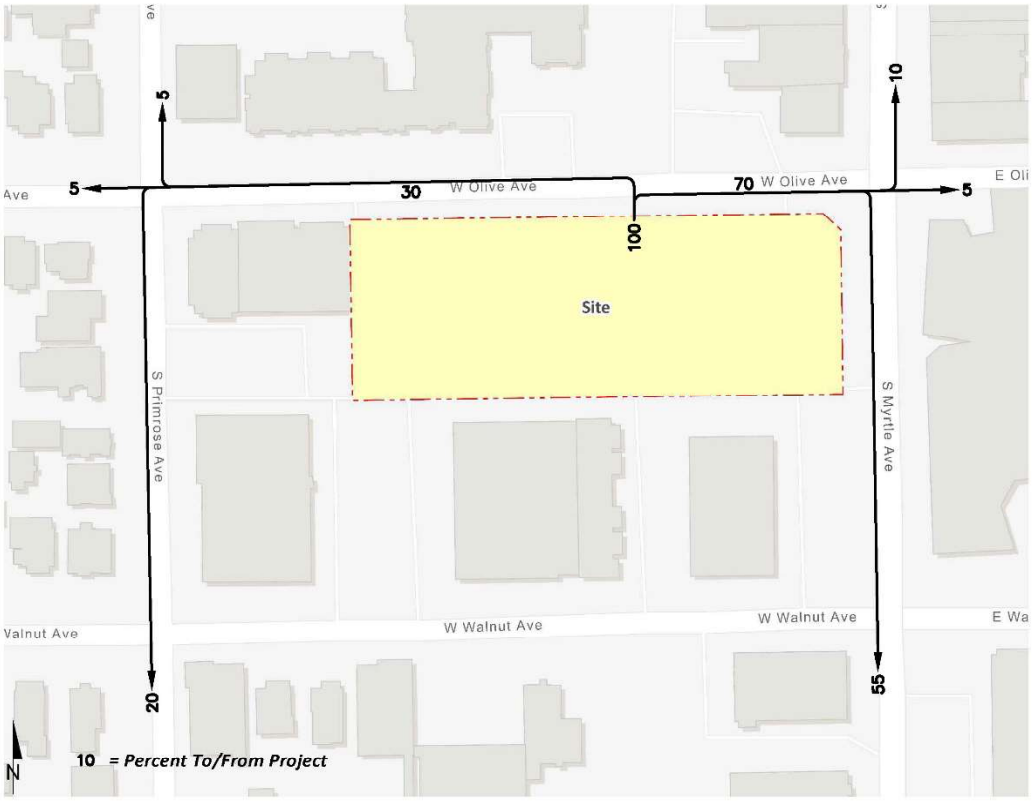
TABLE 4: TRIP GENERATION COMPARISON

	AM Peak Hour			PM Peak Hour			
Land Use	In	Out	Total	In	Out	Total	Daily
Existing Use	17	10	27	23	29	52	421
Proposed Project	24	61	85	62	44	106	1,238
Net Change in Trips	**7**	**51**	**58**	**39**	**15**	**54**	**817**

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. Exhibit 2 shows the Project trip distribution patterns.

EXHIBIT 2: PROJECT TRIP DISTRIBUTION



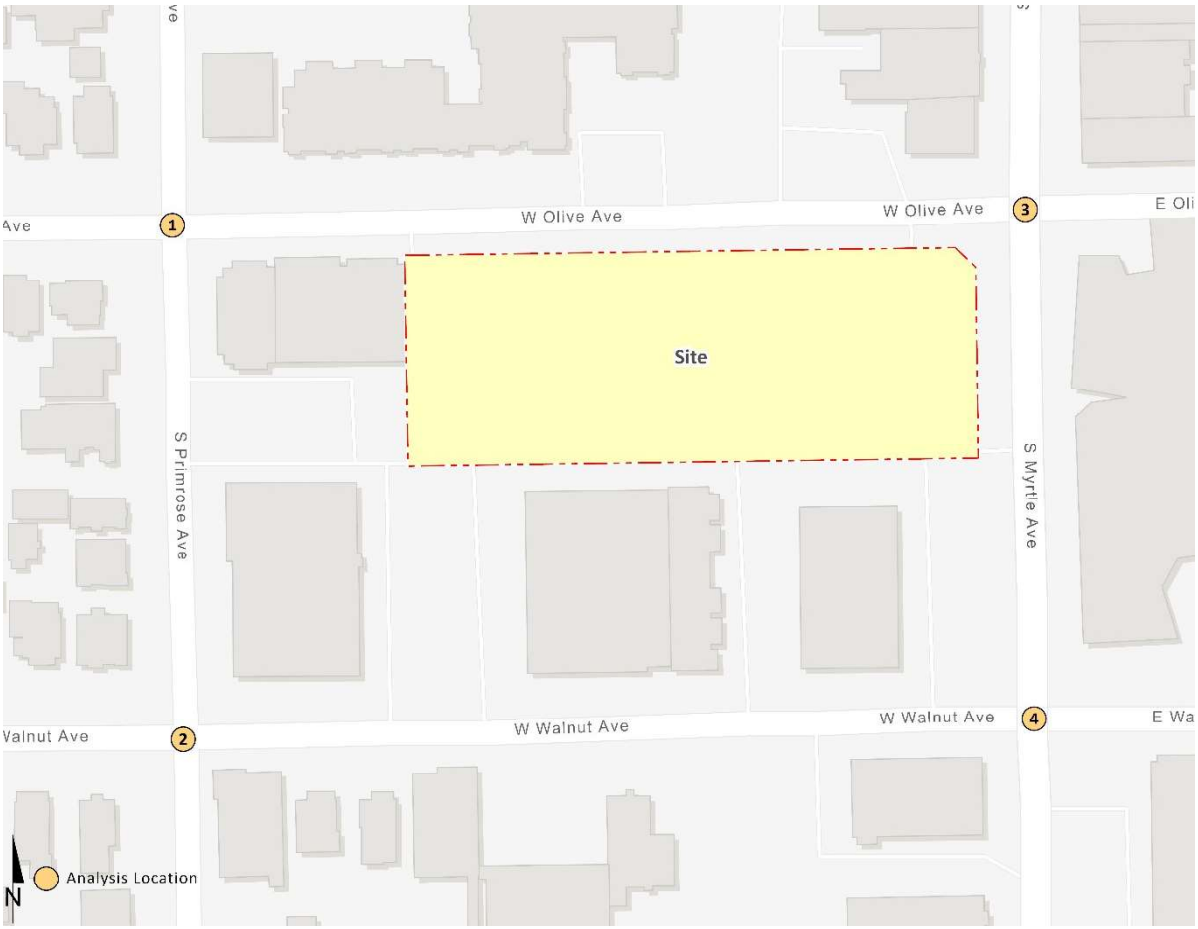
ANALYSIS SCENARIOS

Consistent with the City's Guidelines, intersection analysis will be provided for the following analysis scenarios during the AM and PM peak hours (7-9 AM and 4-6 PM):

1. Existing (2023) Conditions
2. Opening Year Cumulative (2027) Without Project Conditions
3. Opening Year Cumulative (2027) With Project Conditions

Per the City's Guidelines, all study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology for unsignalized intersections and the Intersection Capacity Utilization (ICU) methodology for signalized intersections. Based on the language in the City's Guidelines, if a project generates fewer than 100 net new peak hour trips and fewer than 1,000 net new daily trips additional peak hour operations is not required. However, based on discussions with City staff, the study area that is proposed to be evaluated for the purposes of the focused traffic assessment is shown on Exhibit 3.

EXHIBIT 3: STUDY AREA



#	Intersection
1	Primrose Av. & Olive Av.
2	Primrose Av. & Walnut Av.
3	Myrtle Av. & Olive Av.
4	Myrtle Av. & Walnut Av.

TRAFFIC COUNTS

New traffic counts (classified by vehicle type) will be conducted on Thursday, November 2, 2023. No adjustments are proposed to the traffic counts for the baseline traffic condition with the exception of any adjustments to account for volume balancing (if applicable).

AMBIENT GROWTH

Future year traffic forecasts will include background (ambient) growth at 1.0% per year, compounded annually. The total ambient growth is 4.06% for 2027 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. This ambient growth rate will

be added to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects.

CUMULATIVE PROJECTS

It is requested that the City provide current cumulative projects within the study area for inclusion in the Traffic Analysis. However, a preliminary list of cumulative projects is provided on Table 5 with locations graphically depicted on Exhibit 4.

EXHIBIT 4: CUMULATIVE DEVELOPMENT PROJECT LOCATION MAP

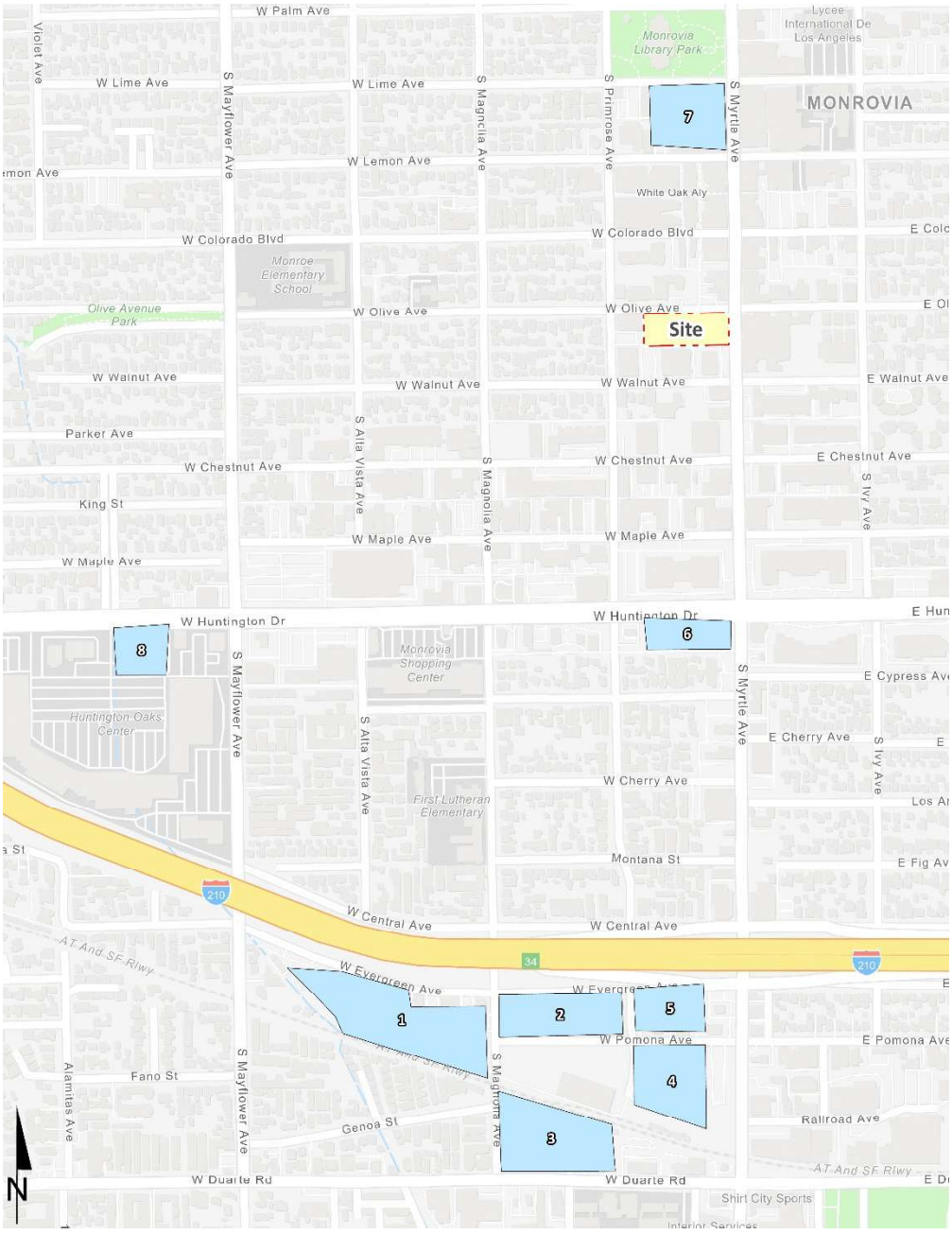


TABLE 5: SUMMARY OF CUMULATIVE DEVELOPMENT PROJECTS

#	Project Name	Land Use	Quantity	Units[1]
1	Alexan Foothills	Multifamily (Mid-Rise) Housing	432	DU
		Live/Work Units	4	DU
2	Arroyo at Monrovia	Multifamily (Mid-Rise) Housing	302	DU
		Retail Flex-Space	7.080	TSF
3	Duarte Road Apartments	Multifamily (Mid-Rise) Housing	296	DU
4	1601 Myrtle Avenue Apartments	Multifamily (Mid-Rise) Housing	103	DU
5	127 Pomona	Multifamily (Mid-Rise) Housing	310	DU
		Retail Flex-Space	10.000	TSF
6	Townplace Suites Hotel	Hotel	109	Rooms
7	Myrtle and Lime Residential	Multifamily (Mid-Rise) Housing	140	DU
8	In-N-Out Restaurant	Fast-food Restaurant w/ Drive-Thru	3.879	TSF

[1] DU = Dwelling Units; TSF = Thousand Square Feet

SPECIAL ISSUES

The following special issues will also be addressed:

- ***Vehicle Miles Traveled (VMT):*** Per the City's Guidelines, the Project screens out from VMT based on the Project being located in a low VMT generating area. VMT will be addressed under separate cover and provided to the City for review.
- ***Traffic Signal Warrant Analysis:*** A peak hour volume-based traffic signal warrant analysis will be performed for any unsignalized study area intersection.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

ATTACHMENT A: DRIVEWAY COUNTS

City:	Monrovia
Location:	TOTAL
Date:	Tuesday, April 25, 2023
Count Type:	Driveway

	Entering		
	Pass Veh	Delivery Trucks	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	2	0	2
5:30	2	0	2
5:45	1	0	1
6:00	1	0	1
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	2	1	3
7:15	2	0	2
7:30	1	0	1
7:45	1	0	1
8:00	10	0	10
8:15	3	0	3
8:30	2	0	2
8:45	3	0	3
9:00	5	0	5
9:15	3	0	3
9:30	4	0	4
9:45	3	0	3
10:00	4	1	5
10:15	6	0	6
10:30	3	0	3
10:45	1	0	1
11:00	3	1	4
11:15	2	0	2
11:30	3	0	3
11:45	3	1	4

	Exiting		
	Pass Veh	Delivery Trucks	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	1	0	1
3:15	1	0	1
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	1	0	1
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	2	0	2
6:45	0	0	0
7:00	1	0	1
7:15	2	1	3
7:30	1	0	1
7:45	3	0	3
8:00	1	0	1
8:15	2	0	2
8:30	1	0	1
8:45	0	0	0
9:00	1	0	1
9:15	1	1	2
9:30	4	0	4
9:45	2	0	2
10:00	3	1	4
10:15	2	0	2
10:30	2	0	2
10:45	0	0	0
11:00	2	1	3
11:15	5	0	5
11:30	3	0	3
11:45	0	1	1

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Monrovia
Location: TOTAL
Date: Tuesday, April 25, 2023
Count Type: Driveway

	Entering			Exiting		
	Pass Veh	Delivery Trucks	Total	Pass Veh	Delivery Trucks	Total
12:00	6	0	6	8	0	8
12:15	2	0	2	0	0	0
12:30	2	0	2	1	0	1
12:45	6	0	6	3	0	3
13:00	5	0	5	4	0	4
13:15	5	0	5	3	0	3
13:30	4	0	4	3	0	3
13:45	8	0	8	4	0	4
14:00	2	0	2	8	0	8
14:15	7	1	8	7	0	7
14:30	1	0	1	6	0	6
14:45	1	0	1	5	0	5
15:00	12	0	12	8	0	8
15:15	4	0	4	4	0	4
15:30	1	0	1	3	0	3
15:45	1	0	1	4	0	4
16:00	5	0	5	5	0	5
16:15	3	1	4	1	0	1
16:30	4	0	4	6	0	6
16:45	8	0	8	7	1	8
17:00	7	0	7	12	0	12
17:15	10	0	10	7	0	7
17:30	4	0	4	8	0	8
17:45	8	0	8	8	0	8
18:00	2	0	2	9	0	9
18:15	8	0	8	9	0	9
18:30	4	0	4	5	0	5
18:45	1	0	1	4	0	4
19:00	2	0	2	7	0	7
19:15	1	0	1	0	0	0
19:30	1	0	1	3	0	3
19:45	0	0	0	2	0	2
20:00	2	0	2	2	0	2
20:15	0	0	0	2	0	2
20:30	0	0	0	1	0	1
20:45	0	0	0	0	0	0
21:00	0	0	0	0	0	0
21:15	0	0	0	0	0	0
21:30	0	0	0	0	0	0
21:45	0	0	0	0	0	0
22:00	0	0	0	1	0	1
22:15	0	0	0	0	0	0
22:30	0	0	0	0	0	0
22:45	0	0	0	0	0	0
23:00	0	0	0	1	0	1
23:15	0	0	0	1	1	2
23:30	0	0	0	0	0	0
23:45	1	0	1	0	0	0
TOTAL	**212**	**6**	**218**	**214**	**7**	**221**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Monrovia
Location:	TOTAL
Date:	Wednesday, April 26, 2023
Count Type:	Driveway

	Entering		
	Pass Veh	Delivery Trucks	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	1	0	1
5:30	1	0	1
5:45	0	0	0
6:00	4	0	4
6:15	0	0	0
6:30	0	0	0
6:45	2	0	2
7:00	2	0	2
7:15	1	1	2
7:30	3	1	4
7:45	6	0	6
8:00	1	0	1
8:15	4	0	4
8:30	1	0	1
8:45	5	0	5
9:00	3	0	3
9:15	2	0	2
9:30	4	1	5
9:45	8	0	8
10:00	5	2	7
10:15	2	0	2
10:30	3	0	3
10:45	5	0	5
11:00	1	1	2
11:15	5	0	5
11:30	4	0	4
11:45	5	1	6

	Exiting		
	Pass Veh	Delivery Trucks	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	1	0	1
1:15	2	0	2
1:30	0	0	0
1:45	0	0	0
2:00	1	0	1
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	3	0	3
6:30	0	0	0
6:45	0	0	0
7:00	2	0	2
7:15	4	0	4
7:30	2	1	3
7:45	1	1	2
8:00	1	0	1
8:15	0	0	0
8:30	0	0	0
8:45	2	0	2
9:00	1	0	1
9:15	1	0	1
9:30	5	0	5
9:45	5	0	5
10:00	3	2	5
10:15	3	0	3
10:30	0	0	0
10:45	3	0	3
11:00	5	1	6
11:15	5	0	5
11:30	5	0	5
11:45	4	0	4

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Monrovia
Location: TOTAL
Date: Wednesday, April 26, 2023
Count Type: Driveway

	Entering			Exiting		
	Pass Veh	Delivery Trucks	Total	Pass Veh	Delivery Trucks	Total
12:00	3	0	3	4	1	5
12:15	3	0	3	5	0	5
12:30	1	0	1	1	0	1
12:45	4	0	4	3	0	3
13:00	5	0	5	4	0	4
13:15	3	0	3	1	0	1
13:30	5	0	5	4	0	4
13:45	5	0	5	8	0	8
14:00	4	0	4	5	1	6
14:15	6	0	6	6	0	6
14:30	4	0	4	3	0	3
14:45	3	0	3	7	0	7
15:00	7	0	7	3	0	3
15:15	6	0	6	6	0	6
15:30	6	0	6	9	0	9
15:45	2	0	2	2	0	2
16:00	5	0	5	8	0	8
16:15	5	0	5	3	0	3
16:30	4	0	4	3	0	3
16:45	3	0	3	0	0	0
17:00	6	0	6	8	0	8
17:15	4	0	4	4	0	4
17:30	6	0	6	7	0	7
17:45	5	0	5	4	0	4
18:00	4	0	4	6	0	6
18:15	8	0	8	7	0	7
18:30	3	0	3	8	0	8
18:45	1	0	1	3	0	3
19:00	0	0	0	5	0	5
19:15	2	0	2	3	0	3
19:30	1	0	1	3	0	3
19:45	1	0	1	3	0	3
20:00	1	0	1	2	0	2
20:15	0	0	0	1	0	1
20:30	0	0	0	0	0	0
20:45	1	0	1	2	0	2
21:00	0	0	0	0	0	0
21:15	0	0	0	1	0	1
21:30	0	0	0	0	0	0
21:45	0	0	0	0	0	0
22:00	0	0	0	0	0	0
22:15	0	0	0	0	0	0
22:30	0	0	0	0	0	0
22:45	0	0	0	0	0	0
23:00	0	0	0	0	0	0
23:15	0	0	0	1	0	1
23:30	0	0	0	0	0	0
23:45	1	0	1	0	0	0
TOTAL	**207**	**7**	**214**	**212**	**7**	**219**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City:	Monrovia
Location:	TOTAL
Date:	Thursday, April 27, 2023
Count Type:	Driveway

	Entering		
	Pass Veh	Delivery Trucks	Total
0:00	1	0	1
0:15	0	0	0
0:30	0	0	0
0:45	1	0	1
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	1	0	1
5:15	1	0	1
5:30	0	0	0
5:45	1	0	1
6:00	1	0	1
6:15	0	0	0
6:30	1	0	1
6:45	1	0	1
7:00	0	0	0
7:15	2	1	3
7:30	3	0	3
7:45	4	0	4
8:00	8	0	8
8:15	3	0	3
8:30	4	0	4
8:45	3	0	3
9:00	3	0	3
9:15	4	0	4
9:30	1	0	1
9:45	1	0	1
10:00	5	0	5
10:15	3	0	3
10:30	2	0	2
10:45	4	0	4
11:00	3	1	4
11:15	4	0	4
11:30	3	0	3
11:45	1	0	1

	Exiting		
	Pass Veh	Delivery Trucks	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	1	0	1
1:00	1	0	1
1:15	2	0	2
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	1	0	1
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	0	0	0
7:30	3	1	4
7:45	3	0	3
8:00	3	0	3
8:15	1	0	1
8:30	5	0	5
8:45	1	0	1
9:00	2	0	2
9:15	0	0	0
9:30	2	0	2
9:45	1	0	1
10:00	3	0	3
10:15	2	0	2
10:30	0	0	0
10:45	1	0	1
11:00	1	0	1
11:15	1	1	2
11:30	4	0	4
11:45	2	0	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City: Monrovia
Location: TOTAL
Date: Thursday, April 27, 2023
Count Type: Driveway

	Entering			Exiting		
	Pass Veh	Delivery Trucks	Total	Pass Veh	Delivery Trucks	Total
12:00	1	0	1	3	0	3
12:15	2	0	2	3	0	3
12:30	1	0	1	6	0	6
12:45	5	1	6	5	1	6
13:00	6	0	6	4	1	5
13:15	4	0	4	2	0	2
13:30	1	0	1	3	0	3
13:45	3	0	3	1	0	1
14:00	4	0	4	5	1	6
14:15	3	0	3	6	0	6
14:30	1	0	1	2	0	2
14:45	4	0	4	2	0	2
15:00	8	0	8	6	0	6
15:15	4	0	4	4	0	4
15:30	8	0	8	5	0	5
15:45	8	0	8	3	0	3
16:00	9	0	9	12	0	12
16:15	6	0	6	2	0	2
16:30	4	0	4	2	0	2
16:45	3	0	3	1	0	1
17:00	4	0	4	9	0	9
17:15	2	0	2	4	0	4
17:30	6	0	6	8	0	8
17:45	7	0	7	9	0	9
18:00	3	0	3	11	0	11
18:15	4	0	4	5	0	5
18:30	5	0	5	6	0	6
18:45	0	0	0	6	0	6
19:00	1	0	1	5	0	5
19:15	1	0	1	2	0	2
19:30	2	0	2	2	0	2
19:45	1	0	1	3	0	3
20:00	0	0	0	0	0	0
20:15	0	0	0	0	0	0
20:30	0	0	0	0	0	0
20:45	0	0	0	0	0	0
21:00	0	0	0	0	0	0
21:15	0	0	0	0	0	0
21:30	0	0	0	0	0	0
21:45	0	0	0	0	0	0
22:00	0	0	0	0	0	0
22:15	0	0	0	0	0	0
22:30	0	0	0	0	0	0
22:45	0	0	0	0	0	0
23:00	0	0	0	0	0	0
23:15	0	0	0	0	0	0
23:30	0	0	0	1	0	1
23:45	0	0	0	0	0	0
TOTAL	**190**	**3**	**193**	**191**	**5**	**196**

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

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APPENDIX 3.1: TRAFFIC COUNTS

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INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
Thu, Nov 2, 23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

