LINSCOTT LAW & GREENSPAN engineers

TRAFFIC IMPACT ANALYSIS REPORT

I-10 & SANTA ANITA CHICK-FIL-A PROJECT

El Monte, California
September 13, 2022
(Revision of November 11, 2021 Report)

Prepared for:

CHICK-FIL-A, INC.
15635 Alton Parkway, Suite 350
Irvine, CA 92618

LLG Ref. 2.21.4437.1

Prepared by:
Daniel A. Kloos, P.E.
Associate Principal
and
Jeremy Mempin
Transportation Engineer II

Under the Supervision of:
Keil D. Maberry, P.E.
Principal

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

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1.0 INTRODUCTION

This traffic impact study addresses the potential traffic impacts and circulation needs associated with the proposed I-10 & Santa Anita Chick-fil-A Project (hereinafter referred to as Project). The proposed project site, which is currently vacant is located on the northeast corner of the intersection of Santa Anita Avenue and Brockway Street in the City of El Monte, California. The proposed Project will consist of a 4,839 square-foot (SF) Chick-fil-A restaurant with a dual drive-through. The proposed Chick-fil-A restaurant dual drive-through will provide stacking for up to twenty-nine (29) vehicles. Vehicular access to the proposed Project will be provided via one (1) left-turn in/right-turn in/right-turn out only driveway located along Santa Anita Avenue (i.e. Project Driveway No. 1) and via one (1) right-turn in/right-turn out only driveway located along Brockway Street (i.e. Project Driveway No. 2).

1.1 Scope of Work

This traffic report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts associated with the proposed Project. The traffic analysis evaluates the existing operating conditions at nine (9) key study intersections within the project vicinity, estimates the trip generation potential of the proposed Project, and forecasts future opening year (Year 2024) operating conditions without and with the proposed Project. Where necessary, intersection improvements are identified.

This traffic report satisfies the traffic impact requirements of the *City of El Monte Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, dated October 2020, and considers the requirements in the most current *Congestion Management Program (CMP) for Los Angeles County.* The Scope of Work for this traffic report, which is included in ***Appendix A***, has been developed in coordination with City of El Monte staff.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing weekday peak hour traffic count information has been collected at nine (9) key study intersections for use in the preparation of intersection level of service calculations. Information concerning cumulative projects (planned and/or approved) in the vicinity of the proposed Project has been researched at the Cities of El Monte, South El Monte, and Rosemead. Based on our research, there are thirty-nine (39) cumulative projects located in the City of El Monte, two (2) cumulative projects located in the City of Rosemead and ten (10) cumulative projects located in the City of South El Monte. These fifty-one (51) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this Project.

This traffic report analyzes existing and future weekday AM peak hour and PM peak hour traffic conditions for a near-term (Year 2024) traffic setting upon completion of the proposed Project. Peak hour traffic forecasts for the Year 2024 horizon year have been projected by increasing existing traffic volumes by an annual growth rate of one percent (1.0%) per year and adding traffic volumes generated by fifty-one (51) cumulative projects.

1.2 Study Area

The following nine (9) key study intersections have been selected for evaluation based on the "50 trip threshold criteria" as outlined in the Los Angeles County CMP, engineering judgment and coordination with City of El Monte staff. These locations provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where the key study intersection is located in is also shown.