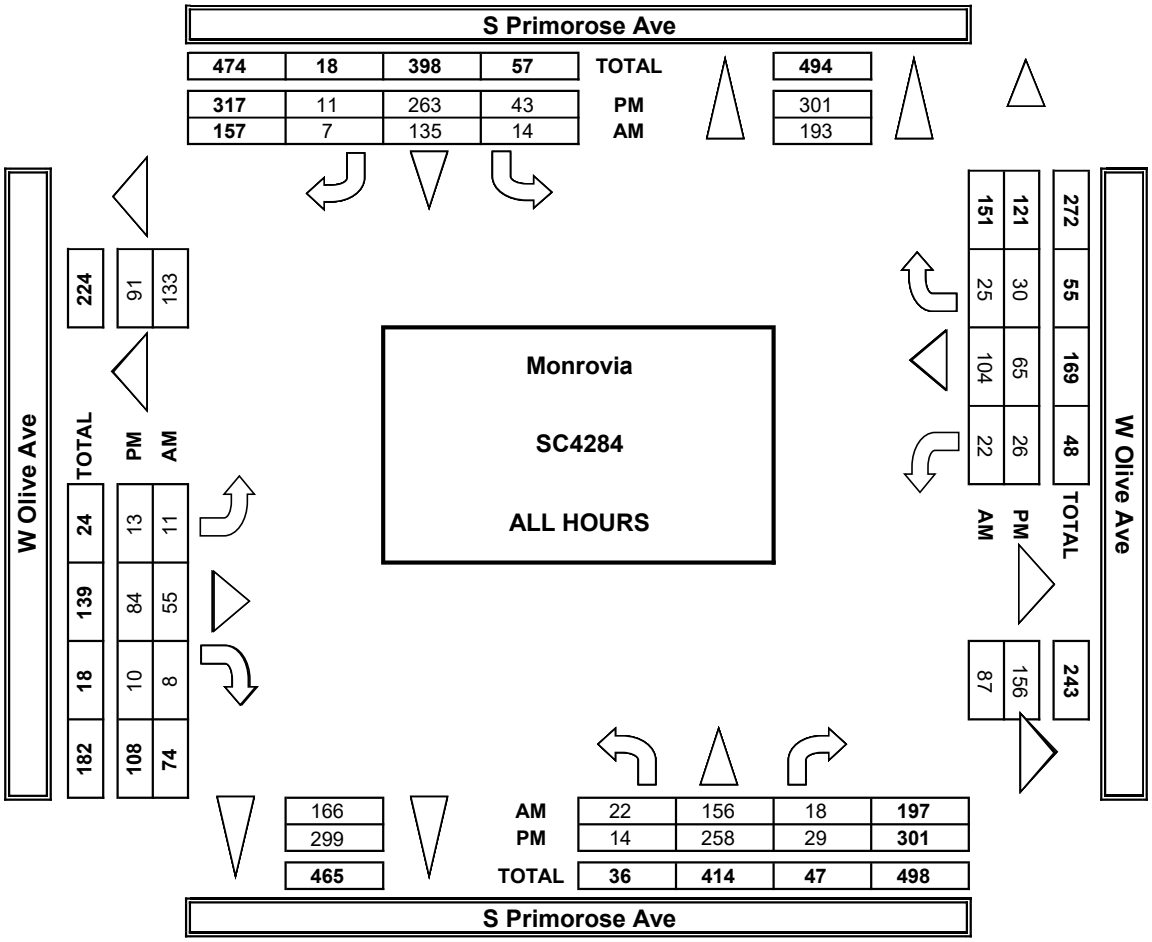
		NORTHBOUND (S Primorose Ave)			SOUTHBOUND (S Primorose Ave)			EASTBOUND (W Olive Ave)			WESTBOUND (W Olive Ave)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	11	1	0	16	0	0	2	0	1	12	0	46	0	1	0	0	1
	7:15 AM	3	13	0	0	10	1	1	4	0	2	8	2	44	1	0	0	0	1
	7:30 AM	3	14	5	0	10	0	2	5	1	2	17	6	65	0	0	0	0	0
	7:45 AM	8	30	3	3	27	2	3	22	3	1	22	4	128	0	0	0	0	0
	8:00 AM	3	28	1	2	19	1	2	11	1	2	20	7	97	0	0	0	0	0
	8:15 AM	2	18	3	5	18	1	2	3	2	1	12	4	71	0	0	0	0	0
	8:30 AM	0	18	4	1	12	1	1	3	1	8	9	2	60	0	0	0	0	0
	8:45 AM	0	24	1	3	23	1	0	5	0	5	4	0	66	0	0	0	0	0
	VOLUMES	22	156	18	14	135	7	11	55	8	22	104	25	579	1	1	0	0	2
	APPROACH %	11%	79%	9%	9%	86%	4%	15%	74%	11%	15%	69%	17%						
	APP/DEPART	197	/	193	157	/	166	74	/	87	151	/	133	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	16	90	12	10	74	4	9	41	7	6	71	21	361					
	APPROACH %	14%	76%	10%	11%	84%	5%	16%	72%	12%	6%	72%	21%						
	PEAK HR FACTOR		0.720			0.688			0.509			0.845		0.705					
	APP/DEPART	118	/	120	88	/	87	57	/	63	98	/	91	0					
PM	4:00 PM	1	25	2	8	29	2	0	11	0	3	9	2	92	0	0	0	0	0
	4:15 PM	0	27	5	5	34	2	1	10	3	4	8	2	101	0	0	0	0	0
	4:30 PM	3	34	9	4	29	1	1	18	1	2	8	3	113	0	0	0	0	0
	4:45 PM	4	33	3	5	26	2	3	5	1	5	7	4	98	0	0	0	0	0
	5:00 PM	0	39	0	6	32	1	2	10	1	3	8	4	106	0	0	1	0	1
	5:15 PM	2	26	3	5	36	1	1	15	2	2	10	4	107	0	0	0	0	0
	5:30 PM	2	35	2	4	42	1	2	8	1	4	9	3	113	0	0	0	0	0
	5:45 PM	2	39	5	6	35	1	3	7	1	3	6	8	116	0	0	0	0	0
	VOLUMES	14	258	29	43	263	11	13	84	10	26	65	30	847	0	0	1	0	1
	APPROACH %	5%	86%	10%	14%	83%	3%	12%	78%	9%	21%	54%	25%						
	APP/DEPART	301	/	301	317	/	299	108	/	156	121	/	91	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	6	139	10	21	145	4	8	40	5	12	33	19	443					
	APPROACH %	4%	90%	6%	12%	85%	2%	15%	74%	9%	19%	52%	30%						
	PEAK HR FACTOR		0.842			0.904			0.750			0.941		0.955					
	APP/DEPART	155	/	166	170	/	162	54	/	71	64	/	44	0					

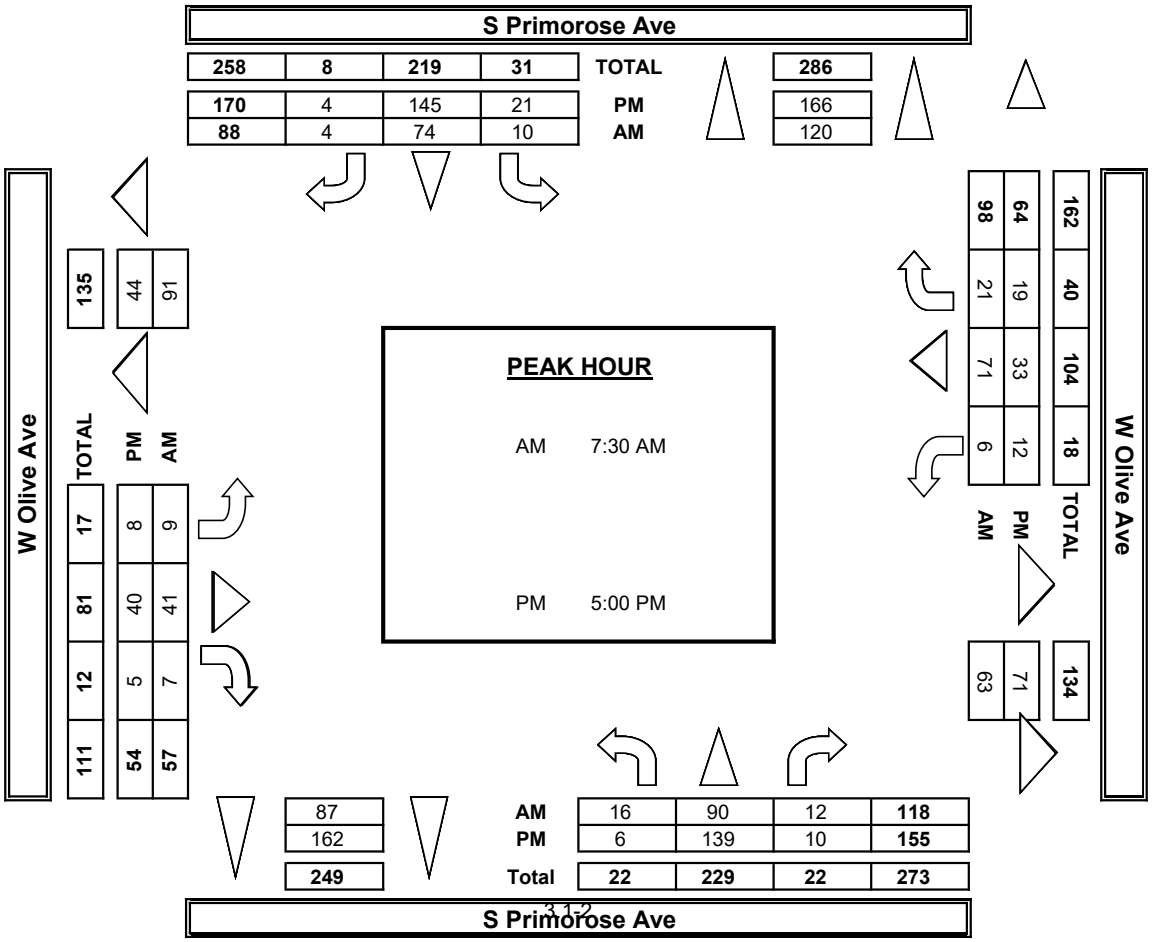


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:30 AM	2	2	3	2	9	1	0	2	1	4	1	2	1	1	5
	7:45 AM	4	0	1	2	7	3	0	1	2	6	1	0	0	0	1
	8:00 AM	1	0	1	3	5	0	0	1	2	3	1	0	0	1	2
	8:15 AM	5	1	0	1	7	4	0	0	1	5	1	1	0	0	2
	8:30 AM	3	0	2	1	6	2	0	2	1	5	1	0	0	0	1
	8:45 AM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1
	TOTAL	15	4	9	10	38	10	0	7	8	25	5	4	2	2	13
PM	4:00 PM	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0
	4:15 PM	1	1	1	0	3	1	1	0	0	2	0	0	1	0	1
	4:30 PM	3	2	1	1	7	3	1	1	1	6	0	1	0	0	1
	4:45 PM	1	2	4	1	8	1	1	3	0	5	0	1	1	1	3
	5:00 PM	2	0	2	5	9	2	0	2	5	9	0	0	0	0	0
	5:15 PM	1	2	0	0	3	1	2	0	0	3	0	0	0	0	0
	5:30 PM	4	1	3	3	11	4	1	3	3	11	0	0	0	0	0
	5:45 PM	0	4	0	3	7	0	4	0	3	7	0	0	0	0	0
	TOTAL	12	13	12	13	50	12	11	10	12	45	0	2	2	1	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N
	Factor	1	1.5	2	3	2	2		PM	◄ W	E ►
									MD		
									OTHER		S ▼
									OTHER		

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	11	2	0	17	0	0	3	0	1	15	0	50					0
	7:15 AM	3	15	0	0	11	1	1	4	0	3	9	2	48					0
	7:30 AM	3	15	6	0	10	0	2	5	1	2	18	6	67					0
	7:45 AM	8	32	4	3	27	2	3	23	3	1	24	4	133					0
	8:00 AM	3	30	1	2	21	1	2	12	1	2	20	7	101					0
	8:15 AM	2	19	3	5	18	1	2	3	2	1	12	4	72					0
	8:30 AM	0	18	4	1	12	1	1	3	1	8	10	2	61					0
	8:45 AM	0	24	1	3	24	1	0	5	0	5	4	0	67					0
	VOLUMES	22	163	20	14	140	7	11	57	8	23	111	25	598	0	0	0	0	0
	APPROACH %	11%	80%	10%	9%	87%	4%	15%	75%	11%	14%	70%	16%						
	APP/DEPART	204	/	199	161	/	170	76	/	90	158	/	140	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	16	95	13	10	76	4	9	42	7	6	74	21	373					
	APPROACH %	13%	77%	10%	11%	84%	4%	16%	72%	12%	6%	73%	21%						
	PEAK HR FACTOR		0.721			0.703			0.509			0.866		0.703					
	APP/DEPART	124	/	125	90	/	89	58	/	65	101	/	94	0					
PM	4:00 PM	1	26	2	9	31	2	0	11	0	3	9	2	95					0
	4:15 PM	0	29	5	6	35	2	2	10	4	4	8	2	106					0
	4:30 PM	3	35	9	5	30	1	1	19	1	2	9	3	116					0
	4:45 PM	4	35	3	5	27	2	3	5	1	5	7	4	101					0
	5:00 PM	0	40	0	6	34	1	2	10	1	3	8	4	108					0
	5:15 PM	2	27	4	5	37	1	1	15	2	2	10	4	110					0
	5:30 PM	2	36	2	4	42	1	2	8	1	4	10	3	114					0
	5:45 PM	2	40	5	6	35	1	3	7	1	3	6	8	117					0
	VOLUMES	14	266	30	45	269	11	14	85	11	26	66	30	865	0	0	0	0	0
	APPROACH %	5%	86%	10%	14%	83%	3%	12%	78%	10%	21%	54%	25%						
	APP/DEPART	309	/	309	325	/	306	109	/	159	122	/	91	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	6	142	11	21	148	4	8	40	5	12	34	19	448					
	APPROACH %	4%	90%	7%	12%	86%	2%	15%	75%	9%	19%	52%	29%						
	PEAK HR FACTOR		0.849			0.918			0.736			0.949		0.961					
	APP/DEPART	158	/	169	173	/	165	53	/	72	65	/	44	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	3	11	0	0	15	0	0	1	0	1	8	0	39	0	1	0	0	1
7:15 AM	3	11	0	0	8	1	1	4	0	1	7	2	38	1	0	0	0	1
7:30 AM	3	12	4	0	10	0	2	5	1	2	16	6	61	0	0	0	0	0
7:45 AM	8	27	2	3	27	2	3	21	3	1	19	4	120	0	0	0	0	0
8:00 AM	3	25	1	2	16	1	2	10	1	2	20	7	90	0	0	0	0	0
8:15 AM	2	17	3	5	18	1	2	3	2	1	12	4	70	0	0	0	0	0
8:30 AM	0	18	4	1	12	1	1	3	1	8	8	2	59	0	0	0	0	0
8:45 AM	0	24	1	3	21	1	0	5	0	5	4	0	64	0	0	0	0	0
VOLUMES	22	145	15	14	127	7	11	52	8	21	94	25	543	1	1	0	0	2
APPROACH %	12%	79%	8%	9%	85%	5%	15%	73%	11%	15%	67%	18%						
APP/DEPART	183	/	182	149	/	157	71	/	81	140	/	123	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	16	81	10	10	71	4	9	39	7	6	67	21	341					
APPROACH %	15%	76%	9%	12%	84%	5%	16%	71%	13%	6%	71%	22%						
PEAK HR FACTOR		0.723			0.664			0.509			0.810		0.710					
APP/DEPART	107	/	111	85	/	84	55	/	59	94	/	87	0					
PM 4:00 PM	1	24	2	7	27	2	0	11	0	3	9	2	88	0	0	0	0	0
4:15 PM	0	24	5	4	32	2	0	10	2	4	8	2	93	0	0	0	0	0
4:30 PM	3	33	9	3	28	1	1	16	1	2	7	3	107	0	0	0	0	0
4:45 PM	4	29	3	5	25	2	3	5	1	5	7	4	93	0	0	0	0	0
5:00 PM	0	38	0	6	30	1	2	10	1	3	8	4	103	0	0	1	0	1
5:15 PM	2	25	2	5	34	1	1	15	2	2	10	4	103	0	0	0	0	0
5:30 PM	2	34	2	4	42	1	2	8	1	4	8	3	111	0	0	0	0	0
5:45 PM	2	38	5	6	35	1	3	7	1	3	6	8	115	0	0	0	0	0
VOLUMES	14	245	28	40	253	11	12	82	9	26	63	30	814	0	0	1	0	1
APPROACH %	5%	85%	10%	13%	83%	4%	12%	79%	9%	22%	53%	25%						
APP/DEPART	287	/	287	304	/	288	104	/	150	119	/	89	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	6	135	9	21	141	4	8	40	5	12	32	19	433					
APPROACH %	4%	90%	6%	13%	85%	2%	15%	74%	9%	19%	51%	30%						
PEAK HR FACTOR		0.833			0.883			0.750			0.926		0.941					
APP/DEPART	150	/	162	166	/	158	54	/	70	63	/	43	0					

S Primorose Ave NORTH SIDE

W Olive Ave WEST SIDE — EAST SIDE **W Olive Ave**

SOUTH SIDE **S Primorose Ave**

INTERSECTION TURNING MOVEMENT COUNTS

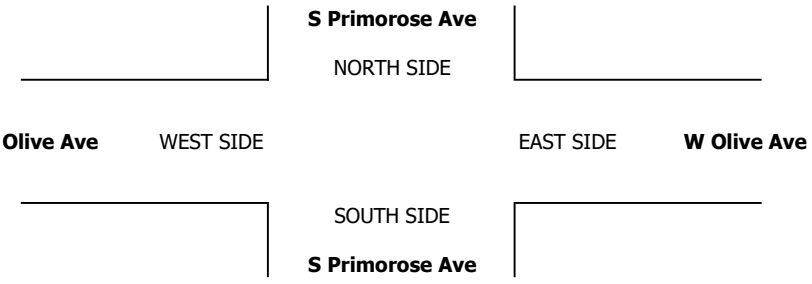
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	1	0	1	0	0	1	0	0	3	0	6	0	0	0	0	0
7:15 AM	0	1	0	0	2	0	0	0	0	1	1	0	5	0	0	0	0	0
7:30 AM	0	2	1	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0
7:45 AM	0	3	1	0	0	0	0	1	0	0	2	0	7	0	0	0	0	0
8:00 AM	0	3	0	0	2	0	0	1	0	0	0	0	6	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	9	3	0	7	0	0	3	0	1	7	0	30	0	0	0	0	0
APPROACH %	0%	75%	25%	0%	100%	0%	0%	100%	0%	13%	88%	0%						
APP/DEPART	12	/	9	7	/	8	3	/	6	8	/	7	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	8	2	0	2	0	0	2	0	0	3	0	17					
APPROACH %	0%	80%	20%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.625			0.250			0.500			0.375		0.607					
APP/DEPART	10	/	8	2	/	2	2	/	4	3	/	3	0					
PM																		
4:00 PM	0	1	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0
4:15 PM	0	2	0	1	2	0	1	0	1	0	0	0	7	0	0	0	0	0
4:30 PM	0	1	0	1	1	0	0	2	0	0	1	0	6	0	0	0	0	0
4:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
VOLUMES	0	11	1	3	8	0	1	2	1	0	2	0	29	0	0	0	0	0
APPROACH %	0%	92%	8%	27%	73%	0%	25%	50%	25%	0%	100%	0%						
APP/DEPART	12	/	12	11	/	9	4	/	6	2	/	2	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	3	1	0	3	0	0	0	0	0	1	0	8					
APPROACH %	0%	75%	25%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		1.000			0.375			0.000			0.250		0.667					
APP/DEPART	4	/	3	3	/	3	0	/	1	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

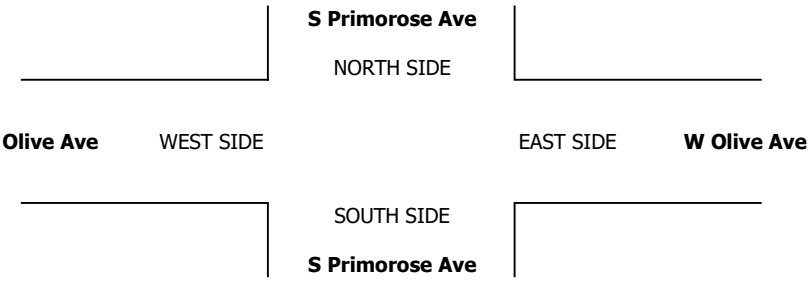
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:30 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	1
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Olive Ave			WESTBOUND W Olive Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	3	0	6	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	3	/	3	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	1	0	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.250		0.750					
	APP/DEPART	1	/	1	1	/	1	0	/	0	1	/	1	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

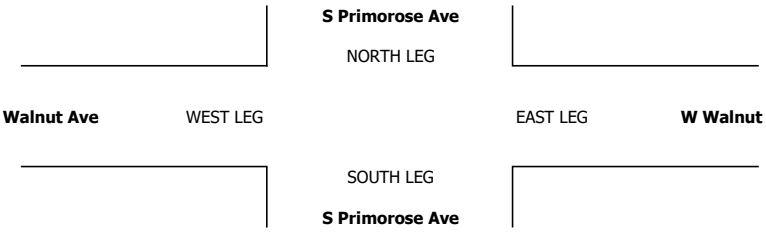
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
Thu, Nov 2, 23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

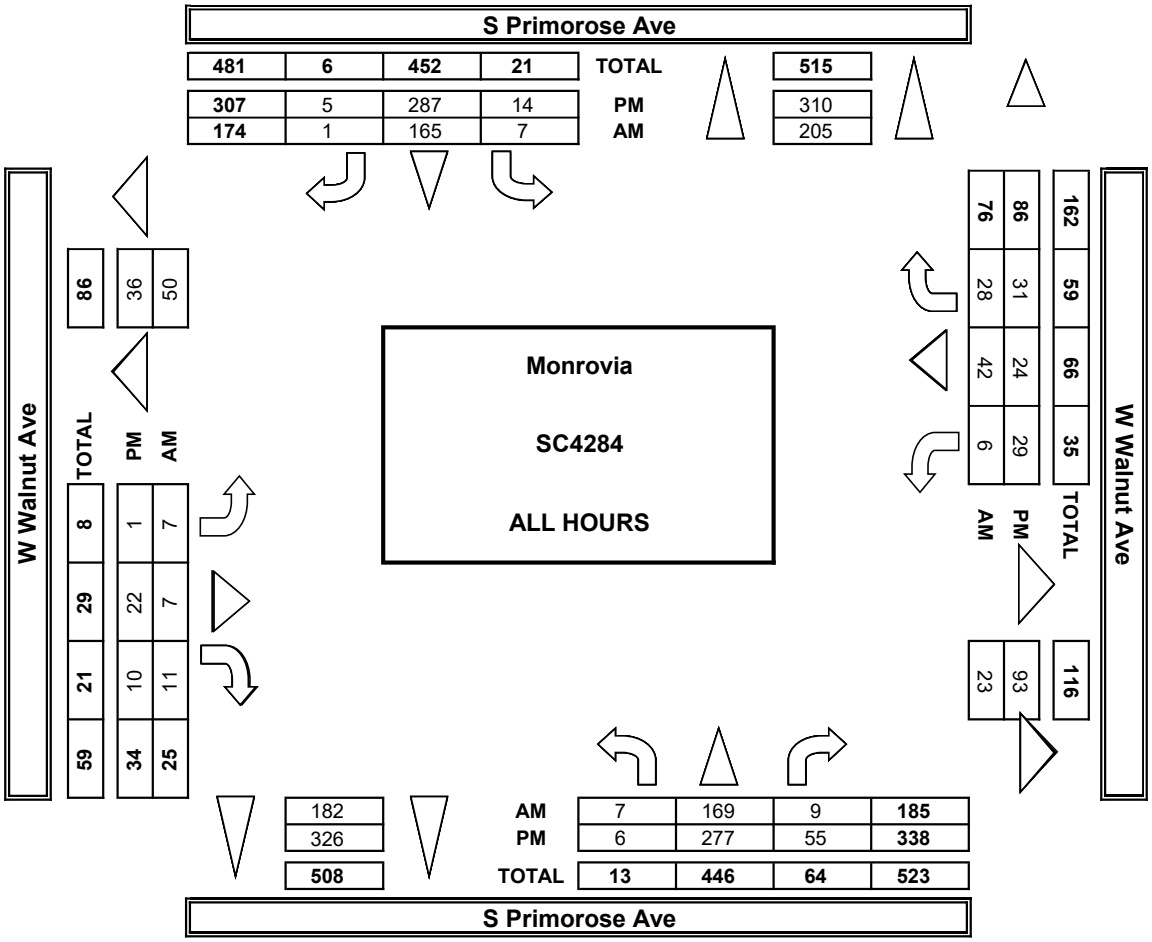
		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	15	1	0	19	0	0	1	0	0	2	1	39	0	0	0	0	0
	7:15 AM	1	14	0	3	10	1	0	1	1	1	2	2	36	0	0	0	0	0
	7:30 AM	0	17	1	0	14	0	3	1	0	1	7	3	47	0	0	0	0	0
	7:45 AM	2	35	0	0	32	0	1	0	3	0	8	7	88	0	0	0	0	0
	8:00 AM	1	28	4	1	22	0	1	3	4	0	9	4	77	0	0	0	0	0
	8:15 AM	2	20	1	2	19	0	0	1	0	2	5	3	55	0	1	0	0	1
	8:30 AM	1	20	1	0	21	0	1	0	2	0	3	5	54	0	0	0	0	0
	8:45 AM	0	20	1	1	28	0	1	0	1	2	6	3	63	0	0	0	0	0
	VOLUMES	7	169	9	7	165	1	7	7	11	6	42	28	460	0	1	0	0	1
	APPROACH %	4%	91%	5%	4%	95%	1%	28%	28%	44%	8%	55%	37%						
	APP/DEPART	185	/	205	174	/	182	25	/	23	76	/	50	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	6	103	6	3	94	0	3	4	9	2	25	19	275					
	APPROACH %	5%	90%	5%	3%	96%	0%	19%	25%	56%	4%	54%	41%						
	PEAK HR FACTOR		0.777			0.766			0.500			0.767		0.781					
	APP/DEPART	115	/	126	98	/	105	16	/	13	46	/	31	0					
PM	4:00 PM	1	28	10	3	31	0	0	3	2	5	2	1	86	0	0	1	0	1
	4:15 PM	0	30	19	4	37	1	0	7	2	5	2	3	110	0	0	0	0	0
	4:30 PM	0	42	16	3	24	3	0	3	1	5	4	5	106	0	1	0	0	1
	4:45 PM	1	36	9	2	30	0	1	2	1	5	4	2	93	0	0	0	0	0
	5:00 PM	1	35	0	0	39	0	0	2	2	1	3	5	88	0	0	0	0	0
	5:15 PM	0	27	0	0	40	1	0	1	0	2	1	8	80	0	0	0	2	2
	5:30 PM	3	35	1	1	48	0	0	3	1	4	6	4	106	0	0	0	0	0
	5:45 PM	0	44	0	1	38	0	0	1	1	2	2	3	92	0	0	0	0	0
	VOLUMES	6	277	55	14	287	5	1	22	10	29	24	31	765	0	1	1	2	4
	APPROACH %	2%	82%	16%	5%	93%	2%	3%	65%	29%	34%	28%	36%						
	APP/DEPART	338	/	310	307	/	326	34	/	93	86	/	36	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	143	44	9	130	4	1	14	6	16	13	15	398					
	APPROACH %	1%	76%	23%	6%	90%	3%	5%	67%	29%	36%	30%	34%						
	PEAK HR FACTOR		0.815			0.857			0.583			0.786		0.905					
	APP/DEPART	189	/	160	144	/	152	21	/	67	44	/	19	0					

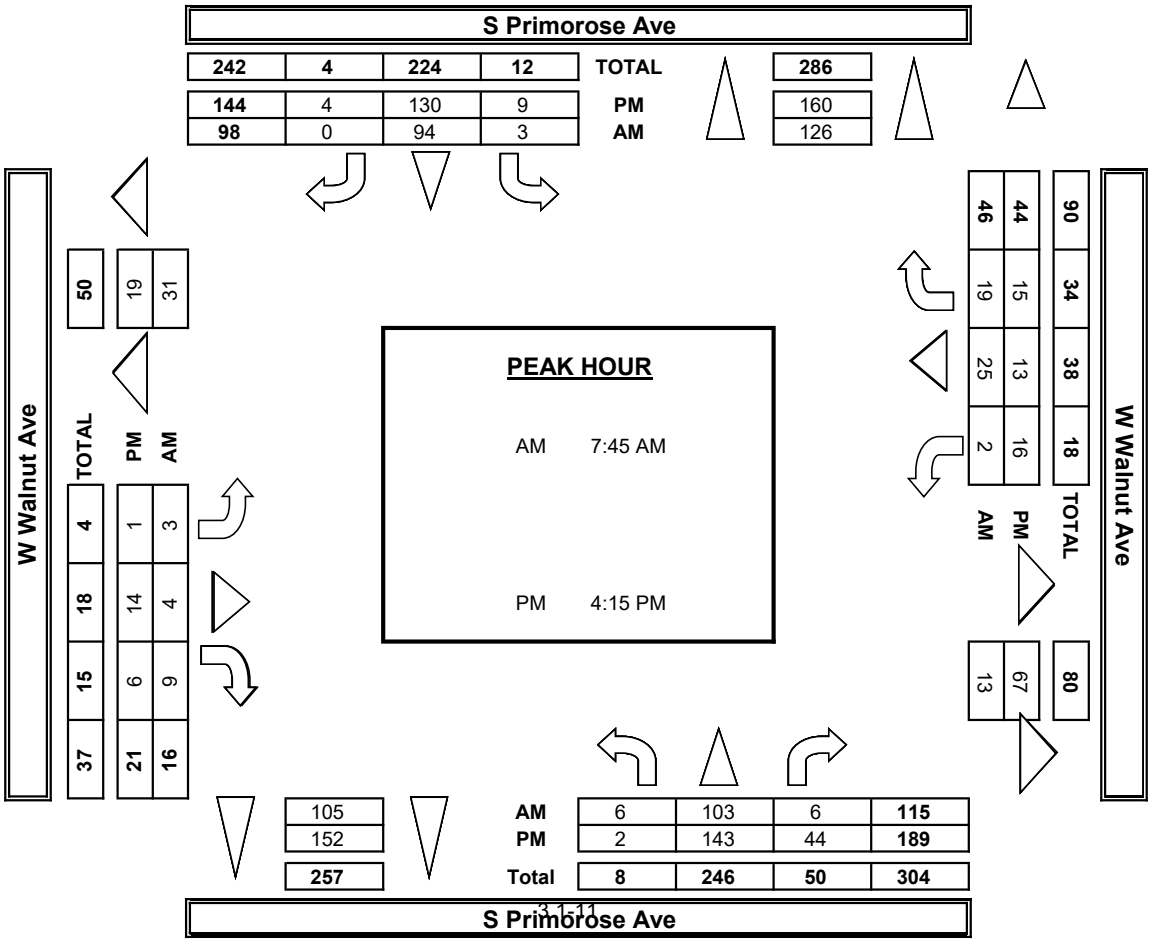


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	1	1	2	0	0	1	1	2	0	0	0	0	0
	7:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	7:30 AM	0	1	1	1	3	0	0	1	0	1	0	1	0	1	2
	7:45 AM	0	1	3	0	4	0	1	3	0	4	0	0	0	0	0
	8:00 AM	0	2	0	1	3	0	2	0	1	3	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	2	2	3	3	10	2	2	3	1	8	0	0	0	2	2
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	6	9	6	23	2	5	8	3	18	0	1	1	3	5
PM	4:00 PM	0	1	2	1	4	0	1	2	1	4	0	0	0	0	0
	4:15 PM	0	1	2	1	4	0	1	1	1	3	0	0	1	0	1
	4:30 PM	1	0	0	3	4	1	0	0	3	4	0	0	0	0	0
	4:45 PM	1	3	2	2	8	0	3	2	1	6	1	0	0	1	2
	5:00 PM	2	0	0	2	4	0	0	0	2	2	2	0	0	0	2
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	2	1	4	7	0	2	1	4	7	0	0	0	0	0
	5:45 PM	0	3	4	0	7	0	3	4	0	7	0	0	0	0	0
	TOTAL	4	10	11	13	38	1	10	10	12	33	3	0	1	1	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N
	Factor	1	1.5	2	3	2	2		PM	◄ W	E ►
									MD		
									OTHER		S ▼
									OTHER		

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	16	1	0	20	0	0	2	0	0	2	1	41					0
	7:15 AM	1	16	0	4	11	1	0	1	1	1	3	2	40					0
	7:30 AM	0	18	1	0	14	0	3	1	0	1	7	4	49					0
	7:45 AM	3	36	0	0	32	0	2	0	3	0	9	8	91					0
	8:00 AM	1	29	4	1	24	0	1	3	5	0	10	4	81					0
	8:15 AM	2	22	1	2	19	0	0	1	0	3	5	3	57					0
	8:30 AM	1	21	1	0	21	0	1	0	2	0	3	5	55					0
	8:45 AM	0	20	1	1	29	0	1	0	2	3	7	3	67					0
	VOLUMES	8	176	9	8	170	1	8	8	13	8	45	30	479	0	0	0	0	0
	APPROACH %	4%	91%	5%	4%	95%	1%	27%	27%	45%	9%	55%	36%						
	APP/DEPART	192	/	213	178	/	190	28	/	24	82	/	53	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	7	107	6	3	96	0	4	4	10	3	26	20	283					
	APPROACH %	5%	89%	5%	3%	97%	0%	21%	24%	56%	5%	54%	41%						
	PEAK HR FACTOR		0.783			0.773			0.500			0.750		0.782					
	APP/DEPART	119	/	130	99	/	108	17	/	13	48	/	33	0					
PM	4:00 PM	1	29	11	3	33	0	0	3	2	5	2	1	89					0
	4:15 PM	0	32	20	4	38	1	0	8	2	5	2	4	114					0
	4:30 PM	0	43	17	4	24	3	0	3	1	5	4	5	108					0
	4:45 PM	1	39	10	2	31	0	1	2	1	5	4	2	97					0
	5:00 PM	1	35	0	0	41	0	0	2	2	1	4	5	91					0
	5:15 PM	0	29	0	0	41	1	0	1	0	2	1	8	83					0
	5:30 PM	3	36	1	1	48	0	0	3	1	4	6	4	107					0
	5:45 PM	0	44	0	1	38	0	0	1	1	2	3	3	93					0
	VOLUMES	6	284	58	15	293	5	1	23	10	29	25	32	779	0	0	0	0	0
	APPROACH %	2%	82%	17%	5%	94%	2%	3%	67%	30%	34%	29%	37%						
	APP/DEPART	348	/	317	313	/	332	34	/	95	86	/	36	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	148	46	10	134	4	1	15	6	16	14	16	409					
	APPROACH %	1%	75%	24%	6%	91%	3%	5%	67%	28%	36%	30%	34%						
	PEAK HR FACTOR		0.821			0.855			0.566			0.804		0.897					
	APP/DEPART	196	/	164	147	/	156	22	/	70	45	/	20	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 1:	NOTES:
PASSENGER VEHICLES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	13	1	0	18	0	0	0	0	0	2	1	35	0	0	0	0	0
	7:15 AM	1	12	0	2	8	1	0	1	1	1	0	2	29	0	0	0	0	0
	7:30 AM	0	16	1	0	14	0	3	1	0	1	7	1	44	0	0	0	0	0
	7:45 AM	1	34	0	0	32	0	0	0	3	0	7	6	83	0	0	0	0	0
	8:00 AM	1	26	4	1	19	0	1	3	3	0	8	4	70	0	0	0	0	0
	8:15 AM	2	18	1	2	19	0	0	1	0	1	5	3	52	0	1	0	0	1
	8:30 AM	1	19	1	0	21	0	1	0	2	0	3	5	53	0	0	0	0	0
	8:45 AM	0	20	1	1	26	0	1	0	0	1	5	3	58	0	0	0	0	0
	VOLUMES	6	158	9	6	157	1	6	6	9	4	37	25	425	0	1	0	0	1
	APPROACH %	3%	91%	5%	4%	95%	1%	29%	29%	43%	6%	56%	38%						
	APP/DEPART	173	/	190	165	/	170	21	/	21	66	/	44	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	5	97	6	3	91	0	2	4	8	1	23	18	259					
	APPROACH %	5%	90%	6%	3%	96%	0%	14%	29%	57%	2%	55%	43%						
	PEAK HR FACTOR		0.771			0.742			0.500			0.808		0.780					
	APP/DEPART	108	/	118	95	/	100	14	/	13	42	/	28	0					
PM	4:00 PM	1	27	9	3	29	0	0	3	2	5	2	1	82	0	0	1	0	1
	4:15 PM	0	28	18	4	35	1	0	6	2	5	2	2	103	0	0	0	0	0
	4:30 PM	0	41	14	2	24	3	0	3	1	5	4	5	102	0	1	0	0	1
	4:45 PM	1	31	8	2	29	0	1	2	1	5	4	2	86	0	0	0	0	0
	5:00 PM	1	35	0	0	36	0	0	2	2	1	2	5	84	0	0	0	0	0
	5:15 PM	0	25	0	0	38	1	0	1	0	2	1	8	76	0	0	0	2	2
	5:30 PM	3	34	1	1	48	0	0	3	1	4	6	4	105	0	0	0	0	0
	5:45 PM	0	44	0	1	38	0	0	1	1	2	1	3	91	0	0	0	0	0
	VOLUMES	6	265	50	13	277	5	1	21	10	29	22	30	733	0	1	1	2	4
	APPROACH %	2%	83%	16%	4%	94%	2%	3%	64%	30%	35%	27%	36%						
	APP/DEPART	321	/	297	296	/	316	33	/	86	83	/	34	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	2	135	40	8	124	4	1	13	6	16	12	14	376					
	APPROACH %	1%	76%	23%	6%	91%	3%	5%	65%	30%	38%	29%	33%						
	PEAK HR FACTOR		0.805			0.856			0.625			0.750		0.913					
	APP/DEPART	177	/	151	137	/	146	20	/	61	42	/	18	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	2	0	0	1	0	0	1	0	0	0	0	4	0	0	0	0	0
7:15 AM	0	1	0	1	2	0	0	0	0	0	2	0	6	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
7:45 AM	1	1	0	0	0	0	1	0	0	0	1	1	5	0	0	0	0	0
8:00 AM	0	2	0	0	2	0	0	0	1	0	1	0	6	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0
VOLUMES	1	9	0	1	7	0	1	1	1	1	5	3	30	0	0	0	0	0
APPROACH %	10%	90%	0%	13%	88%	0%	33%	33%	33%	11%	56%	33%						
APP/DEPART	10	/	13	8	/	9	3	/	2	9	/	6	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	1	5	0	0	2	0	1	0	1	1	2	1	14					
APPROACH %	17%	83%	0%	0%	100%	0%	50%	0%	50%	25%	50%	25%						
PEAK HR FACTOR		0.750			0.250			0.500			0.500		0.583					
APP/DEPART	6	/	7	2	/	4	2	/	0	4	/	3	0					
PM																		
4:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
4:15 PM	0	1	1	0	2	0	0	1	0	0	0	1	6	0	0	0	0	0
4:30 PM	0	1	2	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
4:45 PM	0	5	1	0	1	0	0	0	0	0	0	0	7	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3	0	0	0	0	0
5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
VOLUMES	0	10	5	1	8	0	0	1	0	0	2	1	28	0	0	0	0	0
APPROACH %	0%	67%	33%	11%	89%	0%	0%	100%	0%	0%	67%	33%						
APP/DEPART	15	/	11	9	/	8	1	/	7	3	/	2	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	7	4	1	5	0	0	1	0	0	1	1	20					
APPROACH %	0%	64%	36%	17%	83%	0%	0%	100%	0%	0%	50%	50%						
PEAK HR FACTOR		0.458			0.750			0.250			0.500		0.714					
APP/DEPART	11	/	8	6	/	5	1	/	6	2	/	1	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	2	1	/	0	1	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:15 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Primorose Ave	LOCATION #:	2
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Primorose Ave			SOUTHBOUND S Primorose Ave			EASTBOUND W Walnut Ave			WESTBOUND W Walnut Ave				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	2	/	2	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.500					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					

S Primorose Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Primorose Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
Thu, Nov 2, 23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

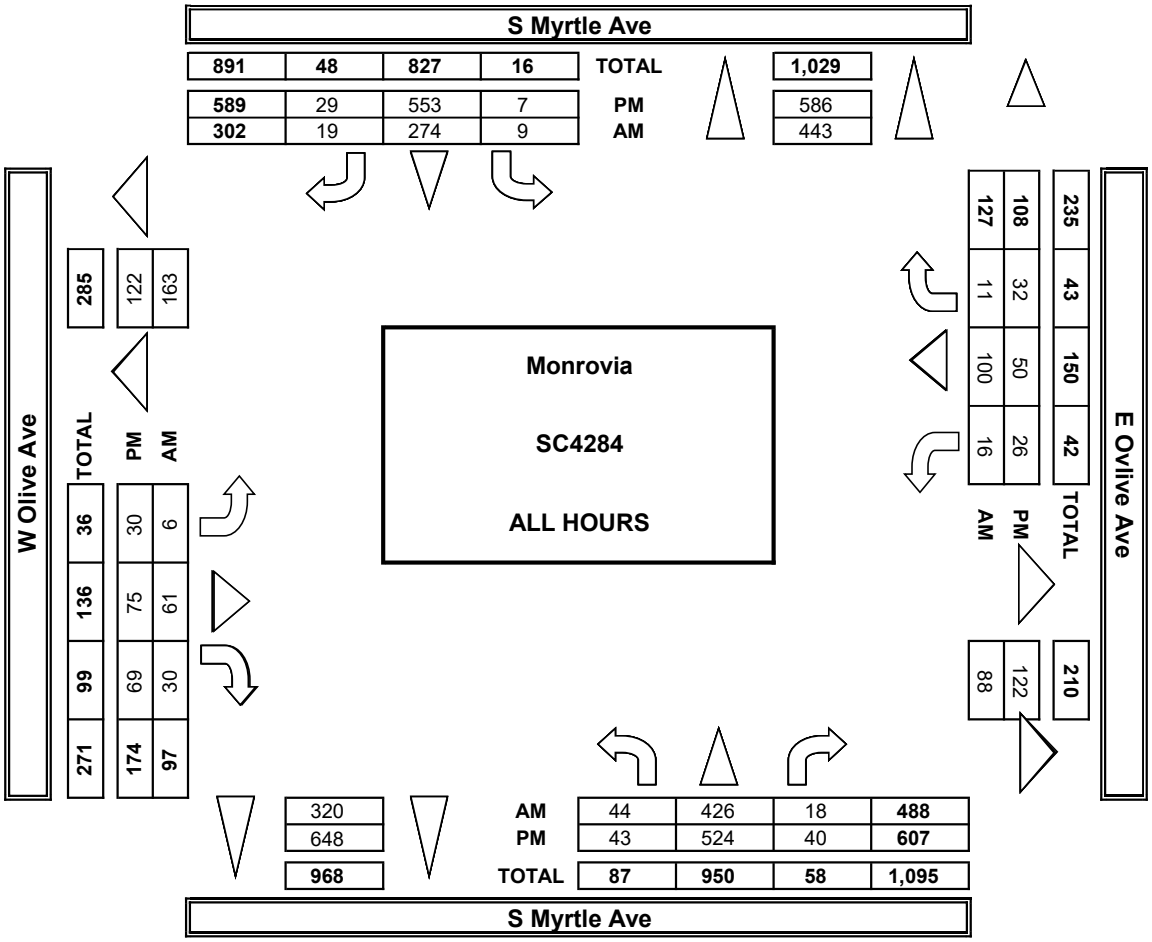
		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Olive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	33	4	0	21	1	1	2	2	0	7	1	73	0	0	0	0	0
	7:15 AM	6	46	0	2	27	2	0	1	4	3	9	2	102	0	0	0	0	0
	7:30 AM	4	54	1	0	28	1	2	5	3	2	14	0	114	0	0	0	0	0
	7:45 AM	2	59	2	1	43	2	1	19	7	2	18	4	160	0	0	0	0	0
	8:00 AM	10	62	5	2	40	3	1	9	4	3	24	1	164	0	0	0	0	0
	8:15 AM	7	57	3	3	36	3	1	8	2	2	13	1	136	0	0	0	0	0
	8:30 AM	8	47	0	1	38	4	0	7	4	3	8	0	120	0	0	0	0	0
	8:45 AM	6	68	3	0	41	3	0	10	4	1	7	2	145	0	0	0	0	0
	VOLUMES	44	426	18	9	274	19	6	61	30	16	100	11	1,014	0	0	0	0	0
	APPROACH %	9%	87%	4%	3%	91%	6%	6%	63%	31%	13%	79%	9%						
	APP/DEPART	488	/	443	302	/	320	97	/	88	127	/	163	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	27	225	10	7	157	12	3	43	17	10	63	6	580					
	APPROACH %	10%	86%	4%	4%	89%	7%	5%	68%	27%	13%	80%	8%						
	PEAK HR FACTOR		0.851			0.957			0.583			0.705		0.884					
	APP/DEPART	262	/	234	176	/	184	63	/	60	79	/	102	0					
PM	4:00 PM	6	63	4	0	62	5	5	8	10	3	8	2	176	0	0	0	0	0
	4:15 PM	7	46	8	0	67	0	4	12	6	2	4	3	159	0	0	0	0	0
	4:30 PM	7	65	6	0	67	3	2	19	11	4	5	6	195	0	0	0	0	0
	4:45 PM	3	69	5	1	60	6	1	5	15	2	3	3	173	0	0	0	0	0
	5:00 PM	8	59	4	1	91	5	4	11	12	6	3	6	210	0	0	0	0	0
	5:15 PM	5	72	5	0	65	3	5	9	4	4	10	6	188	0	0	0	0	0
	5:30 PM	4	82	4	4	78	2	2	6	5	3	8	5	203	0	0	0	0	0
	5:45 PM	3	68	4	1	63	5	7	5	6	2	9	1	174	0	0	0	0	0
	VOLUMES	43	524	40	7	553	29	30	75	69	26	50	32	1,478	0	0	0	0	0
	APPROACH %	7%	86%	7%	1%	94%	5%	17%	43%	40%	24%	46%	30%						
	APP/DEPART	607	/	586	589	/	648	174	/	122	108	/	122	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	20	281	17	6	297	15	18	31	27	15	30	18	775					
	APPROACH %	6%	88%	5%	2%	93%	5%	24%	41%	36%	24%	48%	29%						
	PEAK HR FACTOR		0.883			0.820			0.704			0.788		0.923					
	APP/DEPART	318	/	317	318	/	339	76	/	54	63	/	65	0					

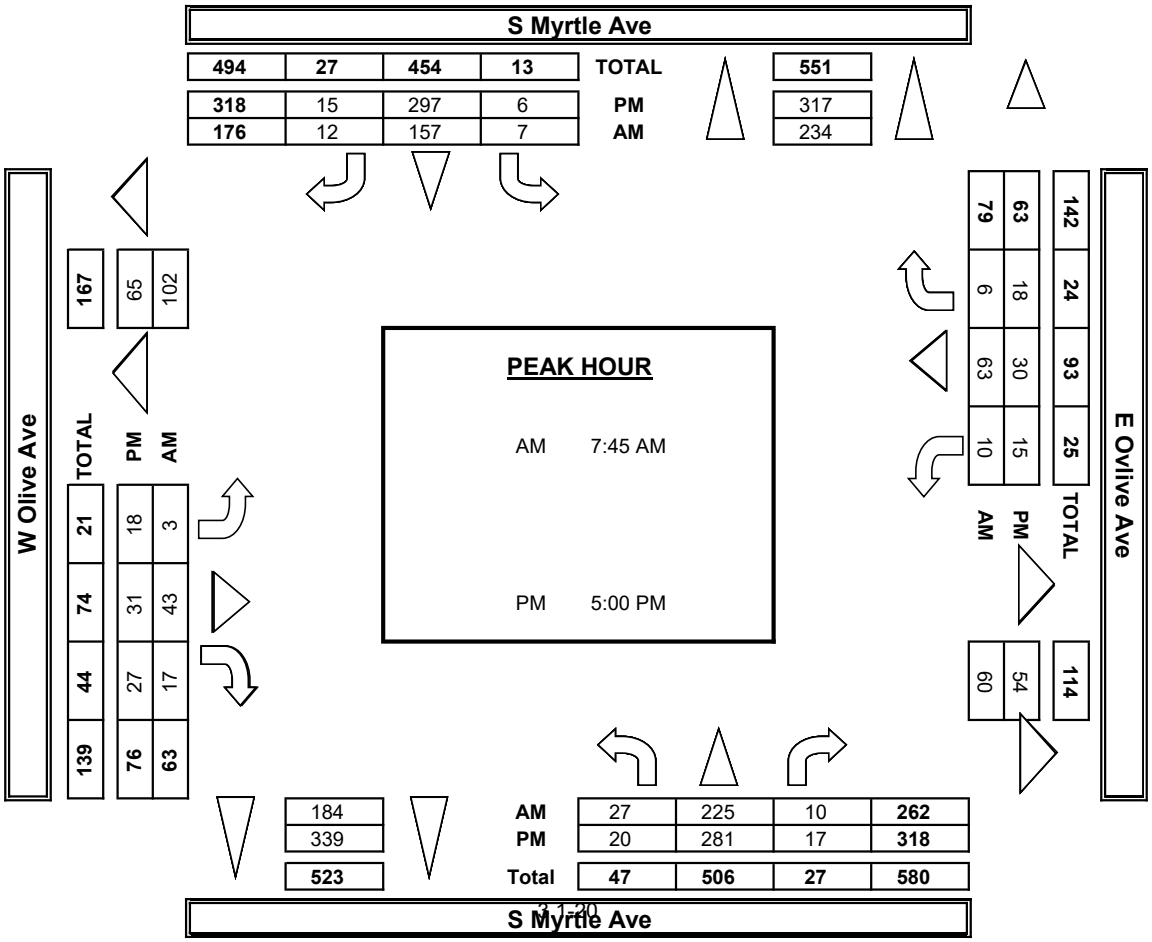


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0
	7:15 AM	0	0	1	3	4	0	0	0	2	2	0	0	1	1	2
	7:30 AM	3	2	3	4	12	2	1	3	4	10	1	1	0	0	2
	7:45 AM	8	2	8	3	21	5	2	8	3	18	3	0	0	0	3
	8:00 AM	3	3	0	8	14	1	3	0	7	11	2	0	0	1	3
	8:15 AM	3	3	3	2	11	2	2	2	2	8	1	1	1	0	3
	8:30 AM	1	3	11	2	17	0	3	11	1	15	1	0	0	1	2
	8:45 AM	2	5	8	4	19	2	4	6	4	16	0	1	2	0	3
	TOTAL	20	18	34	28	100	12	15	30	25	82	8	3	4	3	18
PM	4:00 PM	3	4	5	5	17	3	4	4	3	14	0	0	1	2	3
	4:15 PM	6	3	15	2	26	6	3	15	2	26	0	0	0	0	0
	4:30 PM	0	6	7	11	24	0	5	5	8	18	0	1	2	3	6
	4:45 PM	7	1	12	8	28	7	1	11	7	26	0	0	1	1	2
	5:00 PM	13	1	3	5	22	13	1	3	5	22	0	0	0	0	0
	5:15 PM	3	4	5	7	19	3	4	5	7	19	0	0	0	0	0
	5:30 PM	4	8	11	12	35	4	8	11	12	35	0	0	0	0	0
	5:45 PM	3	9	21	19	52	3	9	21	19	52	0	0	0	0	0
	TOTAL	39	36	79	69	223	39	35	75	63	212	0	1	4	6	11

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM		▲ N
	Factor	1	1.5	2	3	2	2		PM	◄ W	E ►
									MD		
									OTHER		S ▼
									OTHER		