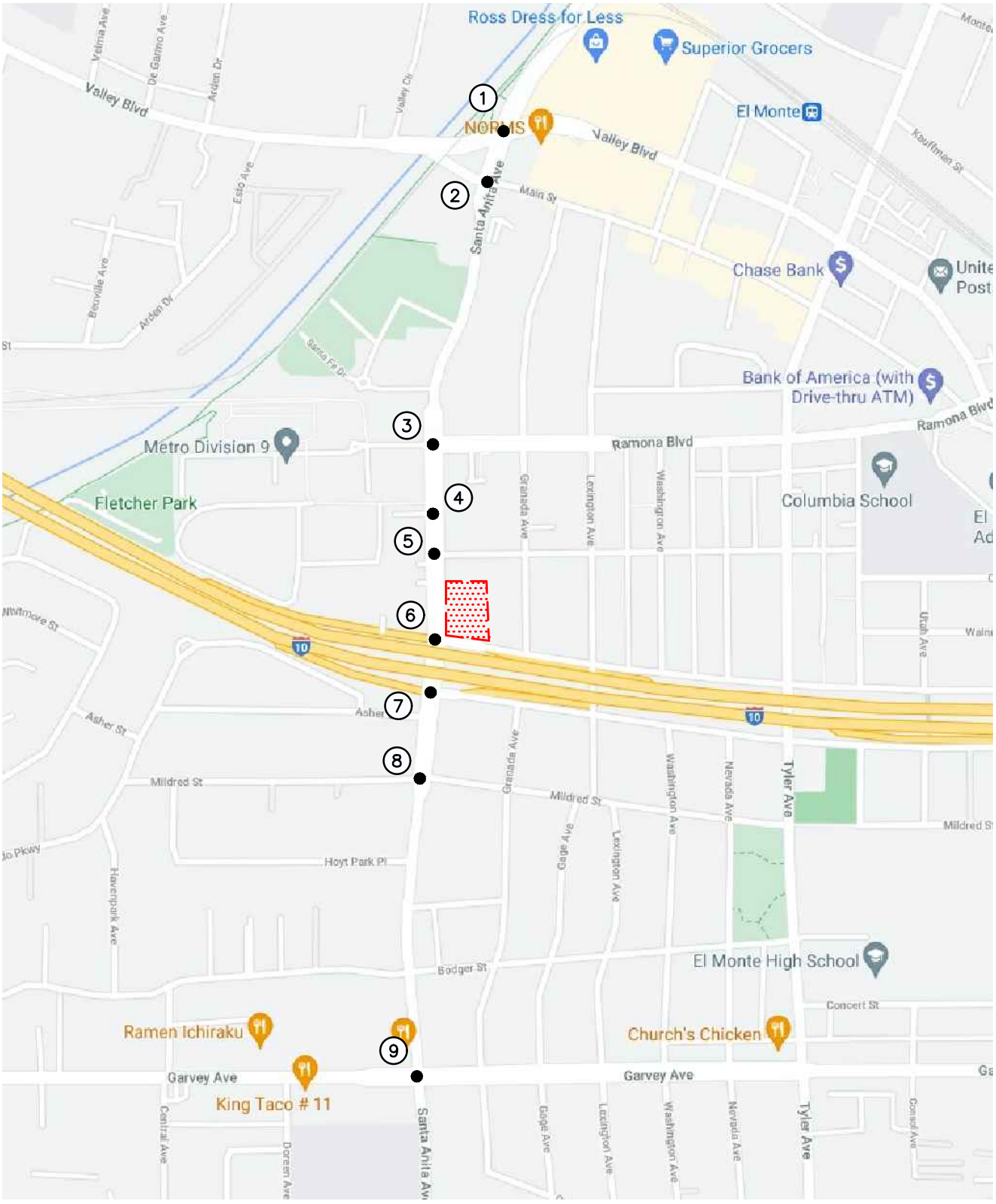
Key Study Intersections

1. Santa Anita Avenue at Valley Boulevard (City of El Monte)
2. Santa Anita Avenue at Main Street (City of El Monte)
3. Santa Anita Avenue at MTA/Ramona Boulevard (City of El Monte)
4. Santa Anita Avenue at El Monte Busway (City of El Monte)
5. Santa Anita Avenue at Amador Street (City of El Monte)
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street (City of El Monte/Caltrans)
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street (City of El Monte/Caltrans)
8. Santa Anita Avenue at Mildred Street (City of El Monte)
9. Santa Anita Avenue at Garvey Avenue (City of El Monte)

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system. The Level of Service (LOS) investigations at these key locations were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection and/or roadway improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or mitigates the impact of the project. Included in this traffic analysis are:

- Existing traffic counts,
- Estimated project traffic generation/distribution/assignment,
- Estimated cumulative project traffic generation/distribution/assignment,
- AM and PM peak hour capacity analyses for existing conditions,
- AM and PM peak hour capacity analyses for existing plus project conditions,
- AM and PM peak hour capacity analyses for opening year (Year 2024) traffic conditions without and with the proposed Project,
- Caltrans Analysis,
- Site Access and Internal Circulation Evaluation,
- Drive-Through Queuing Evaluation,
- Recommended Improvements,

- Multimodal Circulation,
- Congestion Management Program Compliance Assessment, and
- VMT Analysis.