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	35	4	0	22	2	2	2	2	0	9	2	79					0
	7:15 AM	7	49	0	3	27	3	0	1	5	4	9	2	108					0
	7:30 AM	4	56	1	0	29	1	2	5	4	2	14	0	117					0
	7:45 AM	2	62	2	1	46	2	1	20	7	2	20	4	167					0
	8:00 AM	10	65	6	2	41	3	1	10	4	3	24	1	169					0
	8:15 AM	7	60	3	3	39	3	1	8	2	2	13	1	142					0
	8:30 AM	10	48	0	1	39	4	0	7	4	3	8	0	123					0
	8:45 AM	6	71	3	0	43	3	0	10	4	1	7	2	150					0
	VOLUMES	47	444	19	10	284	20	7	62	31	17	103	12	1,053	0	0	0	0	0
	APPROACH %	9%	87%	4%	3%	91%	6%	7%	62%	31%	13%	79%	9%						
	APP/DEPART	509	/	462	314	/	332	100	/	90	131	/	170	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	29	234	11	7	163	12	3	44	17	10	65	6	600					
	APPROACH %	10%	86%	4%	4%	90%	7%	5%	69%	27%	12%	80%	7%						
	PEAK HR FACTOR		0.848			0.938			0.582			0.719		0.889					
	APP/DEPART	273	/	243	182	/	190	64	/	62	81	/	105	0					
PM	4:00 PM	6	64	5	0	67	5	6	8	11	3	8	2	183					0
	4:15 PM	7	46	9	0	70	0	4	13	6	2	4	3	163					0
	4:30 PM	8	65	6	0	69	3	3	20	12	5	5	6	200					0
	4:45 PM	3	70	5	1	61	6	1	5	15	2	3	3	174					0
	5:00 PM	8	60	4	1	92	5	4	11	12	6	3	7	213					0
	5:15 PM	6	72	5	0	66	3	5	10	4	4	10	6	190					0
	5:30 PM	4	83	5	4	79	2	2	6	5	3	8	5	205					0
	5:45 PM	3	69	4	1	64	5	7	5	6	2	9	1	175					0
	VOLUMES	44	527	42	7	566	29	31	77	70	27	50	33	1,501	0	0	0	0	0
	APPROACH %	7%	86%	7%	1%	94%	5%	17%	43%	39%	25%	46%	30%						
	APP/DEPART	613	/	591	602	/	663	178	/	125	110	/	123	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	21	283	18	6	300	15	18	32	27	15	30	19	782					
	APPROACH %	6%	88%	5%	2%	93%	5%	24%	41%	35%	24%	47%	29%						
	PEAK HR FACTOR		0.882			0.819			0.708			0.794		0.920					
	APP/DEPART	321	/	320	321	/	342	77	/	55	64	/	66	0					

S Myrtle Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

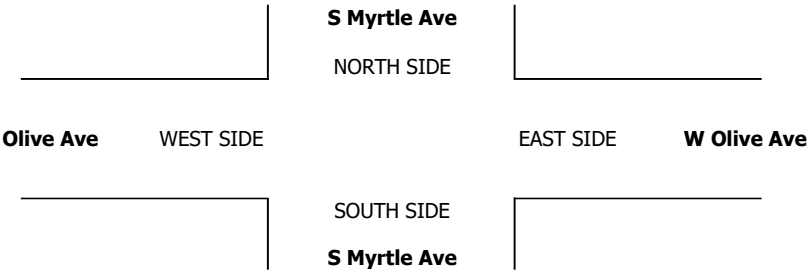
DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	30	4	0	19	0	0	2	2	0	5	0	62	0	0	0	0	0
7:15 AM	4	41	0	1	27	1	0	1	3	2	9	2	91	0	0	0	0	0
7:30 AM	4	51	1	0	26	1	2	5	2	2	14	0	108	0	0	0	0	0
7:45 AM	2	54	2	1	38	2	1	18	7	2	16	4	147	0	0	0	0	0
8:00 AM	10	56	4	2	39	3	1	8	4	3	24	1	155	0	0	0	0	0
8:15 AM	7	52	3	3	32	3	1	8	2	2	13	1	127	0	0	0	0	0
8:30 AM	6	46	0	1	37	4	0	7	4	3	8	0	116	0	0	0	0	0
8:45 AM	6	63	3	0	37	3	0	10	4	1	7	2	136	0	0	0	0	0
VOLUMES	39	393	17	8	255	17	5	59	28	15	96	10	942	0	0	0	0	0
APPROACH %	9%	88%	4%	3%	91%	6%	5%	64%	30%	12%	79%	8%						
APP/DEPART	449	/	408	280	/	298	92	/	84	121	/	152	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	25	208	9	7	146	12	3	41	17	10	61	6	545					
APPROACH %	10%	86%	4%	4%	88%	7%	5%	67%	28%	13%	79%	8%						
PEAK HR FACTOR		0.864			0.938			0.587			0.688		0.879					
APP/DEPART	242	/	217	165	/	173	61	/	57	77	/	98	0					
PM																		
4:00 PM	6	62	3	0	53	5	4	8	9	3	8	2	163	0	0	0	0	0
4:15 PM	7	46	7	0	61	0	4	11	6	2	4	3	151	0	0	0	0	0
4:30 PM	6	65	6	0	64	3	1	18	10	3	5	6	187	0	0	0	0	0
4:45 PM	3	68	5	1	59	6	1	5	15	2	3	3	171	0	0	0	0	0
5:00 PM	8	57	4	1	89	5	4	11	12	6	3	5	205	0	0	0	0	0
5:15 PM	4	72	5	0	63	3	5	8	4	4	10	6	184	0	0	0	0	0
5:30 PM	4	81	3	4	77	2	2	6	5	3	8	5	200	0	0	0	0	0
5:45 PM	3	67	4	1	62	5	7	5	6	2	9	1	172	0	0	0	0	0
VOLUMES	41	518	37	7	528	29	28	72	67	25	50	31	1,433	0	0	0	0	0
APPROACH %	7%	87%	6%	1%	94%	5%	17%	43%	40%	24%	47%	29%						
APP/DEPART	596	/	577	564	/	620	167	/	116	106	/	120	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	19	277	16	6	291	15	18	30	27	15	30	17	761					
APPROACH %	6%	89%	5%	2%	93%	5%	24%	40%	36%	24%	48%	27%						
PEAK HR FACTOR		0.886			0.821			0.694			0.775		0.928					
APP/DEPART	312	/	312	312	/	333	75	/	52	62	/	64	0					



INTERSECTION TURNING MOVEMENT COUNTS

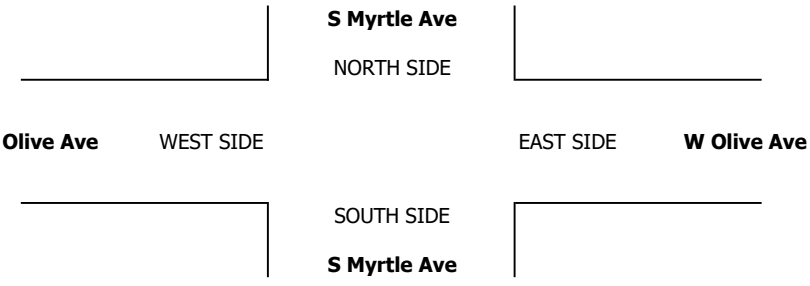
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	3	0	0	2	1	1	0	0	0	1	1	10	0	0	0	0	0
	7:15 AM	2	4	0	1	0	1	0	0	1	1	0	0	10	0	0	0	0	0
	7:30 AM	0	3	0	0	2	0	0	0	1	0	0	0	6	0	0	0	0	0
	7:45 AM	0	5	0	0	5	0	0	1	0	0	1	0	12	0	0	0	0	0
	8:00 AM	0	6	1	0	1	0	0	1	0	0	0	0	9	0	0	0	0	0
	8:15 AM	0	4	0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	1	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:45 AM	0	5	0	0	4	0	0	0	0	0	0	0	9	0	0	0	0	0
	VOLUMES	4	31	1	1	18	2	1	2	2	1	2	1	66	0	0	0	0	0
	APPROACH %	11%	86%	3%	5%	86%	10%	20%	40%	40%	25%	50%	25%						
	APP/DEPART	36	/	33	21	/	21	5	/	4	4	/	8	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	16	1	0	10	0	0	2	0	0	1	0	31					
	APPROACH %	6%	89%	6%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.643			0.500			0.500			0.250		0.646					
	APP/DEPART	18	/	16	10	/	10	2	/	3	1	/	2	0					
PM	4:00 PM	0	1	1	0	9	0	1	0	1	0	0	0	13	0	0	0	0	0
	4:15 PM	0	0	1	0	6	0	0	1	0	0	0	0	8	0	0	0	0	0
	4:30 PM	1	0	0	0	3	0	1	1	1	0	0	0	7	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	5	0	0	0	0	0
	5:15 PM	1	0	0	0	2	0	0	1	0	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	2	6	3	0	25	0	2	3	2	0	0	1	44	0	0	0	0	0
	APPROACH %	18%	55%	27%	0%	100%	0%	29%	43%	29%	0%	0%	100%						
	APP/DEPART	11	/	9	25	/	27	7	/	6	1	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	4	1	0	6	0	0	1	0	0	0	1	14					
	APPROACH %	17%	67%	17%	0%	100%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.750			0.750			0.250			0.250		0.700					
	APP/DEPART	6	/	5	6	/	6	1	/	2	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 3:	NOTES:
3-AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:45 AM																
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		5:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Myrtle Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Myrtle Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 5:	NOTES:	AM		▲ N	
RV		PM			
		MD	◄ W		E ►
		OTHER		S	
		OTHER		▼	

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Myrtle Ave

NORTH SIDE

W Olive Ave WEST SIDE EAST SIDE **W Olive Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

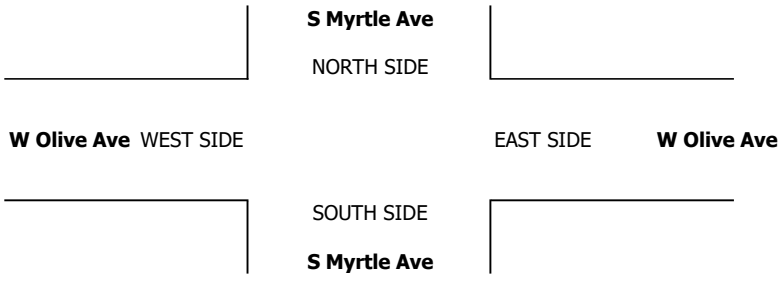
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	3
THURSDAY	EAST & WEST:	W Olive Ave	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Olive Ave			WESTBOUND E Ovlive Ave				U-TURNS				
	LANES:	NL 0	NT 0.5	NR 0.5	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	1	/	0	0	/	0	0	/	0	2	/	3	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	1	0	0	0	0	0	0	0	0	0	1	0	2					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.500					
	APP/DEPART	1	/	0	0	/	0	0	/	0	1	/	2	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
Thu, Nov 2, 23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	38	5	2	21	0	0	1	2	11	4	0	84
	7:15 AM	3	51	3	1	32	0	0	0	2	4	5	1	102
	7:30 AM	2	59	3	0	29	2	0	3	0	10	8	1	117
	7:45 AM	8	63	7	0	53	2	0	0	0	2	9	0	144
	8:00 AM	10	73	8	1	47	0	0	1	2	3	8	5	158
	8:15 AM	9	67	5	1	39	0	0	1	0	4	7	1	134
	8:30 AM	4	54	5	2	43	2	0	0	1	5	5	1	122
	8:45 AM	7	79	11	2	39	3	0	0	3	6	7	0	157
	VOLUMES	43	484	47	9	303	9	0	6	10	45	53	9	1,019
	APPROACH %	7%	84%	8%	3%	94%	3%	0%	38%	63%	42%	50%	8%	
	APP/DEPART	575	/	493	321	/	359	16	/	62	107	/	105	0
	BEGIN PEAK HR		8:00 AM											
	VOLUMES	30	273	29	6	168	5	0	2	6	18	27	7	572
	APPROACH %	9%	82%	9%	3%	94%	3%	0%	25%	75%	35%	52%	13%	
	PEAK HR FACTOR		0.858			0.932			0.667			0.813		0.899
	APP/DEPART	333	/	280	179	/	193	8	/	37	52	/	62	0
PM	4:00 PM	10	73	15	5	72	0	2	4	5	6	1	5	198
	4:15 PM	7	58	3	3	72	2	7	11	10	3	0	2	178
	4:30 PM	15	77	3	4	79	2	2	5	21	3	2	3	216
	4:45 PM	10	68	3	5	73	0	1	4	10	7	2	2	185
	5:00 PM	6	65	9	4	98	0	3	0	3	7	1	2	198
	5:15 PM	6	75	6	7	75	0	0	0	4	4	2	5	184
	5:30 PM	4	87	3	3	82	0	3	0	10	7	2	1	202
	5:45 PM	2	65	4	1	65	1	0	2	1	4	3	5	153
	VOLUMES	60	568	46	32	616	5	18	26	64	41	13	25	1,515
	APPROACH %	9%	84%	7%	5%	94%	1%	17%	24%	59%	52%	16%	32%	
	APP/DEPART	674	/	612	654	/	721	108	/	104	79	/	78	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	37	285	21	20	325	2	6	9	38	21	7	12	784
	APPROACH %	11%	83%	6%	6%	93%	1%	11%	17%	72%	53%	18%	30%	
	PEAK HR FACTOR		0.903			0.853			0.473			0.909		0.907
	APP/DEPART	343	/	304	348	/	384	53	/	50	40	/	46	0

U-TURNS

	NB	SB	EB	WB	TTL
	0	0	0	0	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
	1	0	0	0	1
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
	0	1	0	0	1

S Myrtle Ave

NORTH LEG

W Walnut Ave WEST LEG EAST LEG **W Walnut Ave**

SOUTH LEG

S Myrtle Ave

ALL PED + BIKE & SCOOTER

	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	0	1	3	4
7:15 AM	2	0	3	0	5
7:30 AM	1	2	2	5	10
7:45 AM	0	0	1	6	7
8:00 AM	0	0	0	4	4
8:15 AM	0	0	2	1	3
8:30 AM	1	0	7	3	11
8:45 AM	3	0	5	3	11
TOTAL	7	2	21	25	55
4:00 PM	0	0	2	4	6
4:15 PM	0	0	2	1	3
4:30 PM	1	0	2	11	14
4:45 PM	2	2	3	5	12
5:00 PM	4	0	2	6	12
5:15 PM	0	1	0	13	14
5:30 PM	1	0	5	9	15
5:45 PM	0	6	2	17	25
TOTAL	8	9	18	66	101

PEDESTRIAN CROSSINGS

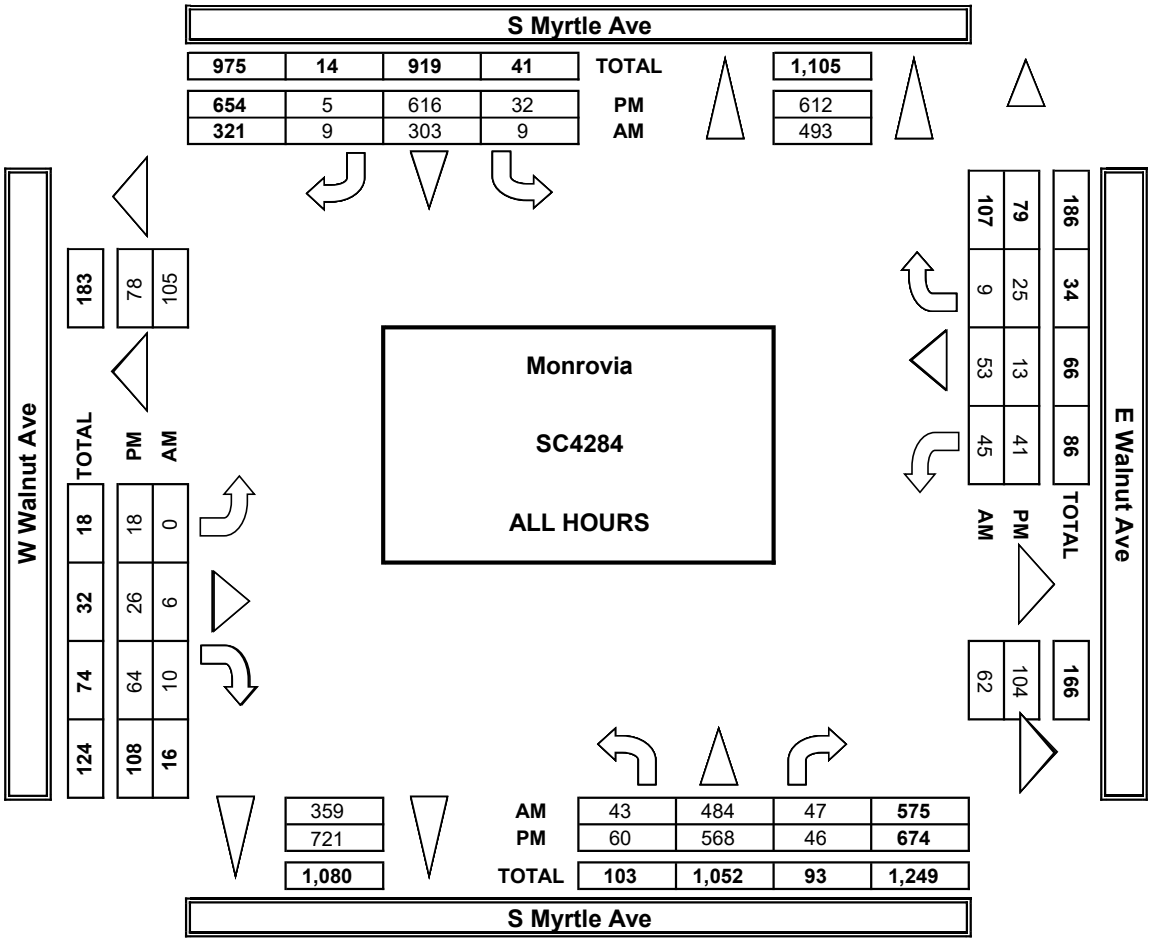
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	0	1	3	4
7:15 AM	2	0	1	0	3
7:30 AM	1	1	2	5	9
7:45 AM	0	0	1	6	7
8:00 AM	0	0	0	3	3
8:15 AM	0	0	1	1	2
8:30 AM	1	0	7	2	10
8:45 AM	3	0	3	3	9
TOTAL	7	1	16	23	47
4:00 PM	0	0	1	2	3
4:15 PM	0	0	2	1	3
4:30 PM	1	0	1	8	10
4:45 PM	1	1	2	4	8
5:00 PM	2	0	2	6	10
5:15 PM	0	1	0	13	14
5:30 PM	1	0	5	9	15
5:45 PM	0	6	2	17	25
TOTAL	5	8	15	60	88

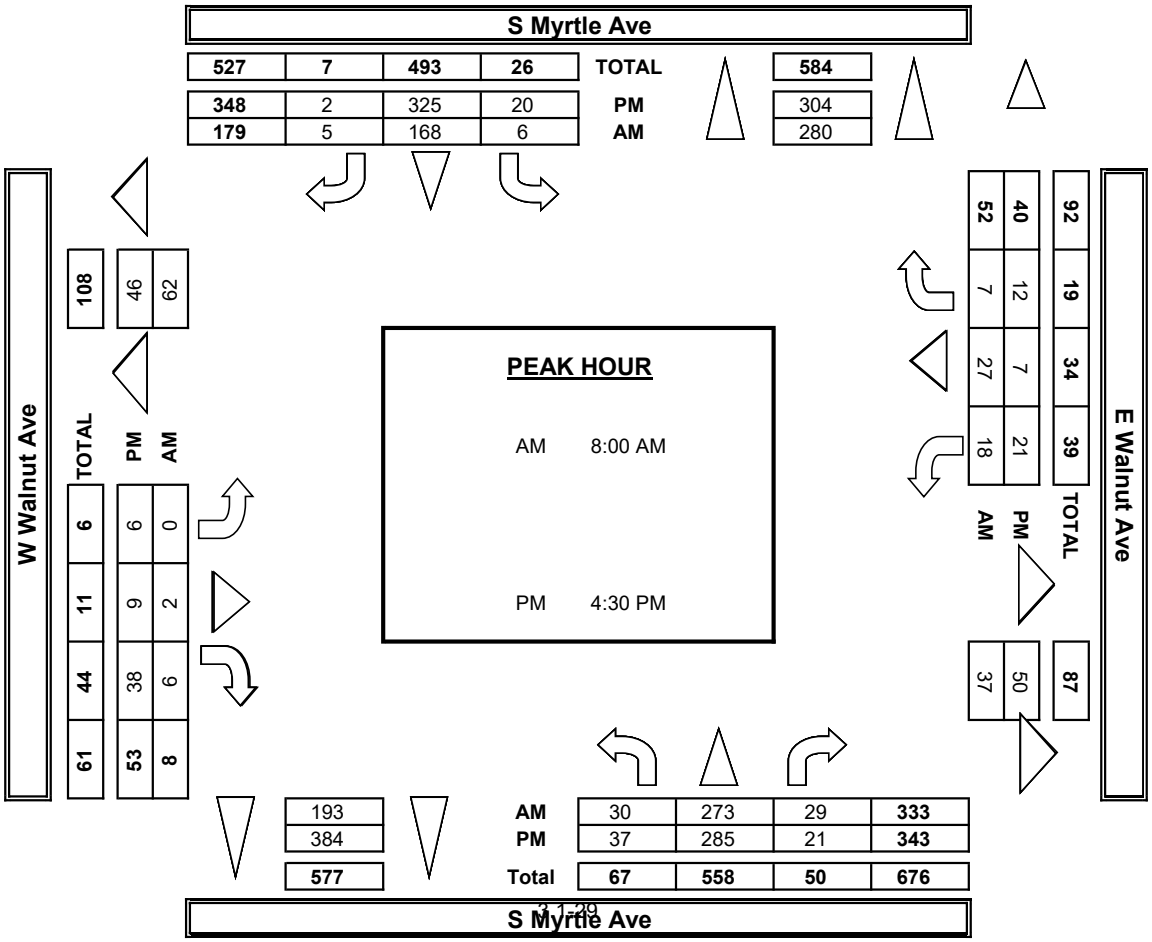
BICYCLE & SCOOTER CROSSINGS

	NL	SL	EL	WL	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	2	0	2
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	1	1
8:45 AM	0	0	2	0	2
TOTAL	0	1	5	2	8
4:00 PM	0	0	1	2	3
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	3	4
4:45 PM	1	1	1	1	4
5:00 PM	2	0	0	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	3	1	3	6	13

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

PCE Adjusted	NOTES:								AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	40	6	2	22	0	0	1	3	11	4	0	88					0
	7:15 AM	3	56	3	2	32	0	0	0	3	4	7	1	110					0
	7:30 AM	2	60	4	0	30	3	0	3	0	10	8	1	120					0
	7:45 AM	8	66	7	0	56	2	0	0	0	2	10	0	150					0
	8:00 AM	10	77	8	1	48	0	0	1	2	3	9	5	163					0
	8:15 AM	10	70	6	1	41	0	0	1	0	4	7	1	140					0
	8:30 AM	4	56	6	3	44	2	0	0	1	5	5	1	126					0
	8:45 AM	7	81	12	2	41	4	0	0	3	6	7	0	162					0
	VOLUMES	44	505	50	10	312	10	0	6	11	45	56	9	1,058	0	0	0	0	0
	APPROACH %	7%	84%	8%	3%	94%	3%	0%	35%	65%	41%	51%	8%						
	APP/DEPART	599	/	514	332	/	368	17	/	66	110	/	110	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	31	284	31	7	173	6	0	2	6	18	28	7	590					
	APPROACH %	9%	82%	9%	4%	94%	3%	0%	25%	75%	34%	52%	13%						
	PEAK HR FACTOR		0.866			0.954			0.667			0.795		0.905					
	APP/DEPART	345	/	291	185	/	197	8	/	39	53	/	64	0					
PM	4:00 PM	10	74	16	6	78	0	2	4	5	6	1	5	206					0
	4:15 PM	7	58	3	3	74	2	7	12	11	5	0	2	183					0
	4:30 PM	16	78	3	4	82	2	2	5	23	3	2	3	222					0
	4:45 PM	10	68	3	5	74	0	1	4	10	7	2	2	186					0
	5:00 PM	6	66	9	4	99	0	3	0	3	7	1	2	200					0
	5:15 PM	6	76	6	7	76	0	0	0	4	4	2	5	185					0
	5:30 PM	4	88	3	3	82	0	3	0	10	7	2	1	203					0
	5:45 PM	2	66	4	1	66	1	0	2	1	4	3	6	155					0
	VOLUMES	61	573	47	33	630	5	18	27	66	43	13	26	1,539	0	0	0	0	0
	APPROACH %	9%	84%	7%	5%	94%	1%	16%	24%	60%	53%	16%	31%						
	APP/DEPART	680	/	617	667	/	739	111	/	106	82	/	79	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	38	288	21	20	331	2	6	9	40	21	7	12	793					
	APPROACH %	11%	83%	6%	6%	94%	1%	11%	17%	72%	53%	18%	30%						
	PEAK HR FACTOR		0.896			0.856			0.462			0.909		0.893					
	APP/DEPART	346	/	306	353	/	391	55	/	50	40	/	47	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

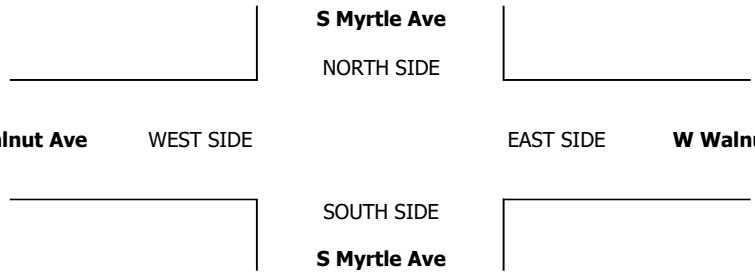
DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	34	4	2	19	0	0	1	1	11	4	0	76	0	0	0	0	0
	7:15 AM	3	42	3	0	32	0	0	0	1	4	2	1	88	0	0	0	0	0
	7:30 AM	2	57	2	0	28	1	0	3	0	10	8	1	112	0	0	0	0	0
	7:45 AM	8	58	7	0	48	2	0	0	0	2	7	0	132	0	0	0	0	0
	8:00 AM	10	65	8	1	46	0	0	1	2	3	7	5	148	1	0	0	0	1
	8:15 AM	8	63	4	1	36	0	0	1	0	4	7	1	125	0	0	0	0	0
	8:30 AM	4	51	4	1	41	2	0	0	1	5	5	1	115	0	0	0	0	0
	8:45 AM	7	75	10	2	36	2	0	0	3	6	7	0	148	0	0	0	0	0
	VOLUMES	42	445	42	7	286	7	0	6	8	45	47	9	945	1	0	0	0	1
	APPROACH %	8%	84%	8%	2%	95%	2%	0%	43%	57%	45%	47%	9%						
	APP/DEPART	530	/	454	300	/	340	14	/	55	101	/	96	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	29	254	26	5	159	4	0	2	6	18	26	7	537					
	APPROACH %	9%	82%	8%	3%	95%	2%	0%	25%	75%	35%	51%	14%						
	PEAK HR FACTOR		0.842			0.894			0.667			0.850		0.901					
	APP/DEPART	310	/	261	168	/	184	8	/	33	51	/	59	0					
PM	4:00 PM	10	71	14	4	61	0	2	4	5	6	1	5	183	0	0	0	0	0
	4:15 PM	7	58	3	3	68	2	7	10	9	2	0	2	171	0	0	0	0	0
	4:30 PM	14	75	3	4	74	2	2	5	18	3	2	3	205	0	0	0	0	0
	4:45 PM	10	68	3	5	71	0	1	4	10	7	2	2	183	0	0	0	0	0
	5:00 PM	6	63	9	4	96	0	3	0	3	7	1	2	194	0	0	0	0	0
	5:15 PM	6	74	6	7	74	0	0	0	4	4	2	5	182	0	1	0	0	1
	5:30 PM	4	85	3	3	82	0	3	0	10	7	2	1	200	0	0	0	0	0
	5:45 PM	2	64	4	1	64	1	0	2	1	4	3	4	150	0	0	0	0	0
	VOLUMES	59	558	45	31	590	5	18	25	60	40	13	24	1,469	0	1	0	0	1
	APPROACH %	9%	84%	7%	5%	94%	1%	17%	24%	58%	52%	17%	31%						
	APP/DEPART	662	/	601	627	/	690	103	/	101	77	/	77	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	36	280	21	20	315	2	6	9	35	21	7	12	765					
	APPROACH %	11%	83%	6%	6%	93%	1%	12%	18%	70%	53%	18%	30%						
	PEAK HR FACTOR		0.916			0.845			0.500			0.909		0.933					
	APP/DEPART	337	/	299	338	/	371	50	/	50	40	/	45	0					



INTERSECTION TURNING MOVEMENT COUNTS

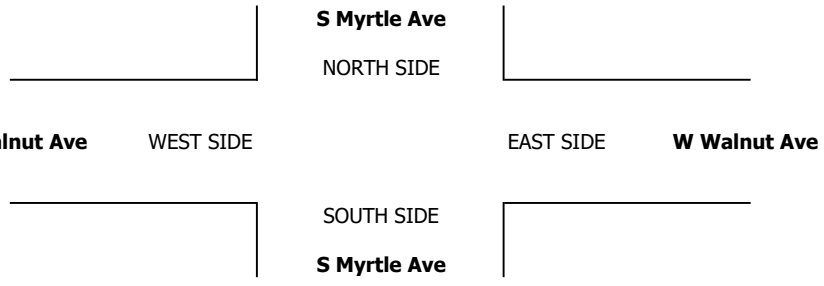
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 2:	NOTES:
2-AXLE	
WORK	
VEHICLES/	
TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	4	1	0	2	0	0	0	1	0	0	0	8	0	0	0	0	0
7:15 AM	0	8	0	1	0	0	0	0	1	0	3	0	13	0	0	0	0	0
7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	4	0	0	0	0	0
7:45 AM	0	5	0	0	5	0	0	0	0	0	2	0	12	0	0	0	0	0
8:00 AM	0	8	0	0	1	0	0	0	0	0	1	0	10	0	0	0	0	0
8:15 AM	1	3	1	0	2	0	0	0	0	0	0	0	7	0	0	0	0	0
8:30 AM	0	2	1	1	2	0	0	0	0	0	0	0	6	0	0	0	0	0
8:45 AM	0	4	1	0	3	1	0	0	0	0	0	0	9	0	0	0	0	0
VOLUMES	1	36	4	2	16	2	0	0	2	0	6	0	69	0	0	0	0	0
APPROACH %	2%	88%	10%	10%	80%	10%	0%	0%	100%	0%	100%	0%						
APP/DEPART	41	/	36	20	/	18	2	/	6	6	/	9	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	1	17	3	1	8	1	0	0	0	0	1	0	32					
APPROACH %	5%	81%	14%	10%	80%	10%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.656			0.625			0.000			0.250		0.800					
APP/DEPART	21	/	17	10	/	8	0	/	4	1	/	3	0					
PM																		
4:00 PM	0	2	1	1	11	0	0	0	0	0	0	0	15	0	0	0	0	0
4:15 PM	0	0	0	0	4	0	0	1	1	0	0	0	6	0	0	0	0	0
4:30 PM	1	2	0	0	4	0	0	0	3	0	0	0	10	0	0	0	0	0
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
5:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0
VOLUMES	1	10	1	1	25	0	0	1	4	0	0	1	44	0	0	0	0	0
APPROACH %	8%	83%	8%	4%	96%	0%	0%	20%	80%	0%	0%	100%						
APP/DEPART	12	/	11	26	/	29	5	/	3	1	/	1	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	1	5	0	0	9	0	0	0	3	0	0	0	18					
APPROACH %	17%	83%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%						
PEAK HR FACTOR		0.500			0.563			0.250			0.000		0.450					
APP/DEPART	6	/	5	9	/	12	3	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
11/2/23	LOCATION:	Monrovia	PROJECT #:	SC4284
THURSDAY	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	1	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	67%	33%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	2	1	/	1	0	/	1	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Myrtle Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

S Myrtle Ave

NORTH SIDE

W Walnut Ave WEST SIDE EAST SIDE **W Walnut Ave**

SOUTH SIDE

S Myrtle Ave

INTERSECTION TURNING MOVEMENT COUNTS

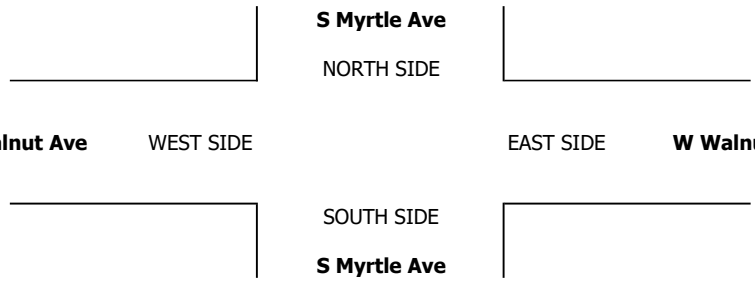
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

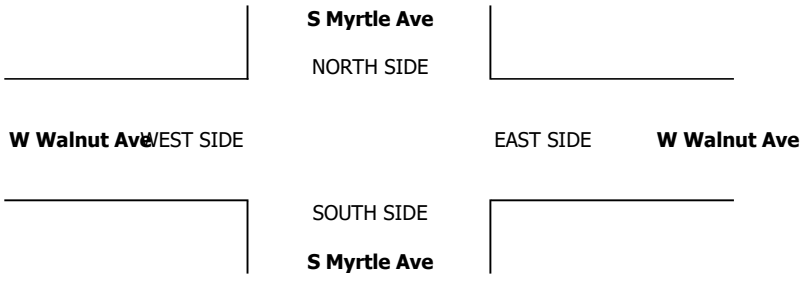
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Monrovia	PROJECT #:	SC4284
11/2/23	NORTH & SOUTH:	S Myrtle Ave	LOCATION #:	4
THURSDAY	EAST & WEST:	W Walnut Ave	CONTROL:	STOP E/W

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND S Myrtle Ave			SOUTHBOUND S Myrtle Ave			EASTBOUND W Walnut Ave			WESTBOUND E Walnut Ave				U-TURNS				
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023 **CITY:** Monrovia

JOB #: SC4284 **LOCATION:** CLASS1 W Olive Ave west of S Myrtle Ave

AM TIME	EB 1	2	3	4	5	6	TOTAL	PM Time	EB 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	14	0	0	0	0	0	14
0:15	0	0	0	0	0	0	0	12:15	10	0	0	0	0	0	10
0:30	1	0	0	0	0	0	1	12:30	10	2	0	0	0	0	12
0:45	0	0	0	0	0	0	0	12:45	16	1	0	0	0	0	17
1:00	0	0	0	0	0	0	0	13:00	14	0	0	0	0	0	14
1:15	0	0	0	0	0	0	0	13:15	14	1	0	0	0	0	15
1:30	0	0	0	0	0	0	0	13:30	14	1	0	0	0	0	15
1:45	1	0	0	0	0	0	1	13:45	16	1	0	0	0	0	17
2:00	0	0	0	0	0	0	0	14:00	17	1	0	0	0	0	18
2:15	0	0	0	0	0	0	0	14:15	13	3	0	0	0	0	16
2:30	0	0	0	0	0	0	0	14:30	17	1	0	0	0	0	18
2:45	1	0	0	0	0	0	1	14:45	11	0	0	0	0	0	11
3:00	0	0	0	0	0	0	0	15:00	17	1	0	0	0	0	18
3:15	0	0	0	0	0	0	0	15:15	17	1	0	0	0	0	18
3:30	0	0	0	0	0	0	0	15:30	16	1	0	0	0	0	17
3:45	0	0	0	0	0	0	0	15:45	17	1	0	0	0	0	18
4:00	0	0	0	0	0	0	0	16:00	21	2	0	0	0	0	23
4:15	0	0	0	0	0	0	0	16:15	21	1	0	0	0	0	22
4:30	1	0	0	0	0	0	1	16:30	29	3	0	0	0	0	32
4:45	0	1	0	0	0	0	1	16:45	21	0	0	0	0	0	21
5:00	1	0	0	0	0	0	1	17:00	27	0	0	0	0	0	27
5:15	4	0	0	0	0	0	4	17:15	17	1	0	0	0	0	18
5:30	3	0	0	0	0	0	3	17:30	13	0	0	0	0	0	13
5:45	5	0	0	0	0	0	5	17:45	18	0	0	0	0	0	18
6:00	6	0	0	0	0	0	6	18:00	17	0	0	0	0	0	17
6:15	4	0	0	1	0	0	5	18:15	26	0	0	0	0	0	26
6:30	1	0	0	0	0	0	1	18:30	15	0	0	0	0	0	15
6:45	4	1	0	0	0	0	5	18:45	14	1	0	0	0	0	15
7:00	4	1	0	0	0	0	5	19:00	12	0	0	0	0	0	12
7:15	4	1	0	0	0	0	5	19:15	9	0	0	0	0	0	9
7:30	9	1	0	0	0	0	10	19:30	15	0	0	0	0	0	15
7:45	26	1	0	0	0	0	27	19:45	13	0	0	0	0	0	13
8:00	13	1	0	0	0	0	14	20:00	9	0	0	0	0	0	9
8:15	11	0	0	0	0	0	11	20:15	10	0	0	0	0	0	10
8:30	11	0	0	0	0	0	11	20:30	3	0	0	0	0	0	3
8:45	14	0	0	0	0	0	14	20:45	5	0	0	0	0	0	5
9:00	9	3	0	0	0	0	12	21:00	4	0	0	0	0	0	4
9:15	10	1	0	0	0	0	11	21:15	5	0	0	0	0	0	5
9:30	7	0	0	0	0	0	7	21:30	5	0	0	0	0	0	5
9:45	8	0	0	1	0	0	9	21:45	6	0	0	0	0	0	6
10:00	13	2	0	0	0	0	15	22:00	7	0	0	0	0	0	7
10:15	12	2	0	0	0	0	14	22:15	0	0	0	0	0	0	0
10:30	13	2	0	0	0	0	15	22:30	1	0	0	0	0	0	1
10:45	7	1	0	0	0	0	8	22:45	1	0	0	0	0	0	1
11:00	15	1	0	0	0	0	16	23:00	4	0	0	0	0	0	4
11:15	9	0	0	0	0	0	9	23:15	2	0	0	0	0	0	2
11:30	9	1	0	0	0	0	10	23:30	0	0	0	0	0	0	0
11:45	14	3	0	0	0	0	17	23:45	0	0	0	0	0	0	0
TOTAL	250	23	0	2	0	0	275	TOTAL	583	23	0	0	0	0	606

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	63

AM PEAK HOUR	4:15 PM
AM PEAK VOLUME	102

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	833	46	0	2	0	0	881
% OF TOTAL	94.6%	5.2%	0.0%	0.2%	0.0%	0.0%	100.0%
TOTAL: ALL	1,676	88	3	2	0	8	1,777
% OF TOTAL	94.3%	5.0%	0.2%	0.1%	0.0%	0.5%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023
JOB #: SC4284
CITY: Monrovia
LOCATION: CLASS1 W Olive Ave west of S Myrtle Ave

AM TIME	WB 1	2	3	4	5	6	TOTAL	PM Time	WB 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	7	0	0	0	0	0	7
0:15	0	0	0	0	0	0	0	12:15	20	1	0	0	0	0	21
0:30	0	0	0	0	0	0	0	12:30	17	1	0	0	0	0	18
0:45	0	0	0	0	0	0	0	12:45	10	2	0	0	0	0	12
1:00	1	0	0	0	0	0	1	13:00	8	2	0	0	0	0	10
1:15	0	1	0	0	0	0	1	13:15	18	0	0	0	0	0	18
1:30	1	0	0	0	0	0	1	13:30	13	1	0	0	0	0	14
1:45	0	0	0	0	0	0	0	13:45	14	1	0	0	0	0	15
2:00	0	0	0	0	0	0	0	14:00	16	0	0	0	0	0	16
2:15	0	0	0	0	0	0	0	14:15	11	0	0	0	0	1	12
2:30	0	0	0	0	0	0	0	14:30	9	0	0	0	0	0	9
2:45	1	0	0	0	0	0	1	14:45	15	0	0	0	0	1	16
3:00	0	0	0	0	0	0	0	15:00	23	0	0	0	0	1	24
3:15	0	0	0	0	0	0	0	15:15	7	0	0	0	0	1	8
3:30	1	0	0	0	0	0	1	15:30	15	1	0	0	0	0	16
3:45	0	0	0	0	0	0	0	15:45	9	0	0	0	0	1	10
4:00	0	0	0	0	0	0	0	16:00	19	0	0	0	0	0	19
4:15	0	0	0	0	0	0	0	16:15	11	0	0	0	0	0	11
4:30	1	0	0	0	0	0	1	16:30	14	1	0	0	0	0	15
4:45	0	0	0	0	0	0	0	16:45	12	0	0	0	0	0	12
5:00	2	0	0	0	0	0	2	17:00	16	0	0	0	0	0	16
5:15	1	0	0	0	0	0	1	17:15	17	1	0	0	0	0	18
5:30	1	0	0	0	0	0	1	17:30	14	0	0	0	0	0	14
5:45	2	0	0	0	0	0	2	17:45	17	0	0	0	0	0	17
6:00	3	1	0	0	0	0	4	18:00	14	0	0	0	0	0	14
6:15	4	1	0	0	0	0	5	18:15	16	0	0	0	0	0	16
6:30	0	3	0	0	0	0	3	18:30	15	0	0	0	0	0	15
6:45	3	0	0	0	0	0	3	18:45	9	0	0	0	0	0	9
7:00	5	3	0	0	0	1	9	19:00	13	0	0	0	0	0	13
7:15	14	3	0	0	0	0	17	19:15	17	0	0	0	0	0	17
7:30	19	0	0	0	0	0	19	19:30	10	0	0	0	0	0	10
7:45	20	1	0	0	0	1	22	19:45	13	0	0	0	0	0	13
8:00	37	0	0	0	0	0	37	20:00	7	0	0	0	0	0	7
8:15	23	0	0	0	0	0	23	20:15	7	0	0	0	0	0	7
8:30	18	1	0	0	0	1	20	20:30	14	0	0	0	0	0	14
8:45	16	0	0	0	0	0	16	20:45	2	0	0	0	0	0	2
9:00	9	2	0	0	0	0	11	21:00	5	0	0	0	0	0	5
9:15	15	0	1	0	0	0	16	21:15	5	0	0	0	0	0	5
9:30	12	3	1	0	0	0	16	21:30	6	1	0	0	0	0	7
9:45	12	1	0	0	0	0	13	21:45	1	0	0	0	0	0	1
10:00	9	2	0	0	0	0	11	22:00	9	0	0	0	0	0	9
10:15	11	1	0	0	0	0	12	22:15	3	0	0	0	0	0	3
10:30	17	1	0	0	0	0	18	22:30	2	0	0	0	0	0	2
10:45	15	2	1	0	0	0	18	22:45	3	0	0	0	0	0	3
11:00	11	3	0	0	0	0	14	23:00	1	0	0	0	0	0	1
11:15	13	0	0	0	0	0	13	23:15	1	0	0	0	0	0	1
11:30	19	1	0	0	0	0	20	23:30	1	0	0	0	0	0	1
11:45	19	0	0	0	0	0	19	23:45	1	0	0	0	0	0	1
TOTAL	336	30	3	0	0	3	372	**TOTAL**	507	12	0	0	0	5	524
				AM PEAK HOUR			7:45 AM						**AM PEAK HOUR**		5:00 PM
				AM PEAK VOLUME			102						**AM PEAK VOLUME**		65

TOTAL: AM+PM	843	42	3	0	0	8	896
% OF TOTAL	94.1%	4.7%	0.3%	0.0%	0.0%	0.9%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023 **CITY:** Monrovia

JOB #: SC4284 **LOCATION:** CLASS1 W Olive Ave west of S Myrtle Ave

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0
0:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0
1:00	1	0	0	0	0	0	1
1:15	0	1	0	0	0	0	1
1:30	1	0	0	0	0	0	1
1:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	2	0	0	0	0	0	2
4:45	0	1	0	0	0	0	1
5:00	3	0	0	0	0	0	3
5:15	5	0	0	0	0	0	5
5:30	4	0	0	0	0	0	4
5:45	7	0	0	0	0	0	7
6:00	9	1	0	0	0	0	10
6:15	8	1	0	1	0	0	10
6:30	1	3	0	0	0	0	4
6:45	7	1	0	0	0	0	8
7:00	9	4	0	0	0	1	14
7:15	18	4	0	0	0	0	22
7:30	28	1	0	0	0	0	29
7:45	46	2	0	0	0	1	49
8:00	50	1	0	0	0	0	51
8:15	34	0	0	0	0	0	34
8:30	29	1	0	0	0	1	31
8:45	30	0	0	0	0	0	30
9:00	18	5	0	0	0	0	23
9:15	25	1	1	0	0	0	27
9:30	19	3	1	0	0	0	23
9:45	20	1	0	1	0	0	22
10:00	22	4	0	0	0	0	26
10:15	23	3	0	0	0	0	26
10:30	30	3	0	0	0	0	33
10:45	22	3	1	0	0	0	26
11:00	26	4	0	0	0	0	30
11:15	22	0	0	0	0	0	22
11:30	28	2	0	0	0	0	30
11:45	33	3	0	0	0	0	36
TOTAL	586	53	3	2	0	3	647

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	165

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	21	0	0	0	0	0	21
12:15	30	1	0	0	0	0	31
12:30	27	3	0	0	0	0	30
12:45	26	3	0	0	0	0	29
13:00	22	2	0	0	0	0	24
13:15	32	1	0	0	0	0	33
13:30	27	2	0	0	0	0	29
13:45	30	2	0	0	0	0	32
14:00	33	1	0	0	0	0	34
14:15	24	3	0	0	0	1	28
14:30	26	1	0	0	0	0	27
14:45	26	0	0	0	0	1	27
15:00	40	1	0	0	0	1	42
15:15	24	1	0	0	0	1	26
15:30	31	2	0	0	0	0	33
15:45	26	1	0	0	0	1	28
16:00	40	2	0	0	0	0	42
16:15	32	1	0	0	0	0	33
16:30	43	4	0	0	0	0	47
16:45	33	0	0	0	0	0	33
17:00	43	0	0	0	0	0	43
17:15	34	2	0	0	0	0	36
17:30	27	0	0	0	0	0	27
17:45	35	0	0	0	0	0	35
18:00	31	0	0	0	0	0	31
18:15	42	0	0	0	0	0	42
18:30	30	0	0	0	0	0	30
18:45	23	1	0	0	0	0	24
19:00	25	0	0	0	0	0	25
19:15	26	0	0	0	0	0	26
19:30	25	0	0	0	0	0	25
19:45	26	0	0	0	0	0	26
20:00	16	0	0	0	0	0	16
20:15	17	0	0	0	0	0	17
20:30	17	0	0	0	0	0	17
20:45	7	0	0	0	0	0	7
21:00	9	0	0	0	0	0	9
21:15	10	0	0	0	0	0	10
21:30	11	1	0	0	0	0	12
21:45	7	0	0	0	0	0	7
22:00	16	0	0	0	0	0	16
22:15	3	0	0	0	0	0	3
22:30	3	0	0	0	0	0	3
22:45	4	0	0	0	0	0	4
23:00	5	0	0	0	0	0	5
23:15	3	0	0	0	0	0	3
23:30	1	0	0	0	0	0	1
23:45	1	0	0	0	0	0	1
TOTAL	1,090	35	0	0	0	5	1,130

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	159

TOTAL: AM+PM	1,676	88	3	2	0	8	1,777
% OF TOTAL	94.3%	5.0%	0.2%	0.1%	0.0%	0.5%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023 **CITY:** Monrovia

JOB #: SC4284 **LOCATION:** CLASS2 S Myrtle Ave south of W Olive Ave

AM	NB						
TIME	1	2	3	4	5	6	TOTAL
0:00	5	1	0	0	0	0	6
0:15	6	0	0	0	0	0	6
0:30	6	0	0	0	0	0	6
0:45	2	1	0	0	0	0	3
1:00	1	1	0	0	0	0	2
1:15	6	0	0	0	0	0	6
1:30	6	0	0	0	0	0	6
1:45	1	0	0	0	0	0	1
2:00	2	0	0	0	0	0	2
2:15	1	0	0	0	0	0	1
2:30	2	0	0	0	0	0	2
2:45	1	0	0	0	0	0	1
3:00	2	0	0	0	0	0	2
3:15	1	1	0	0	0	0	2
3:30	5	0	0	0	0	0	5
3:45	5	1	2	0	0	0	8
4:00	2	0	0	0	0	0	2
4:15	3	2	0	0	0	0	5
4:30	6	1	0	0	0	0	7
4:45	3	0	0	0	0	0	3
5:00	5	1	0	0	0	0	6
5:15	3	2	0	0	0	0	5
5:30	7	1	1	0	0	0	9
5:45	13	2	0	0	0	0	15
6:00	16	2	0	0	0	0	18
6:15	13	3	0	0	0	0	16
6:30	22	7	0	1	0	0	30
6:45	28	5	0	0	0	0	33
7:00	34	4	0	0	0	0	38
7:15	45	6	1	0	0	0	52
7:30	56	3	0	0	0	0	59
7:45	58	5	0	0	0	0	63
8:00	70	7	0	0	0	0	77
8:15	62	4	1	0	0	0	67
8:30	52	2	0	0	0	1	55
8:45	72	5	0	0	0	0	77
9:00	54	5	0	1	0	0	60
9:15	87	6	0	0	0	0	93
9:30	45	5	1	0	0	0	51
9:45	70	6	0	1	0	0	77
10:00	82	9	1	0	0	0	92
10:15	59	8	0	0	0	1	68
10:30	67	7	0	0	0	0	74
10:45	77	7	0	0	0	0	84
11:00	78	4	1	0	0	0	83
11:15	80	5	0	0	0	0	85
11:30	87	4	0	0	0	0	91
11:45	98	3	0	0	0	0	101
TOTAL	1,506	136	8	3	0	2	1,655

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	360

PM	NB						
Time	1	2	3	4	5	6	TOTAL
12:00	109	4	0	0	0	0	113
12:15	99	5	0	0	0	0	104
12:30	88	5	0	0	0	0	93
12:45	80	4	0	0	0	0	84
13:00	95	5	0	0	0	0	100
13:15	76	2	0	0	0	0	78
13:30	77	8	0	0	0	0	85
13:45	80	6	0	0	0	0	86
14:00	77	5	1	0	0	0	83
14:15	67	2	0	0	0	0	69
14:30	55	4	0	0	0	0	59
14:45	82	2	0	0	0	0	84
15:00	79	2	0	0	0	0	81
15:15	63	4	0	0	0	0	67
15:30	76	2	0	0	0	0	78
15:45	86	2	0	0	0	0	88
16:00	71	2	0	0	0	0	73
16:15	60	1	0	0	0	0	61
16:30	77	1	0	0	0	0	78
16:45	76	1	0	0	0	0	77
17:00	69	2	0	0	0	0	71
17:15	81	1	0	0	0	0	82
17:30	88	2	0	0	0	0	90
17:45	74	1	0	0	0	0	75
18:00	77	2	0	0	0	0	79
18:15	80	0	0	0	0	0	80
18:30	80	1	0	0	0	0	81
18:45	80	2	0	0	0	1	83
19:00	80	0	0	0	0	0	80
19:15	79	2	0	0	0	0	81
19:30	57	0	0	0	0	0	57
19:45	74	0	0	0	0	0	74
20:00	46	2	0	0	0	0	48
20:15	43	0	0	0	0	0	43
20:30	48	0	0	0	0	0	48
20:45	36	0	0	0	0	0	36
21:00	40	0	0	0	0	0	40
21:15	32	2	0	0	0	0	34
21:30	29	0	0	0	0	0	29
21:45	22	1	0	0	0	0	23
22:00	34	0	0	0	0	0	34
22:15	21	2	1	0	0	0	24
22:30	15	0	0	0	0	0	15
22:45	17	0	0	1	0	0	18
23:00	10	0	0	0	0	0	10
23:15	8	1	0	0	0	0	9
23:30	11	0	0	0	0	0	11
23:45	12	1	0	0	0	0	13
TOTAL	2,916	89	2	1	0	1	3,009

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	394

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	4,422	225	10	4	0	3	4,664
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	94.8%	4.8%	0.2%	0.1%	0.0%	0.1%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	8,573	432	18	6	1	7	9,037
CLASS 6	Buses	% OF TOTAL	94.9%	4.8%	0.2%	0.1%	0.0%	0.1%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023
JOB #: SC4284
CITY: Monrovia
LOCATION: CLASS2 S Myrtle Ave south of W Olive Ave