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

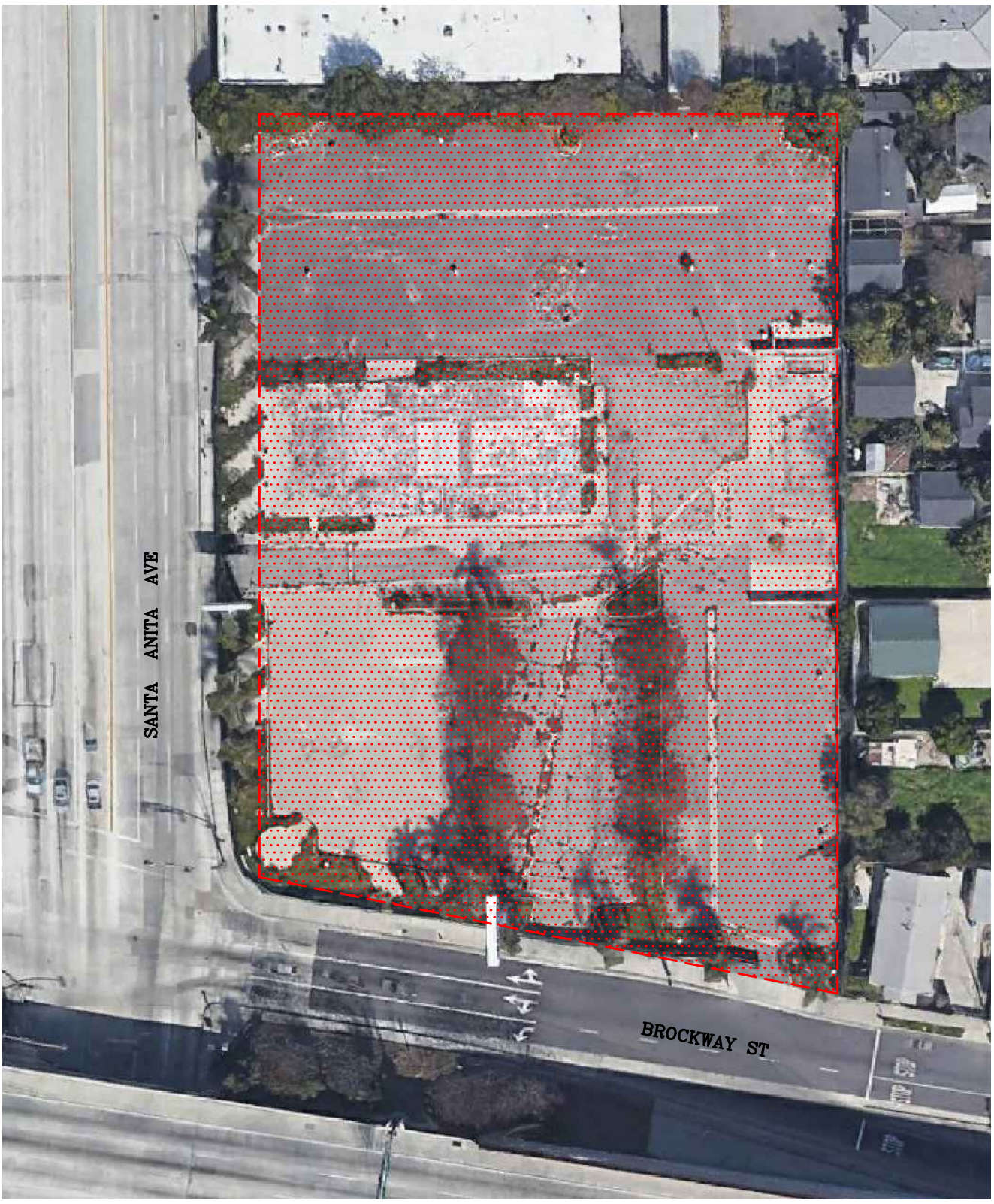
2.0 PROJECT DESCRIPTION

The proposed project site, which is currently vacant is located on the northeast corner of the intersection of Santa Anita Avenue and Brockway Street in the City of El Monte, California. ***Figure 2-1*** presents an aerial depiction of the existing site.