AM TIME	SB 1	2	3	4	5	6	TOTAL
0:00	2	0	0	0	0	0	2
0:15	8	0	0	0	0	0	8
0:30	6	0	0	0	0	0	6
0:45	3	1	0	0	0	0	4
1:00	2	1	0	0	0	0	3
1:15	2	0	0	0	0	0	2
1:30	3	0	0	0	0	0	3
1:45	7	0	0	0	0	0	7
2:00	4	1	0	0	0	0	5
2:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	2	0	0	0	0	0	2
3:15	2	0	0	0	0	0	2
3:30	2	0	0	0	0	0	2
3:45	1	0	0	0	0	0	1
4:00	1	0	0	0	0	0	1
4:15	2	0	0	0	0	0	2
4:30	4	2	0	0	0	0	6
4:45	4	1	0	0	0	0	5
5:00	3	1	0	0	0	0	4
5:15	13	0	0	0	0	0	13
5:30	10	2	0	0	0	0	12
5:45	14	0	0	0	0	0	14
6:00	15	2	0	0	0	0	17
6:15	13	1	0	0	0	0	14
6:30	15	2	1	0	0	0	18
6:45	13	3	0	0	0	0	16
7:00	21	2	0	0	0	0	23
7:15	32	2	0	0	0	0	34
7:30	30	3	0	0	0	0	33
7:45	47	5	0	0	0	0	52
8:00	46	1	0	0	0	0	47
8:15	36	3	1	0	0	0	40
8:30	44	1	0	0	0	0	45
8:45	42	4	0	0	0	0	46
9:00	55	3	1	0	0	0	59
9:15	45	2	0	0	0	0	47
9:30	47	4	0	0	0	0	51
9:45	51	4	0	0	0	0	55
10:00	50	4	0	1	0	0	55
10:15	49	8	0	0	0	0	57
10:30	56	6	0	0	1	1	64
10:45	64	8	0	0	0	0	72
11:00	61	5	0	0	0	0	66
11:15	72	3	0	0	0	0	75
11:30	68	6	0	0	0	0	74
11:45	83	5	1	1	0	0	90
TOTAL	1,151	96	4	2	1	1	1,255

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	305

PM Time	SB 1	2	3	4	5	6	TOTAL
12:00	76	4	0	0	0	0	80
12:15	84	6	0	0	0	0	90
12:30	78	5	2	0	0	0	85
12:45	74	4	0	0	0	0	78
13:00	77	4	0	0	0	0	81
13:15	68	6	1	0	0	0	75
13:30	78	4	0	0	0	0	82
13:45	65	5	0	0	0	0	70
14:00	57	4	0	0	0	0	61
14:15	82	3	0	0	0	1	86
14:30	75	5	0	0	0	0	80
14:45	65	4	0	0	0	0	69
15:00	86	4	0	0	0	0	90
15:15	83	5	0	0	0	0	88
15:30	67	3	1	0	0	0	71
15:45	87	2	0	0	0	0	89
16:00	65	10	0	0	0	0	75
16:15	69	6	0	0	0	0	75
16:30	77	4	0	0	0	1	82
16:45	76	1	0	0	0	0	77
17:00	107	2	0	0	0	0	109
17:15	71	2	0	0	0	0	73
17:30	85	1	0	0	0	0	86
17:45	70	1	0	0	0	0	71
18:00	73	1	0	0	0	0	74
18:15	77	1	0	0	0	0	78
18:30	74	0	0	0	0	1	75
18:45	59	0	0	0	0	0	59
19:00	72	1	0	0	0	0	73
19:15	57	2	0	0	0	0	59
19:30	68	2	0	0	0	0	70
19:45	60	2	0	0	0	0	62
20:00	81	1	0	0	0	0	82
20:15	66	0	0	0	0	0	66
20:30	65	0	0	0	0	0	65
20:45	42	1	0	0	0	0	43
21:00	56	0	0	0	0	0	56
21:15	52	1	0	0	0	0	53
21:30	63	2	0	0	0	0	65
21:45	36	0	0	0	0	0	36
22:00	43	1	0	0	0	0	44
22:15	31	1	0	0	0	0	32
22:30	28	0	0	0	0	0	28
22:45	19	0	0	0	0	0	19
23:00	21	0	0	0	0	0	21
23:15	8	0	0	0	0	0	8
23:30	12	0	0	0	0	0	12
23:45	15	0	0	0	0	0	15
TOTAL	3,000	111	4	0	0	3	3,118

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	345

TOTAL: AM+PM		4,151	207	8	2	1	4	4,373
% OF TOTAL		94.9%	4.7%	0.2%	0.0%	0.0%	0.1%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, November 02, 2023 **CITY:** Monrovia

JOB #: SC4284 **LOCATION:** CLASS2 S Myrtle Ave south of W Olive Ave

AM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL
0:00	7	1	0	0	0	0	8
0:15	14	0	0	0	0	0	14
0:30	12	0	0	0	0	0	12
0:45	5	2	0	0	0	0	7
1:00	3	2	0	0	0	0	5
1:15	8	0	0	0	0	0	8
1:30	9	0	0	0	0	0	9
1:45	8	0	0	0	0	0	8
2:00	6	1	0	0	0	0	7
2:15	2	0	0	0	0	0	2
2:30	2	0	0	0	0	0	2
2:45	1	0	0	0	0	0	1
3:00	4	0	0	0	0	0	4
3:15	3	1	0	0	0	0	4
3:30	7	0	0	0	0	0	7
3:45	6	1	2	0	0	0	9
4:00	3	0	0	0	0	0	3
4:15	5	2	0	0	0	0	7
4:30	10	3	0	0	0	0	13
4:45	7	1	0	0	0	0	8
5:00	8	2	0	0	0	0	10
5:15	16	2	0	0	0	0	18
5:30	17	3	1	0	0	0	21
5:45	27	2	0	0	0	0	29
6:00	31	4	0	0	0	0	35
6:15	26	4	0	0	0	0	30
6:30	37	9	1	1	0	0	48
6:45	41	8	0	0	0	0	49
7:00	55	6	0	0	0	0	61
7:15	77	8	1	0	0	0	86
7:30	86	6	0	0	0	0	92
7:45	105	10	0	0	0	0	115
8:00	116	8	0	0	0	0	124
8:15	98	7	2	0	0	0	107
8:30	96	3	0	0	0	1	100
8:45	114	9	0	0	0	0	123
9:00	109	8	1	1	0	0	119
9:15	132	8	0	0	0	0	140
9:30	92	9	1	0	0	0	102
9:45	121	10	0	1	0	0	132
10:00	132	13	1	1	0	0	147
10:15	108	16	0	0	0	1	125
10:30	123	13	0	0	1	1	138
10:45	141	15	0	0	0	0	156
11:00	139	9	1	0	0	0	149
11:15	152	8	0	0	0	0	160
11:30	155	10	0	0	0	0	165
11:45	181	8	1	1	0	0	191
TOTAL	2,657	232	12	5	1	3	2,910
				AM PEAK HOUR			11:00 AM
				AM PEAK VOLUME			665

PM	COMBINED						
Time	1	2	3	4	5	6	TOTAL
12:00	185	8	0	0	0	0	193
12:15	183	11	0	0	0	0	194
12:30	166	10	2	0	0	0	178
12:45	154	8	0	0	0	0	162
13:00	172	9	0	0	0	0	181
13:15	144	8	1	0	0	0	153
13:30	155	12	0	0	0	0	167
13:45	145	11	0	0	0	0	156
14:00	134	9	1	0	0	0	144
14:15	149	5	0	0	0	1	155
14:30	130	9	0	0	0	0	139
14:45	147	6	0	0	0	0	153
15:00	165	6	0	0	0	0	171
15:15	146	9	0	0	0	0	155
15:30	143	5	1	0	0	0	149
15:45	173	4	0	0	0	0	177
16:00	136	12	0	0	0	0	148
16:15	129	7	0	0	0	0	136
16:30	154	5	0	0	0	1	160
16:45	152	2	0	0	0	0	154
17:00	176	4	0	0	0	0	180
17:15	152	3	0	0	0	0	155
17:30	173	3	0	0	0	0	176
17:45	144	2	0	0	0	0	146
18:00	150	3	0	0	0	0	153
18:15	157	1	0	0	0	0	158
18:30	154	1	0	0	0	1	156
18:45	139	2	0	0	0	1	142
19:00	152	1	0	0	0	0	153
19:15	136	4	0	0	0	0	140
19:30	125	2	0	0	0	0	127
19:45	134	2	0	0	0	0	136
20:00	127	3	0	0	0	0	130
20:15	109	0	0	0	0	0	109
20:30	113	0	0	0	0	0	113
20:45	78	1	0	0	0	0	79
21:00	96	0	0	0	0	0	96
21:15	84	3	0	0	0	0	87
21:30	92	2	0	0	0	0	94
21:45	58	1	0	0	0	0	59
22:00	77	1	0	0	0	0	78
22:15	52	3	1	0	0	0	56
22:30	43	0	0	0	0	0	43
22:45	36	0	0	1	0	0	37
23:00	31	0	0	0	0	0	31
23:15	16	1	0	0	0	0	17
23:30	23	0	0	0	0	0	23
23:45	27	1	0	0	0	0	28
TOTAL	5,916	200	6	1	0	4	6,127
				AM PEAK HOUR			12:00 PM
				AM PEAK VOLUME			727

TOTAL: AM+PM	8,573	432	18	6	1	7	9,037
% OF TOTAL	94.9%	4.8%	0.2%	0.1%	0.0%	0.1%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

APPENDIX 3.2: EXISTING (2023) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	41	7	6	71	21	16	90	12	10	74	4
Future Vol, veh/h	9	41	7	6	71	21	16	90	12	10	74	4
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	59	10	9	101	30	23	129	17	14	106	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.6	8.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	16%	6%	11%
Vol Thru, %	76%	72%	72%	84%
Vol Right, %	10%	12%	21%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	57	98	88
LT Vol	16	9	6	10
Through Vol	90	41	71	74
RT Vol	12	7	21	4
Lane Flow Rate	169	81	140	126
Geometry Grp	1	1	1	1
Degree of Util (X)	0.214	0.107	0.179	0.162
Departure Headway (Hd)	4.573	4.75	4.605	4.651
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	753	778	771
Service Time	2.605	2.789	2.64	2.686
HCM Lane V/C Ratio	0.216	0.108	0.18	0.163
HCM Control Delay	8.9	8.4	8.6	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.6	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	9	2	25	19	6	103	6	3	94	0
Future Vol, veh/h	3	4	9	2	25	19	6	103	6	3	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	12	3	32	24	8	132	8	4	121	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	285	121	290	281	136	121	0	0	140	0	0
Stage 1	129	129	-	152	152	-	-	-	-	-	-	-
Stage 2	180	156	-	138	129	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	643	624	930	662	627	913	1467	-	-	1443	-	-
Stage 1	875	789	-	850	772	-	-	-	-	-	-	-
Stage 2	822	769	-	865	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	597	618	930	645	621	913	1467	-	-	1443	-	-
Mov Cap-2 Maneuver	597	618	-	645	621	-	-	-	-	-	-	-
Stage 1	870	787	-	845	767	-	-	-	-	-	-	-
Stage 2	762	764	-	846	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	10.5	0.4	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	756	717	1443	-	-
HCM Lane V/C Ratio	0.005	-	-	0.027	0.082	0.003	-	-
HCM Control Delay (s)	7.5	0	-	9.9	10.5	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.319
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	225	10	7	157	12	3	43	17	10	63	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	225	10	7	157	12	3	43	17	10	63	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	225	10	7	157	12	3	43	17	10	63	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	225	10	7	157	12	3	43	17	10	63	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	225	10	7	157	12	3	43	17	10	63	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	225	10	7	157	12	3	43	17	10	63	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.86	0.04	0.04	0.89	0.07	0.05	0.68	0.27	0.13	0.80	0.07
Final Sat.:	165	1374	61	64	1427	109	76	1092	432	203	1276	122
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.00	0.11	0.11	0.00	0.04	0.04	0.01	0.05	0.05
Crit Moves:		****			****			****			****	

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Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	6	18	27	7	30	273	29	6	168	5
Future Vol, veh/h	0	2	6	18	27	7	30	273	29	6	168	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	7	20	30	8	33	303	32	7	187	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	608	605	190	577	575	303	192	0	0	335	0	0
Stage 1	204	204	-	369	369	-	-	-	-	-	-	-
Stage 2	404	401	-	208	206	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	408	412	852	428	429	737	1381	-	-	1224	-	-
Stage 1	798	733	-	651	621	-	-	-	-	-	-	-
Stage 2	623	601	-	794	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	373	400	852	413	416	737	1381	-	-	1224	-	-
Mov Cap-2 Maneuver	373	400	-	413	416	-	-	-	-	-	-	-
Stage 1	779	729	-	635	606	-	-	-	-	-	-	-
Stage 2	572	587	-	781	727	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	14.4	0.7	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	664	441	1224	-	-
HCM Lane V/C Ratio	0.024	-	-	0.013	0.131	0.005	-	-
HCM Control Delay (s)	7.7	-	-	10.5	14.4	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.4	0	-	-

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	40	5	12	33	19	6	139	10	21	145	4
Future Vol, veh/h	8	40	5	12	33	19	6	139	10	21	145	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	42	5	13	35	20	6	146	11	22	153	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.1	8.5	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	15%	19%	12%
Vol Thru, %	90%	75%	52%	85%
Vol Right, %	6%	9%	30%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	53	64	170
LT Vol	6	8	12	21
Through Vol	139	40	33	145
RT Vol	10	5	19	4
Lane Flow Rate	163	56	67	179
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.074	0.087	0.219
Departure Headway (Hd)	4.392	4.762	4.633	4.415
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	753	773	814
Service Time	2.413	2.789	2.66	2.437
HCM Lane V/C Ratio	0.2	0.074	0.087	0.22
HCM Control Delay	8.5	8.2	8.1	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.3	0.8

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	6	16	13	15	2	143	44	9	130	4
Future Vol, veh/h	1	14	6	16	13	15	2	143	44	9	130	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	15	7	18	14	16	2	157	48	10	143	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	365	374	145	361	352	181	147	0	0	205	0	0
Stage 1	165	165	-	185	185	-	-	-	-	-	-	-
Stage 2	200	209	-	176	167	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	591	557	902	595	573	862	1435	-	-	1366	-	-
Stage 1	837	762	-	817	747	-	-	-	-	-	-	-
Stage 2	802	729	-	826	760	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	564	551	902	574	567	862	1435	-	-	1366	-	-
Mov Cap-2 Maneuver	564	551	-	574	567	-	-	-	-	-	-	-
Stage 1	835	756	-	815	746	-	-	-	-	-	-	-
Stage 2	770	728	-	797	754	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	11	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	621	645	1366	-	-
HCM Lane V/C Ratio	0.002	-	-	0.037	0.075	0.007	-	-
HCM Control Delay (s)	7.5	0	-	11	11	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	281	17	6	297	15	31	27	15	15	30	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	281	17	6	297	15	31	27	15	15	30	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	281	17	6	297	15	31	27	15	15	30	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	281	17	6	297	15	31	27	15	15	30	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	281	17	6	297	15	31	27	15	15	30	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	281	17	6	297	15	31	27	15	15	30	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.89	0.05	0.02	0.93	0.05	0.42	0.37	0.21	0.24	0.48	0.28
Final Sat.:	101	1414	86	30	1494	75	679	592	329	381	762	457
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.20	0.20	0.02	0.05	0.05	0.01	0.04	0.04
Crit Moves:	****				****		****				****	

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Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	9	38	21	7	12	37	285	21	20	325	2
Future Vol, veh/h	6	9	38	21	7	12	37	285	21	20	325	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	42	23	8	13	41	313	23	22	357	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	819	820	358	823	798	313	359	0	0	336	0	0
Stage 1	402	402	-	395	395	-	-	-	-	-	-	-
Stage 2	417	418	-	428	403	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	294	310	686	292	319	727	1200	-	-	1223	-	-
Stage 1	625	600	-	630	605	-	-	-	-	-	-	-
Stage 2	613	591	-	605	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	294	686	257	303	727	1200	-	-	1223	-	-
Mov Cap-2 Maneuver	272	294	-	257	303	-	-	-	-	-	-	-
Stage 1	604	589	-	609	584	-	-	-	-	-	-	-
Stage 2	574	571	-	549	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	17.6	0.9	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	490	330	1223	-	-
HCM Lane V/C Ratio	0.034	-	-	0.119	0.133	0.018	-	-
HCM Control Delay (s)	8.1	-	-	13.3	17.6	8	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.5	0.1	-	-

APPENDIX 3.3: EXISTING (2023) CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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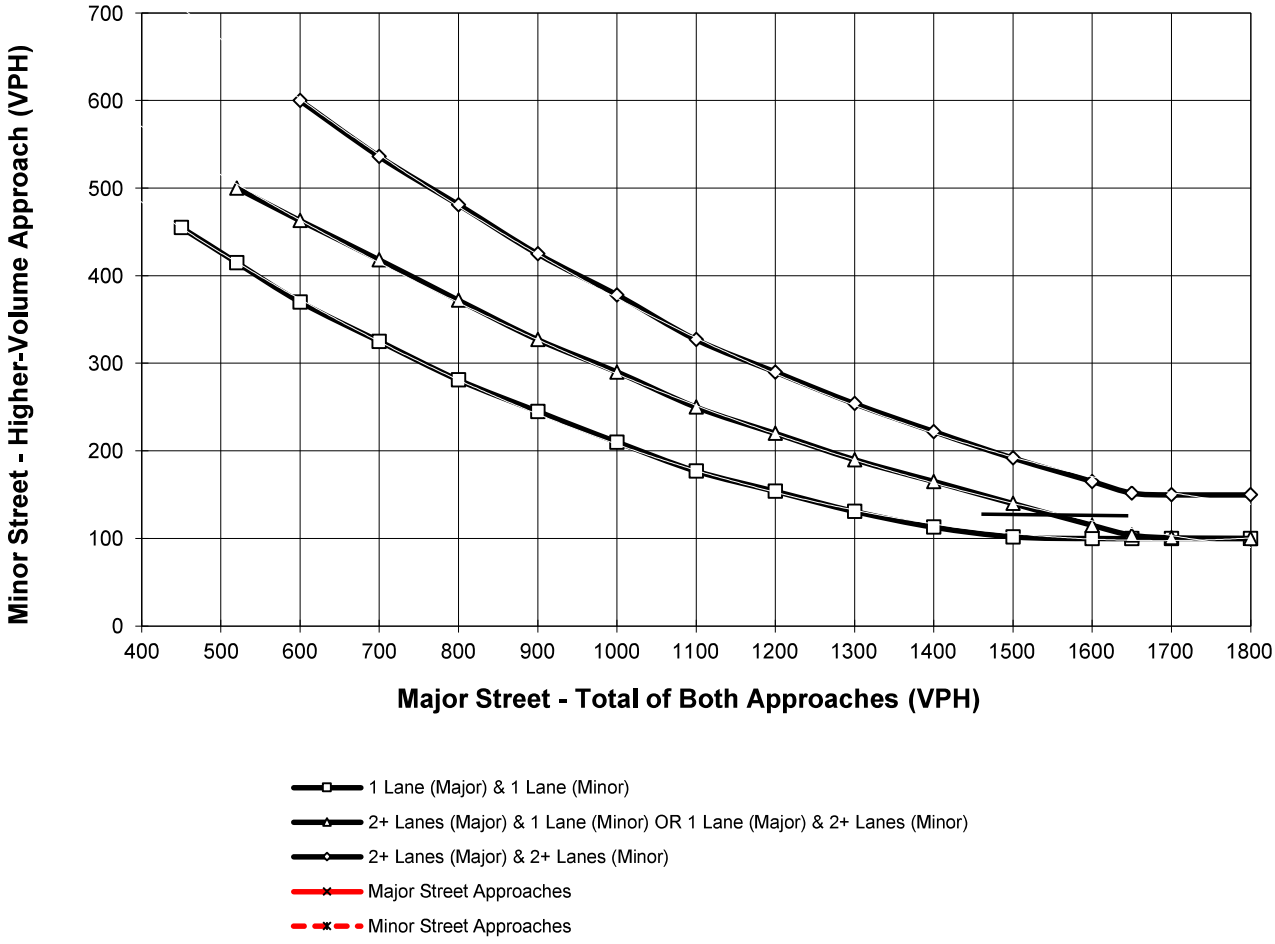
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday AM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **206**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Olive Avenue**
High Volume Approach (VPH) = **98**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

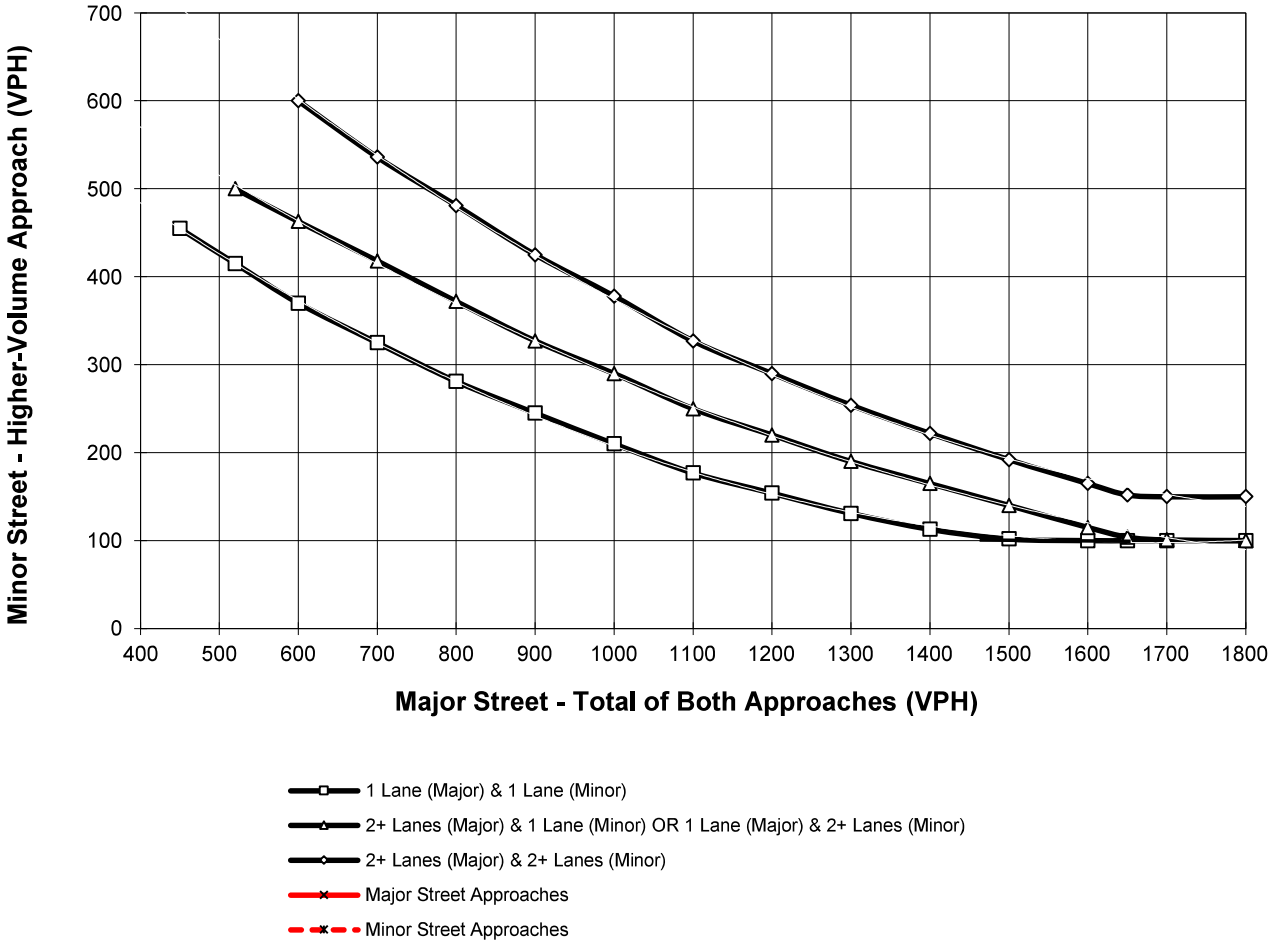
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **332**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **44**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

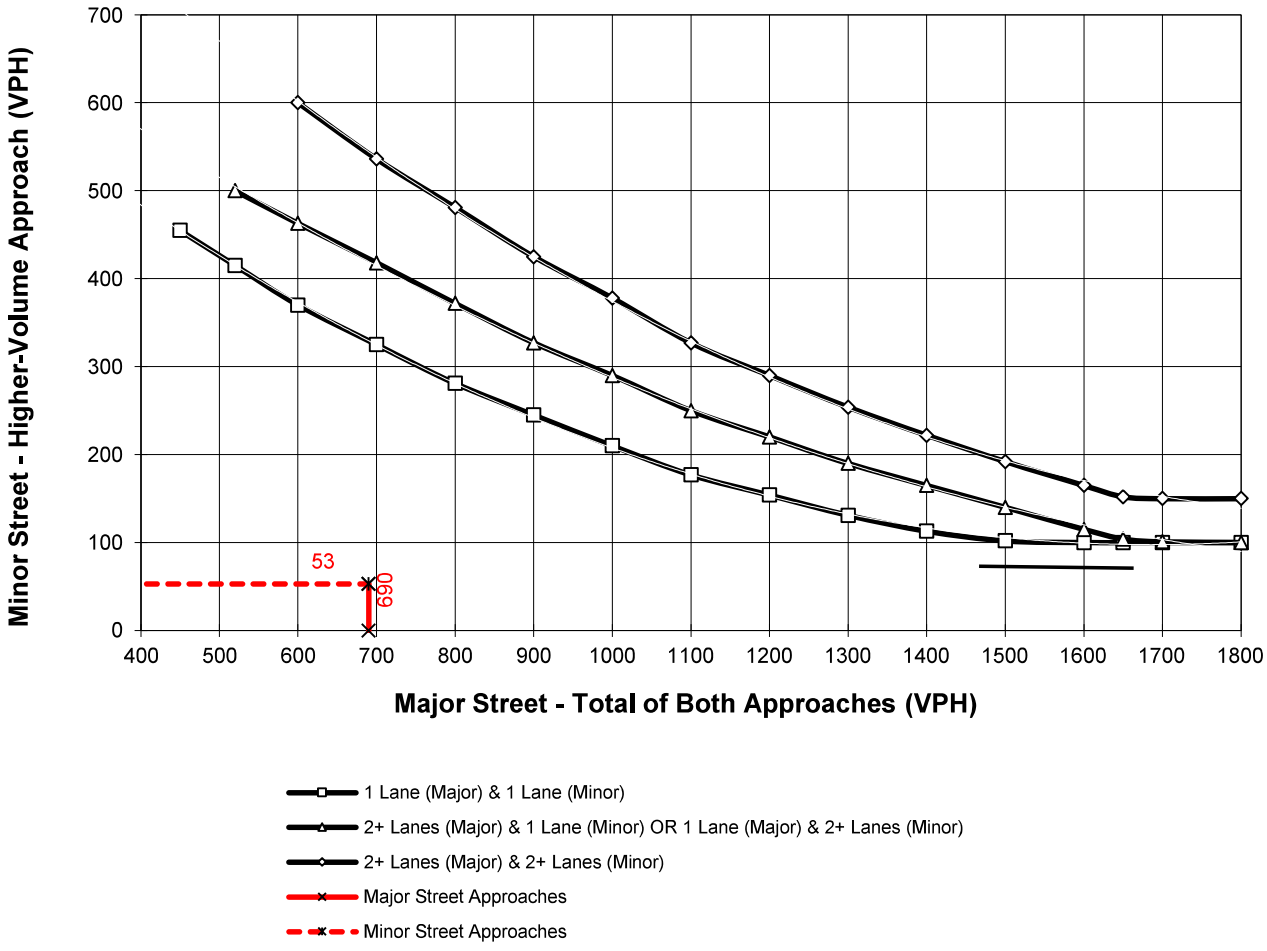
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2023) Conditions - Weekday PM Peak Hour**