The proposed Project will consist of a 4,839 SF Chick-fil-A restaurant with a dual drive-through. The proposed Chick-fil-A restaurant dual drive-through will provide stacking for up to twenty-nine (29) vehicles. It should be noted that during peak operating times (i.e. if the 29 vehicle drive-through storage is exceeded), Chick-fil-A staff may cone-off areas of the parking lot to keep the drive-through queue on-site and away from the driveway on Santa Anita Avenue. The proposed Project is expected to be completed and fully occupied by the Year 2024. ***Figure 2-2*** presents the proposed site plan for the Project prepared by CRHO Architects.

2.1 Site Access

Vehicular access to the proposed Project will be provided via one (1) left-turn in/right-turn in/right-turn out only driveway located along Santa Anita Avenue (i.e. Project Driveway No. 1) and via one (1) right-turn in/right-turn out only driveway located along Brockway Street (i.e. Project Driveway No. 2).



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

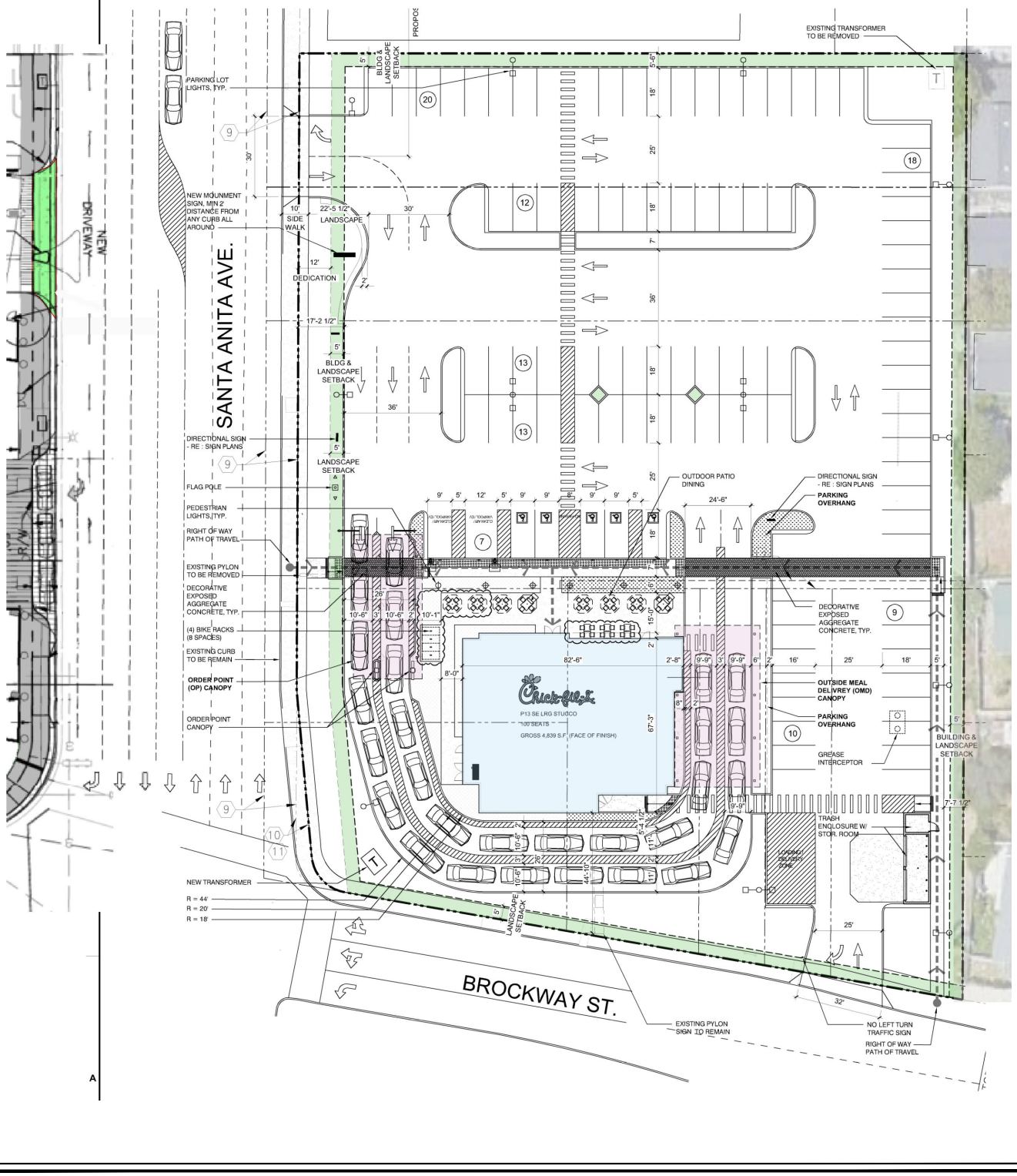
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE



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LINSCOTT LAW & GREENSPAN engineers

SOURCE: CRHO ARCHITECTS

N NO SCALE

FIGURE 2-2

PROPOSED SITE PLAN

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

3.0 EXISTING CONDITIONS

3.1 Existing Street System

Regional access to the site is provided via the I-10 Freeway. The principal local network of streets serving the project includes Santa Anita Avenue and Brockway Street. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Santa Anita Avenue is oriented in the north-south direction and is a six lane, divided roadway north of the I-10 Freeway, and a four-lane, divided roadway south of the I-10 Freeway. Santa Anita Avenue borders the Project to the west. On-street parking is not permitted along this roadway within the vicinity of the Project. The posted speed limit on Santa Anita Avenue is 35 miles per hour (mph). Santa Anita Avenue is designated as a Major Arterial in the *City of El Monte General Plan Circulation Element*, June 2011. Traffic signals control the study intersections of Santa Anita Avenue at Valley Boulevard, Main Street, MTA/Ramona Boulevard, El Monte Busway, I-10 WB On-Ramp/Brockway Street, I-10 EB Off-Ramp/Asher Street, Mildred Street, and Garvey Avenue. The intersection of Santa Anita Avenue at Amador Street is stop-controlled.

Brockway Street is oriented in the east-west direction and is a two lane (one-way roadway in the westbound direction). Brockway Street borders the Project to the south. On-street parking is generally permitted on the north side of the roadway with the vicinity of the Project. A traffic signal controls the study intersection of Brockway Street at Santa Anita Avenue.