Major Street Name = **Myrtle Avenue**
Total of Both Approaches (VPH) = **690**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **53**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.1: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	43	7	9	75	26	17	94	13	10	78	4
Future Vol, veh/h	9	43	7	9	75	26	17	94	13	10	78	4
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	61	10	13	107	37	24	134	19	14	111	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.9	9	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	15%	8%	11%
Vol Thru, %	76%	73%	68%	85%
Vol Right, %	10%	12%	24%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	59	110	92
LT Vol	17	9	9	10
Through Vol	94	43	75	78
RT Vol	13	7	26	4
Lane Flow Rate	177	84	157	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.228	0.113	0.203	0.172
Departure Headway (Hd)	4.632	4.816	4.642	4.716
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	742	772	758
Service Time	2.673	2.862	2.683	2.76
HCM Lane V/C Ratio	0.229	0.113	0.203	0.173
HCM Control Delay	9	8.5	8.9	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.8	0.6

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	9	2	26	20	6	108	6	3	102	0
Future Vol, veh/h	3	4	9	2	26	20	6	108	6	3	102	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	12	3	33	26	8	138	8	4	131	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	301	131	306	297	142	131	0	0	146	0	0
Stage 1	139	139	-	158	158	-	-	-	-	-	-	-
Stage 2	188	162	-	148	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	612	919	646	615	906	1454	-	-	1436	-	-
Stage 1	864	782	-	844	767	-	-	-	-	-	-	-
Stage 2	814	764	-	855	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	579	606	919	629	609	906	1454	-	-	1436	-	-
Mov Cap-2 Maneuver	579	606	-	629	609	-	-	-	-	-	-	-
Stage 1	859	780	-	839	762	-	-	-	-	-	-	-
Stage 2	752	759	-	836	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.6	0.4	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	742	706	1436	-	-
HCM Lane V/C Ratio	0.005	-	-	0.028	0.087	0.003	-	-
HCM Control Delay (s)	7.5	0	-	10	10.6	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.383
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	314	10	7	229	13	5	46	27	10	66	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	314	10	7	229	13	5	46	27	10	66	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	314	10	7	229	13	5	46	27	10	66	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	314	10	7	229	13	5	46	27	10	66	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	314	10	7	229	13	5	46	27	10	66	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	314	10	7	229	13	5	46	27	10	66	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.88	0.03	0.03	0.92	0.05	0.06	0.59	0.35	0.12	0.81	0.07
Final Sat.:	152	1403	45	45	1471	84	103	944	554	195	1288	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.00	0.16	0.16	0.00	0.05	0.05	0.01	0.05	0.05
Crit Moves:		****		****				****		****		

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	6	19	28	7	31	370	30	6	238	5
Future Vol, veh/h	0	2	6	19	28	7	31	370	30	6	238	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	7	21	31	8	34	411	33	7	264	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	796	793	267	764	762	411	269	0	0	444	0	0
Stage 1	281	281	-	479	479	-	-	-	-	-	-	-
Stage 2	515	512	-	285	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	305	321	772	321	335	641	1295	-	-	1116	-	-
Stage 1	726	678	-	568	555	-	-	-	-	-	-	-
Stage 2	543	536	-	722	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	311	772	309	324	641	1295	-	-	1116	-	-
Mov Cap-2 Maneuver	272	311	-	309	324	-	-	-	-	-	-	-
Stage 1	707	674	-	553	541	-	-	-	-	-	-	-
Stage 2	492	522	-	709	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	17.8	0.6	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	563	340	1116	-	-
HCM Lane V/C Ratio	0.027	-	-	0.016	0.176	0.006	-	-
HCM Control Delay (s)	7.9	-	-	11.5	17.8	8.2	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.6	0	-	-

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	43	5	14	35	29	6	146	13	23	152	4
Future Vol, veh/h	9	43	5	14	35	29	6	146	13	23	152	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	45	5	15	37	31	6	154	14	24	160	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.2	8.7	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	16%	18%	13%
Vol Thru, %	88%	75%	45%	85%
Vol Right, %	8%	9%	37%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	57	78	179
LT Vol	6	9	14	23
Through Vol	146	43	35	152
RT Vol	13	5	29	4
Lane Flow Rate	174	60	82	188
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.081	0.106	0.234
Departure Headway (Hd)	4.446	4.839	4.646	4.48
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	740	771	803
Service Time	2.47	2.872	2.678	2.505
HCM Lane V/C Ratio	0.215	0.081	0.106	0.234
HCM Control Delay	8.7	8.3	8.2	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.4	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	6	17	14	16	2	153	46	9	137	4
Future Vol, veh/h	1	15	6	17	14	16	2	153	46	9	137	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	16	7	19	15	18	2	168	51	10	151	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	387	396	153	383	373	194	155	0	0	219	0	0
Stage 1	173	173	-	198	198	-	-	-	-	-	-	-
Stage 2	214	223	-	185	175	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	572	541	893	575	557	847	1425	-	-	1350	-	-
Stage 1	829	756	-	804	737	-	-	-	-	-	-	-
Stage 2	788	719	-	817	754	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	544	536	893	553	551	847	1425	-	-	1350	-	-
Mov Cap-2 Maneuver	544	536	-	553	551	-	-	-	-	-	-	-
Stage 1	827	750	-	802	736	-	-	-	-	-	-	-
Stage 2	754	718	-	787	748	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	602	626	1350	-	-
HCM Lane V/C Ratio	0.002	-	-	0.04	0.083	0.007	-	-
HCM Control Delay (s)	7.5	0	-	11.2	11.3	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	354	18	6	370	18	20	32	33	16	32	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	354	18	6	370	18	20	32	33	16	32	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	354	18	6	370	18	20	32	33	16	32	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	354	18	6	370	18	20	32	33	16	32	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	354	18	6	370	18	20	32	33	16	32	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	354	18	6	370	18	20	32	33	16	32	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.87	0.04	0.01	0.94	0.05	0.23	0.38	0.39	0.24	0.48	0.28
Final Sat.:	145	1385	70	24	1503	73	376	602	621	382	764	454
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.25	0.25	0.01	0.05	0.05	0.01	0.04	0.04
Crit Moves:		****		****				****		****		

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Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	9	40	22	7	12	39	375	22	21	404	2
Future Vol, veh/h	6	9	40	22	7	12	39	375	22	21	404	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	44	24	8	13	43	412	24	23	444	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1012	1013	445	1016	990	412	446	0	0	436	0	0
Stage 1	491	491	-	498	498	-	-	-	-	-	-	-
Stage 2	521	522	-	518	492	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	218	239	613	216	246	640	1114	-	-	1124	-	-
Stage 1	559	548	-	554	544	-	-	-	-	-	-	-
Stage 2	539	531	-	541	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	225	613	185	232	640	1114	-	-	1124	-	-
Mov Cap-2 Maneuver	199	225	-	185	232	-	-	-	-	-	-	-
Stage 1	537	537	-	532	523	-	-	-	-	-	-	-
Stage 2	500	510	-	483	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	23.1	0.7	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	406	244	1124	-	-
HCM Lane V/C Ratio	0.038	-	-	0.149	0.185	0.021	-	-
HCM Control Delay (s)	8.4	-	-	15.4	23.1	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.7	0.1	-	-

APPENDIX 5.2: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

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Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	43	7	19	75	29	17	94	14	10	78	4
Future Vol, veh/h	9	43	7	19	75	29	17	94	14	10	78	4
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	61	10	27	107	41	24	134	20	14	111	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.5	9.1	9.1	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	15%	15%	11%
Vol Thru, %	75%	73%	61%	85%
Vol Right, %	11%	12%	24%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	59	123	92
LT Vol	17	9	19	10
Through Vol	94	43	75	78
RT Vol	14	7	29	4
Lane Flow Rate	179	84	176	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.114	0.228	0.174
Departure Headway (Hd)	4.675	4.848	4.665	4.767
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	766	736	766	749
Service Time	2.721	2.9	2.71	2.816
HCM Lane V/C Ratio	0.234	0.114	0.23	0.175
HCM Control Delay, s/veh	9.1	8.5	9.1	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.9	0.6

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	4	9	2	26	20	6	109	6	3	112	0
Future Vol, veh/h	3	4	9	2	26	20	6	109	6	3	112	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	5	12	3	33	26	8	140	8	4	144	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	342	316	144	321	312	144	144	0	0	148	0	0
Stage 1	152	152	-	160	160	-	-	-	-	-	-	-
Stage 2	190	164	-	161	152	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	612	600	903	632	603	903	1438	-	-	1434	-	-
Stage 1	850	772	-	842	766	-	-	-	-	-	-	-
Stage 2	812	762	-	841	772	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	565	595	903	616	598	903	1438	-	-	1434	-	-
Mov Cap-2 Maneuver	565	595	-	616	598	-	-	-	-	-	-	-
Stage 1	845	770	-	837	761	-	-	-	-	-	-	-
Stage 2	750	757	-	822	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.1	10.7	0.4	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	727	697	1434	-	-
HCM Lane V/C Ratio	0.005	-	-	0.028	0.088	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	10.1	10.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.3	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	34	314	10	7	229	13	5	46	27	10	66	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	314	10	7	229	13	5	46	27	10	66	6
Added Vol:	4	0	0	0	0	1	5	3	29	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	314	10	7	229	14	10	49	56	10	66	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	314	10	7	229	14	10	49	56	10	66	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	314	10	7	229	14	10	49	56	10	66	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	314	10	7	229	14	10	49	56	10	66	6
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.87	0.03	0.03	0.92	0.05	0.09	0.42	0.49	0.12	0.81	0.07
Final Sat.:	168	1388	44	45	1466	90	139	682	779	195	1288	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.00	0.16	0.16	0.01	0.07	0.07	0.01	0.05	0.05
Crit Moves:		****		****				****		****		

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Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	6	19	28	7	31	374	30	6	267	5
Future Vol, veh/h	0	2	6	19	28	7	31	374	30	6	267	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	7	21	31	8	34	416	33	7	297	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	834	831	300	802	800	416	302	0	0	449	0	0
Stage 1	314	314	-	484	484	-	-	-	-	-	-	-
Stage 2	520	517	-	318	316	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	288	305	740	302	318	637	1259	-	-	1111	-	-
Stage 1	697	656	-	564	552	-	-	-	-	-	-	-
Stage 2	539	534	-	693	655	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	256	295	740	290	308	637	1259	-	-	1111	-	-
Mov Cap-2 Maneuver	256	295	-	290	308	-	-	-	-	-	-	-
Stage 1	678	652	-	549	537	-	-	-	-	-	-	-
Stage 2	488	520	-	680	651	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.8	18.7	0.6	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1259	-	-	537	323	1111	-	-
HCM Lane V/C Ratio	0.027	-	-	0.017	0.186	0.006	-	-
HCM Control Delay (s/veh)	7.9	-	-	11.8	18.7	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.1	0.7	0	-	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	45	5	17	35	30	6	146	21	25	152	4
Future Vol, veh/h	9	45	5	17	35	30	6	146	21	25	152	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	47	5	18	37	32	6	154	22	26	160	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	8.3	8.8	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	15%	21%	14%
Vol Thru, %	84%	76%	43%	84%
Vol Right, %	12%	8%	37%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	59	82	181
LT Vol	6	9	17	25
Through Vol	146	45	35	152
RT Vol	21	5	30	4
Lane Flow Rate	182	62	86	191
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.084	0.112	0.238
Departure Headway (Hd)	4.439	4.868	4.681	4.506
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	735	765	796
Service Time	2.466	2.906	2.716	2.535
HCM Lane V/C Ratio	0.225	0.084	0.112	0.24
HCM Control Delay, s/veh	8.8	8.4	8.3	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.4	0.9

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	15	6	17	14	16	2	161	46	9	140	4
Future Vol, veh/h	1	15	6	17	14	16	2	161	46	9	140	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	16	7	19	15	18	2	177	51	10	154	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	399	408	156	395	385	203	158	0	0	228	0	0
Stage 1	176	176	-	207	207	-	-	-	-	-	-	-
Stage 2	223	232	-	188	178	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	561	533	890	565	549	838	1422	-	-	1340	-	-
Stage 1	826	753	-	795	731	-	-	-	-	-	-	-
Stage 2	780	713	-	814	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	528	890	544	544	838	1422	-	-	1340	-	-
Mov Cap-2 Maneuver	534	528	-	544	544	-	-	-	-	-	-	-
Stage 1	824	747	-	793	730	-	-	-	-	-	-	-
Stage 2	746	712	-	784	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.3	11.4	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	594	618	1340	-	-
HCM Lane V/C Ratio	0.002	-	-	0.041	0.084	0.007	-	-
HCM Control Delay (s/veh)	7.5	0	-	11.3	11.4	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	0.3	0	-	-

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Myrtle Av. & Olive Av.

Cycle (sec):	100	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	37	354	18	6	370	18	20	32	33	16	32	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	354	18	6	370	18	20	32	33	16	32	19
Added Vol:	22	0	0	0	0	4	2	1	9	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	354	18	6	370	22	22	33	42	16	34	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	354	18	6	370	22	22	33	42	16	34	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	354	18	6	370	22	22	33	42	16	34	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	354	18	6	370	22	22	33	42	16	34	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.82	0.04	0.01	0.93	0.06	0.23	0.34	0.43	0.23	0.49	0.28
Final Sat.:	219	1314	67	24	1487	88	363	544	693	371	788	441
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.00	0.25	0.25	0.01	0.06	0.06	0.01	0.04	0.04
Crit Moves:		****		****				****		****		

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Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	9	40	22	7	12	39	397	22	21	413	2
Future Vol, veh/h	6	9	40	22	7	12	39	397	22	21	413	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	40	-	150	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	10	44	24	8	13	43	436	24	23	454	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1046	1047	455	1050	1024	436	456	0	0	460	0	0
Stage 1	501	501	-	522	522	-	-	-	-	-	-	-
Stage 2	545	546	-	528	502	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	206	228	605	205	235	620	1105	-	-	1101	-	-
Stage 1	552	543	-	538	531	-	-	-	-	-	-	-
Stage 2	523	518	-	534	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	215	605	175	221	620	1105	-	-	1101	-	-
Mov Cap-2 Maneuver	187	215	-	175	221	-	-	-	-	-	-	-
Stage 1	530	532	-	517	510	-	-	-	-	-	-	-
Stage 2	485	498	-	476	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.8	24.2	0.7	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1105	-	-	393	232	1101	-	-
HCM Lane V/C Ratio	0.039	-	-	0.154	0.194	0.021	-	-
HCM Control Delay (s/veh)	8.4	-	-	15.8	24.2	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.5	0.7	0.1	-	-

APPENDIX 5.3: OPENING YEAR CUMULATIVE (2027) WITHOUT PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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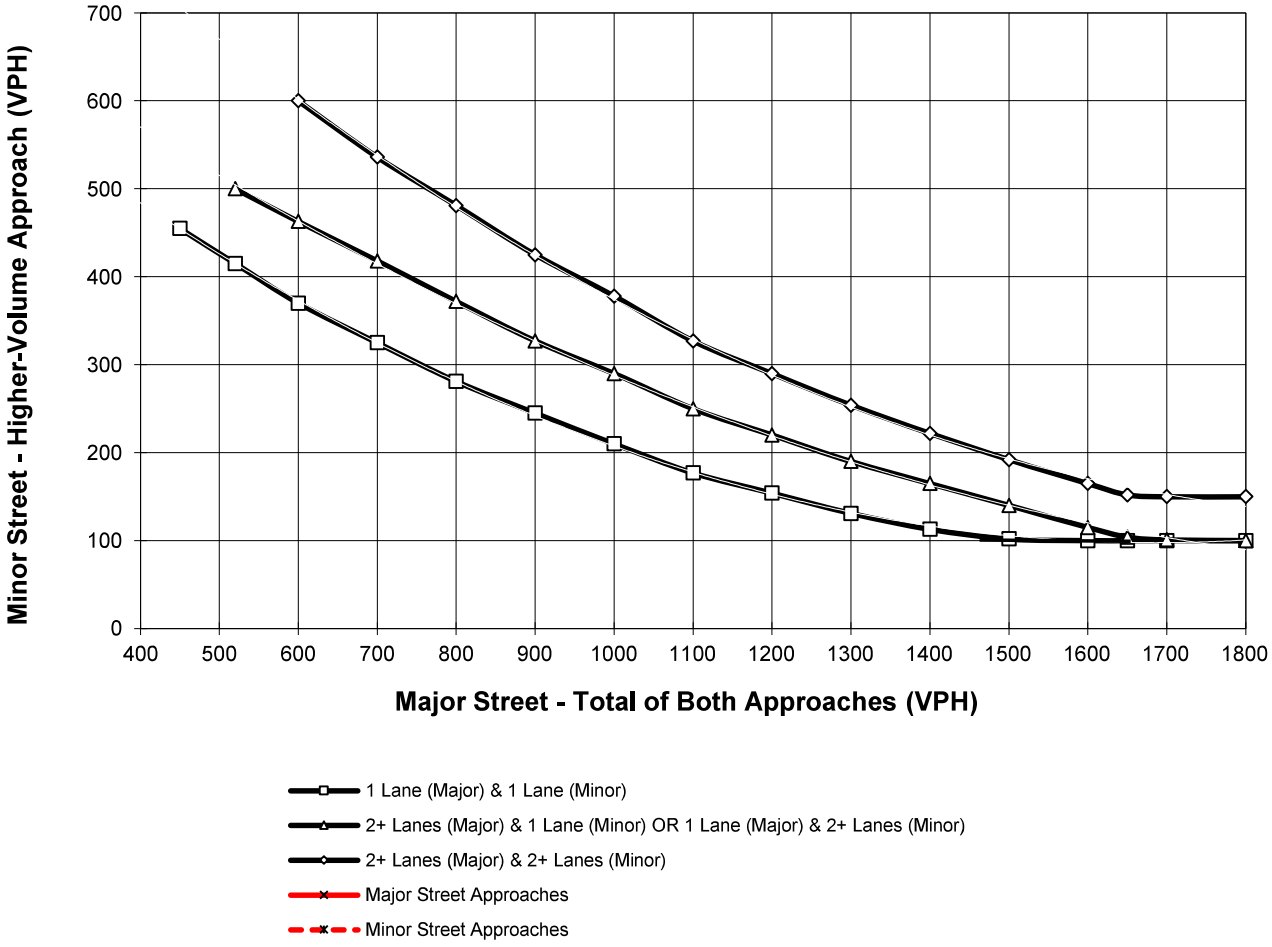
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) Without Project - Weekday AM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **216**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Olive Avenue**
High Volume Approach (VPH) = **110**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

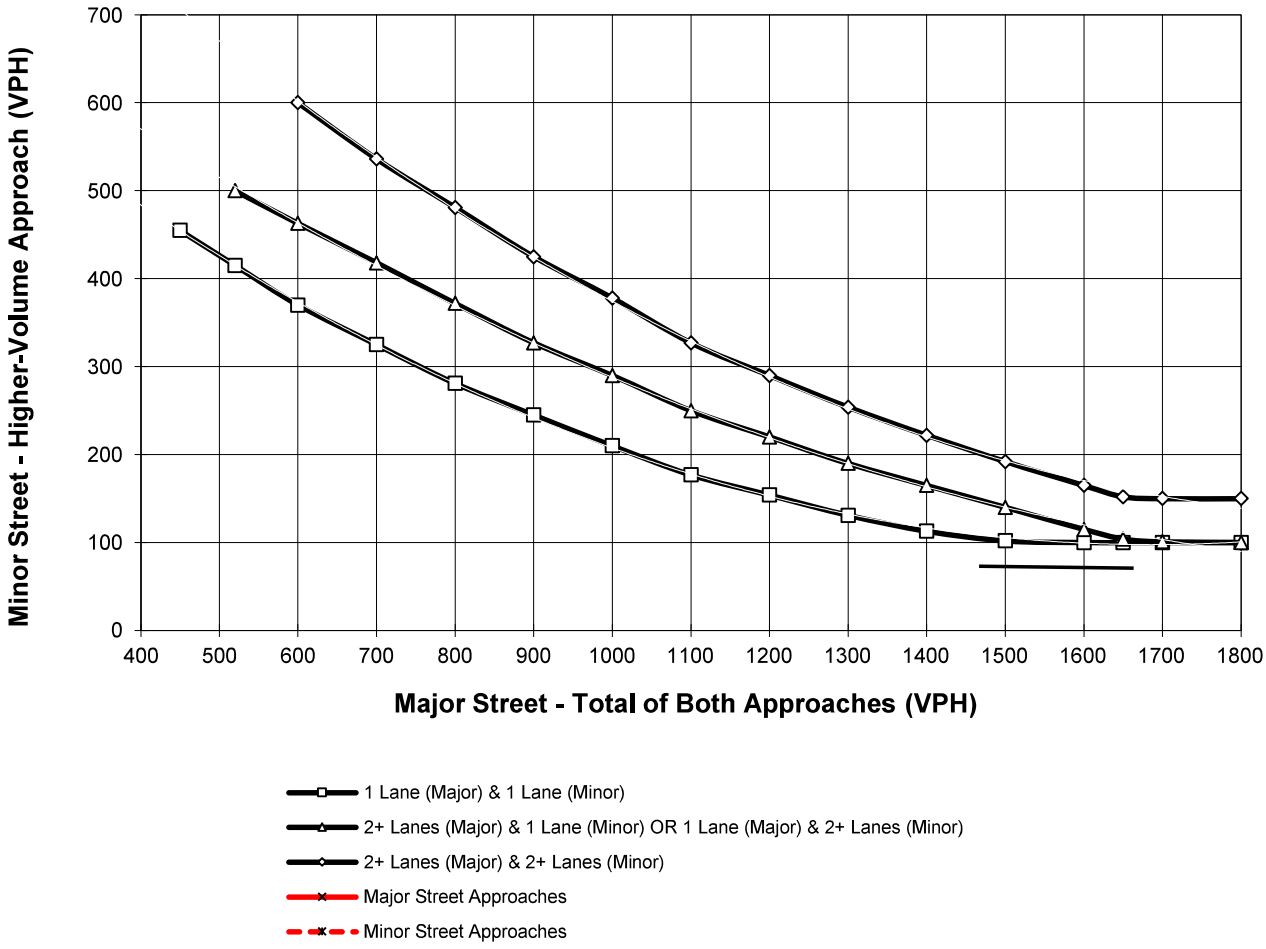
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) Without Project - Weekday PM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **351**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **46**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

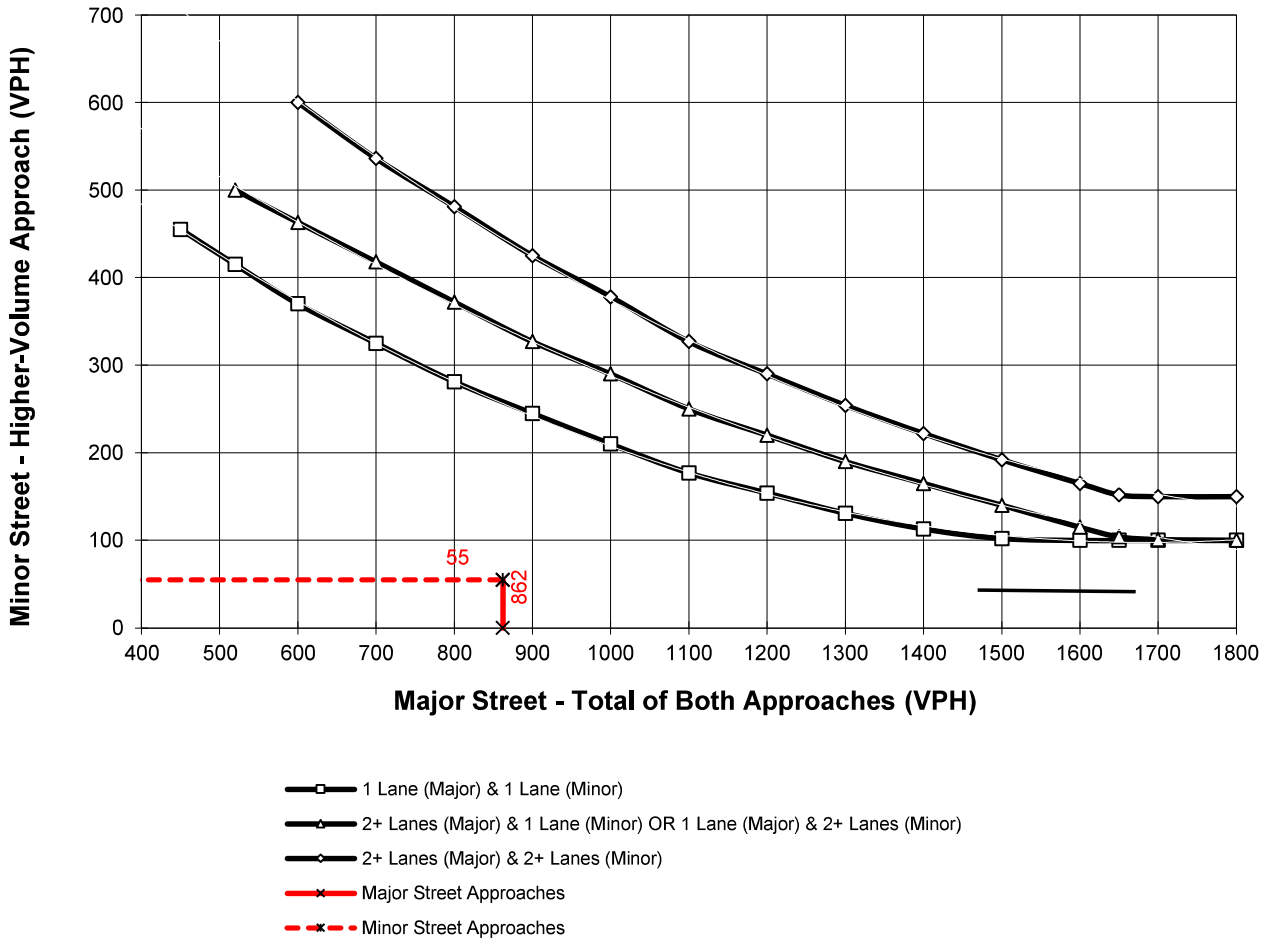
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) Without Project - Weekday AM Peak Hour**

Major Street Name = **Myrtle Avenue**
Total of Both Approaches (VPH) = **862**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **55**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 5.4: OPENING YEAR CUMULATIVE (2027) WITH PROJECT CONDITIONS TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

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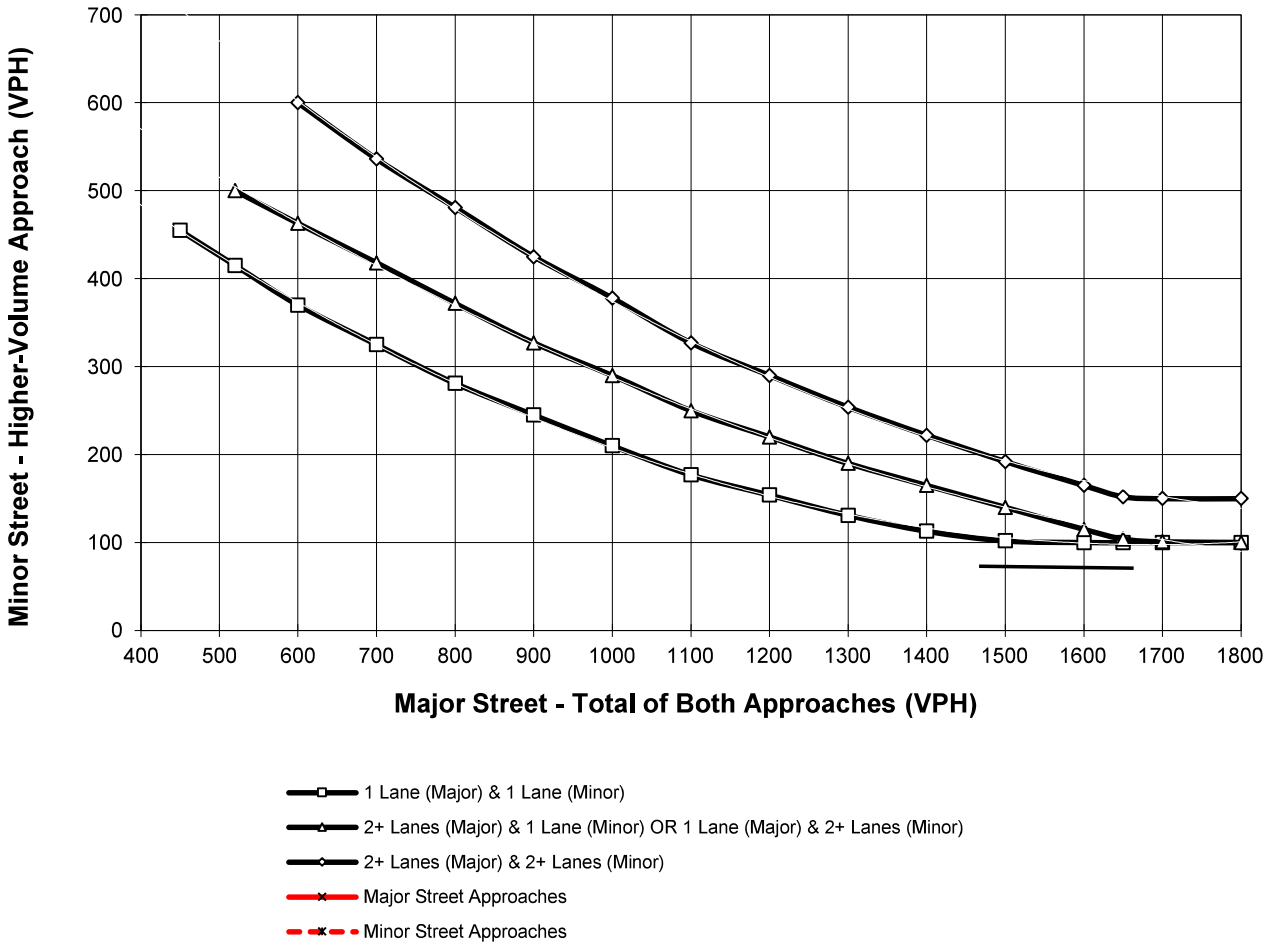
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) With Project - Weekday AM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **217**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Olive Avenue**
High Volume Approach (VPH) = **123**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

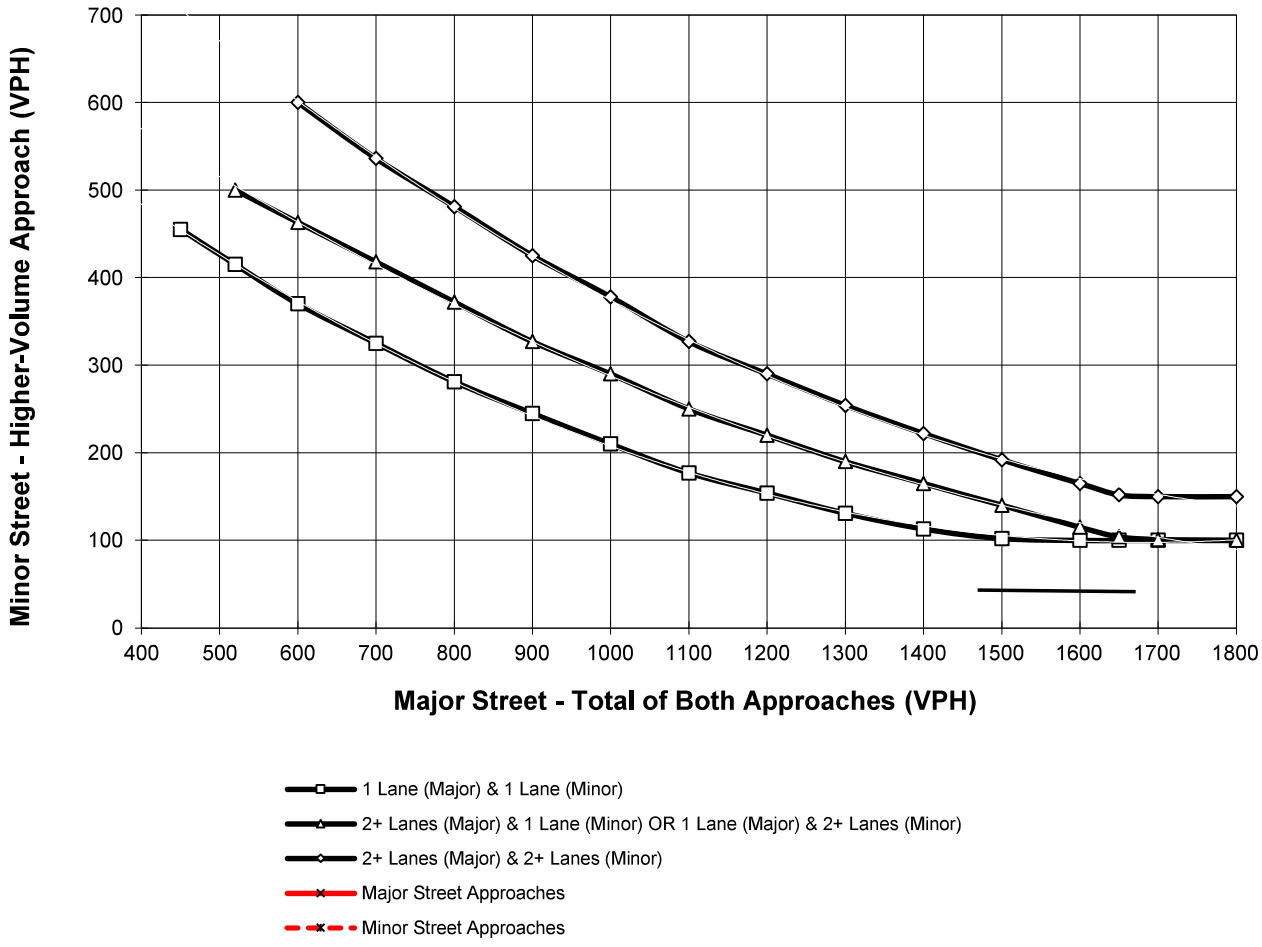
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) With Project - Weekday PM Peak Hour**

Major Street Name = **Primrose Avenue**
Total of Both Approaches (VPH) = **362**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **47**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

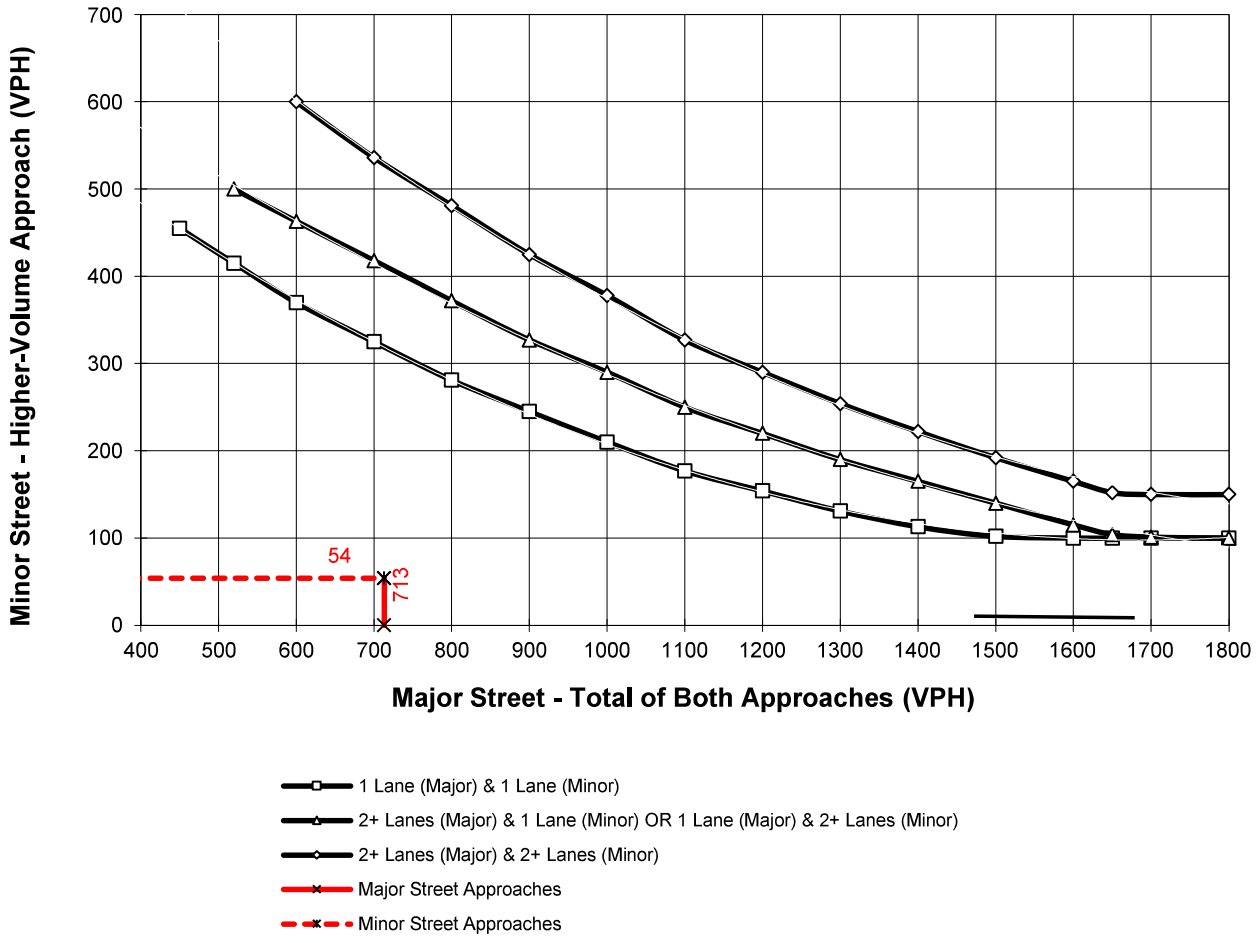
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Opening Year Cumulative (2027) With Project - Weekday AM Peak Hour**

Major Street Name = **Myrtle Avenue**
Total of Both Approaches (VPH) = **713**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Walnut Avenue**
High Volume Approach (VPH) = **54**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

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APPENDIX 7.1: VMT SCREENING EVALUATION

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MEMORANDUM

URBAN CROSSROADS

DATE: May 15, 2024
TO: Tracy Zinn, T&B Planning, Inc.
FROM: Alex So, Urban Crossroads, Inc.
JOB NO: 15763-01 VMT

701 S. MYRTLE VEHICLE MILES TRAVELED (VMT) SCREENING EVALUATION

Urban Crossroads, Inc. has completed a Vehicle Miles Traveled (VMT) Screening Evaluation for the 701 S. Myrtle (**Project**) located in the City of Monrovia, California.

PROJECT OVERVIEW

It is our understanding that the Project requires demolition of 25,191 square feet (sf) of general commercial use to allow for the construction of one new five-story podium-style building on the 1.6-acre Project site, consisting of 204 multifamily residential units and 1.5 subterranean parking levels. The Project includes 7,622 sf of non-residential ground floor space, which includes 2,370 sf of commercial retail uses, a 2,782-sf fitness room, 1,080 sf of leasing office space, and a residential lobby and mail room comprising 1,390 sf. Development of the site also includes 19,205 sf of common use and open space areas for socializing and recreation including but not limited to a swimming pool on the podium level and a 2,537-sf rooftop clubhouse. Additionally, select units will be equipped with private open space areas, such as decks or balconies. A dog park will be located on the ground floor just outside the western end of the building. The Project is anticipated to have an Opening Year of 2027. A site plan for the Project can be found in Attachment A.

Resident and visitor vehicle entry to the Project's ground floor and subterranean parking levels would be provided by one driveway located on the north side of the Project site with a proposed driveway along West Olive Avenue. A total of 323 parking spaces are planned inside the building and 6 spaces are planned in the alley south of the building, for a total of 329 proposed parking spaces. The parking spaces would be allocated as follows: 255 spaces for residents, 50 spaces for guests, 6 spaces for the leasing office, and 12 spaces for the ground floor commercial uses. Each residential unit would have designated parking.

BACKGROUND

The California Environmental Quality Act (CEQA) requires all lead agencies to adopt VMT as the measure for identifying transportation impacts for land use projects. To comply with CEQA, the City of Monrovia adopted their Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020) (1) (**City Guidelines**). The VMT screening evaluation presented in this memorandum has been developed based on the adopted City Guidelines.

VMT SCREENING

The City's Guidelines list standardized VMT screening methods that can be used to identify when a proposed land use project is anticipated to result in a less than

significant VMT impact thereby eliminating the need to conduct a model based VMT analysis. The City Guidelines note that the City of Monrovia utilizes the San Gabriel Valley Council of Governments (**SGVCOG**) VMT Tool (**Screening Tool**) for purposes of screening. The SGVCOG VMT Tool is designed to assist in screening and estimating project-generated VMT for certain types of land use projects in the San Gabriel Valley and calculating VMT reductions associated with certain VMT-reducing measures. The City of Monrovia VMT screening methods are listed below, and a land use project need only to meet one of the screening criteria to result in a less than significant impact:

- Step 1: Transit Priority Area (TPA) Screening
- Step 2: Low VMT Area Screening
- Step 3: Project Type Screening

A land use project needs only to meet one of the above screening criteria to result in a less than significant impact.

STEP 1: TPA SCREENING

Consistent with guidance identified in the City Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop"[1] or an existing stop along a "high-quality transit corridor"[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);

[1] Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail 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.").
[2] Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

Based on the Screening Tool results presented in Attachment B, the Project site is located within ½ mile of an existing major transit stop and along a high-quality transit corridor and as designed will have a FAR of 2.89. In addition, the proposed parking supply provided by the Project will be less than what is required by the City. Finally, the Project is consistent with the RTP/SCS (i.e., consistent with the City General Plan's underlaying land use and zoning) and will not replace existing affordable residential units.

TPA screening threshold is met.

STEP 2: LOW VMT AREA SCREENING

As noted in the City Guidelines, residential and office projects that are located in areas with low VMT and that incorporate similar features (density, mix of uses, and transit accessibility) will tend to exhibit similarly low VMT. The Screening Tool uses the sub-regional Southern California Association of Governments (SCAG) travel forecasting model to measure VMT performance in individual traffic analysis zones (TAZ's) within the region. The Project's physical location, based on parcel number, was input into the Screening Tool to determine the TAZ's VMT as compared to the Citywide average. The parcels containing the proposed Project were selected and the Screening Tool was run for VMT per capita (i.e., population) measure of VMT. Based on the Screening Tool results presented in Attachment B, the Project is located within an already low VMT generating TAZ.

Low VMT Area screening criteria is met.

STEP 3: PROJECT TYPE SCREENING

The City Guidelines indicate that projects generating fewer than 110 daily vehicle trips may be presumed to have a less than significant impact. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017 (3). The proposed Project is anticipated to generate 1,258 vehicle trip-ends per day exceeding the 110 daily vehicle trip threshold (see Attachment C).

Additionally, the City Guidelines identify that local serving retail uses less than 50,000 square feet and local essential services (e.g., local parks, day care centers, public schools, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The Project's public commercial space of 2,361 square feet component is anticipated to provide retail service to the Project and the community.

Project Type screening criteria is met for the retail component only.

CONCLUSION

Based on our review of applicable VMT screening thresholds, the Project in its entirety meets the TPA and the Low VMT area screening criteria. Additionally, the Project's retail component meets the Project Type screening criteria. The Project's impact on VMT is presumed to be less than significant; no further VMT analysis required.

If you have any questions, please contact me directly at aso@urbanxroads.com.

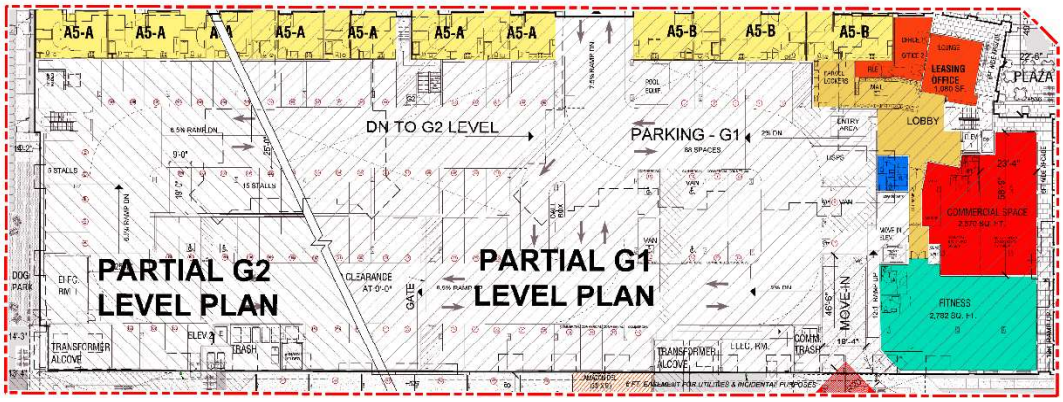
REFERENCES

1. **City of Monrovia.** *Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment .* September 2020.

2. **Institute of Transportation Engineers.** *Trip Generation Manual.* 10th Edition. 2017.

ATTACHMENT A

SITE PLAN


A5-A
A5-A
A5-A
A5-A
A5-A
A5-A
A5-A
A5-B
A5-B
A5-B
LEASING OFFICE
1,080 SF
PLAZA
LOBBY
DN TO G2 LEVEL
PARKING - G1
84 SPACES
COMMERCIAL SPACE
2,370 SQ. FT.
FITNESS
2,792 SQ. FT.
MOVE-IN
PARTIAL G2
LEVEL PLAN
PARTIAL G1
LEVEL PLAN
CLEARANCE
AT 0'-0"
GATE
DOG PARK
TRANSFORMER ALCOVE
TRANSFORMER ALCOVE
TRASH
COMM. TRASH
ELEV.
ELEC. RM.
LLEC. RM.
15 STALLS
3 STALLS
6.5% RAMP DN
6.5% RAMP DN
6.5% RAMP DN
6.5% RAMP DN
7.5% RAMP DN
2% DN
5% DN
5% DN
6 FT. EASEMENT FOR UTILITIES & INCIDENTAL PURPOSES


N

ATTACHMENT B
SGVCOG SCREENING TOOL RESULTS

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: May 03, 2024, 08:45:58 AM

Project Name: 701 S. Myrtle Avenue

Project Description: 204 multifamily residential units and two subterranean parking levels

Project Location

jurisdiction: Monrovia

apn	TAZ	8516-033-030	22249300	8516-033-031	22249300
8516-033-033	22249300	8516-033-034	22249300	8516-033-906	22249300

Inside a TPA?

Yes (Pass)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2024

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

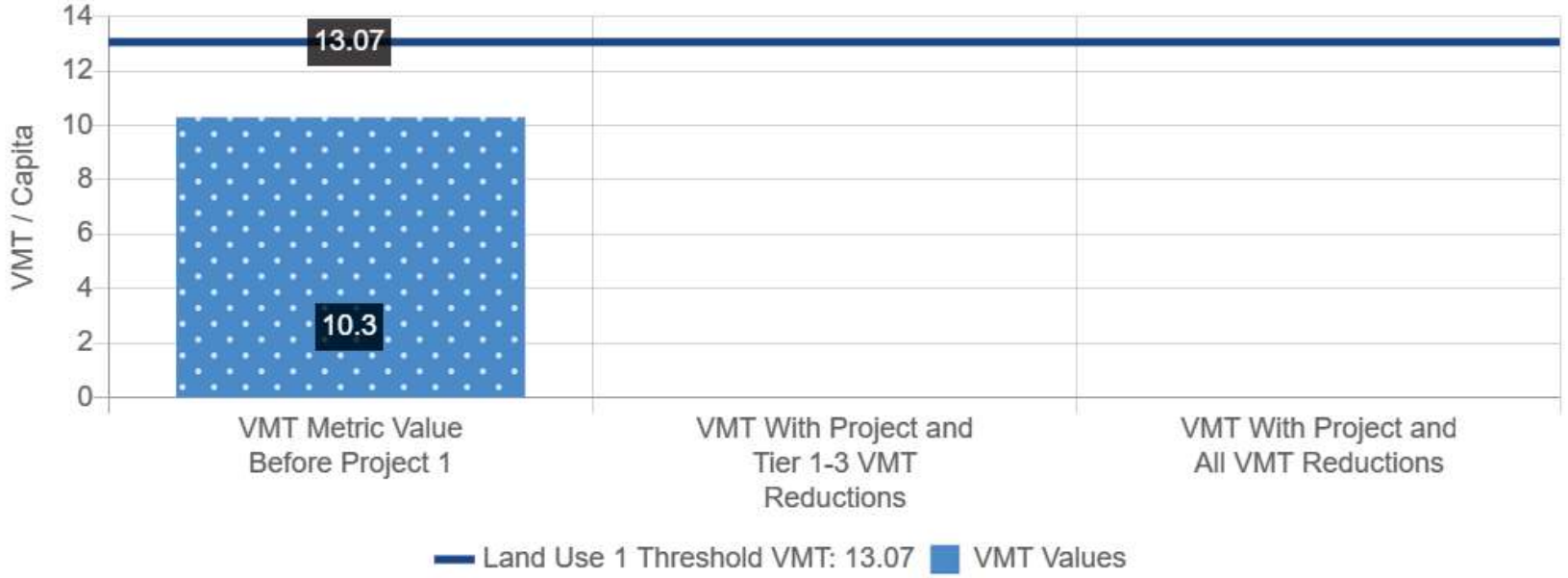
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	Subarea Average
VMT Baseline Value 1:	15.38
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	10.3	null	null
Low VMT Screening Analysis	Yes (Pass)	null	null



ATTACHMENT C
PROJECT TRIP GENERATION SUMMARY

TABLE C-1: TRIP GENERATION SUMMARY

Land Use	ITE Code	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.28	0.37	0.24	0.15	0.39	4.54
Strip Retail Plaza (<40,000 Square Feet)	822	TSF	2.82	1.88	4.70	5.92	5.91	11.83	139.48

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] DU = dwelling units; TSF = thousand square feet

Land Use	Quantity	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Multifamily Housing (Mid-Rise)	204	DU	17	58	75	49	31	80	926
Public Commercial Space	2.370	TSF	7	4	11	14	14	28	332
Total Project Trips			**24**	**62**	**86**	**63**	**45**	**108**	**1,258**

[1] DU = dwelling units; TSF = thousand square feet