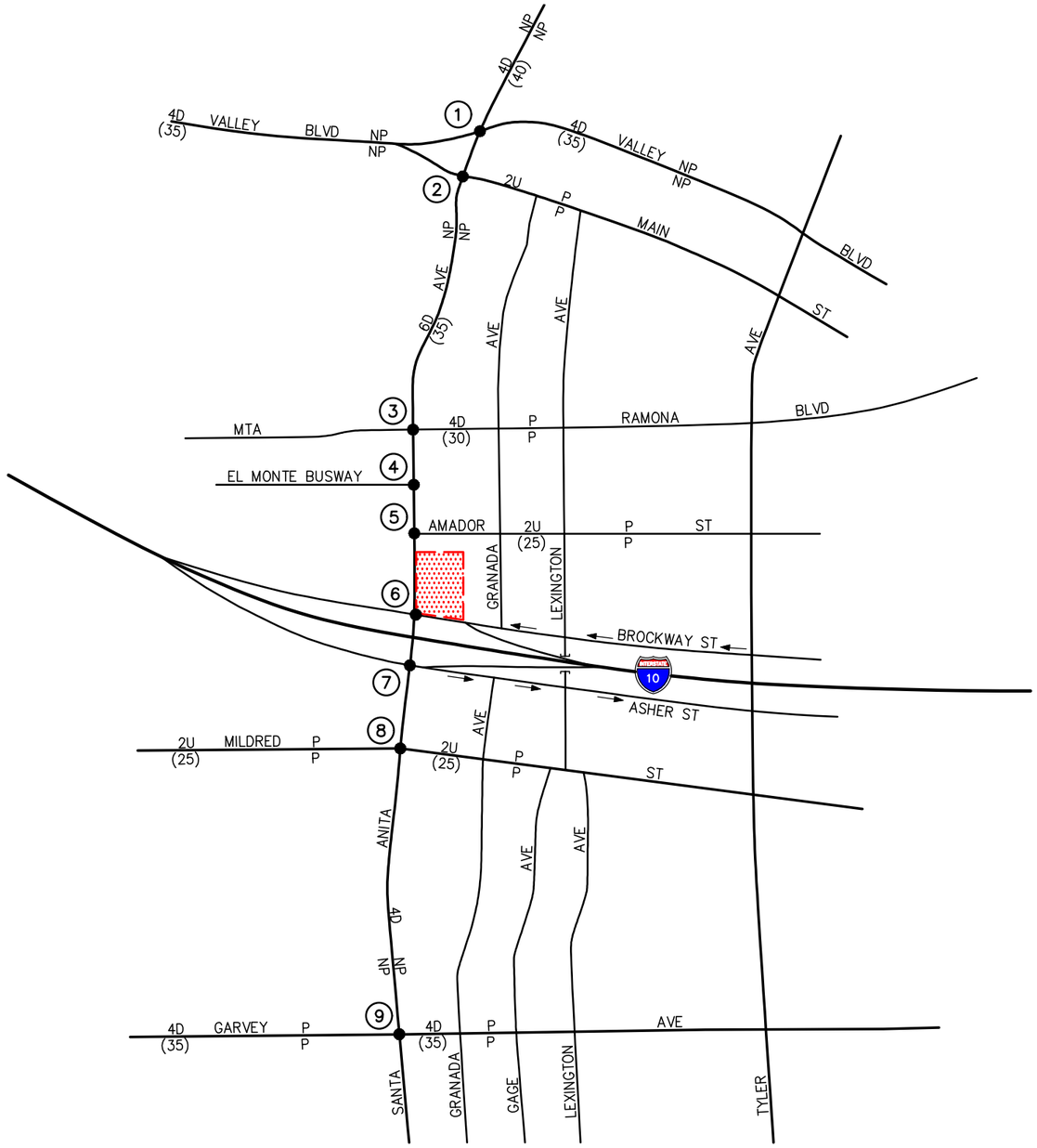
Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

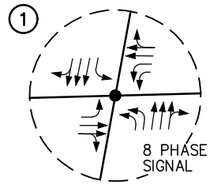
3.2 Public Transit Services

The City of El Monte is home to significant public transit facilities and services. The El Monte Transit Station (EMTS) is a regional bus hub in Downtown with direct access to the El Monte Busway, one of the most successful dedicated bus/high occupancy vehicle (HOV) lanes in the country. Both the Los Angeles County Metropolitan Transportation Authority (Metro) and Foothill Transit operate many routes that run through El Monte and converge at the EMTS. The following sections provide an overview of the regional rail service and local transit services provided through and within the City of El Monte.

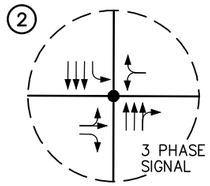
3.2.1 *Regional Rail Transit Network Connections*

Los Angeles County and surrounding counties are interconnected by a regional network of rail lines, with Union Station in Downtown Los Angeles functioning as the hub of the rail system. Amtrak, Metro, and the Southern California Regional Rail Authority (SCRRA) operate a system of heavy rail, light rail and subway lines that provide interconnections throughout Los Angeles County and connections between the six county Southern California region including Los Angeles County, Orange County, Riverside County, San Bernardino County, San Diego County and Ventura County.

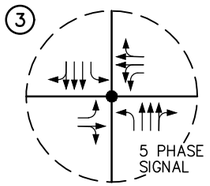




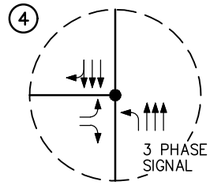
SANTA ANITA AVE @ VALLEY BLVD



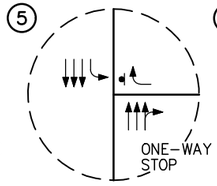
SANTA ANITA AVE @ MAIN ST



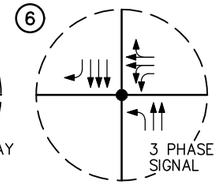
SANTA ANITA AVE @ MTA/RAMONA BLVD



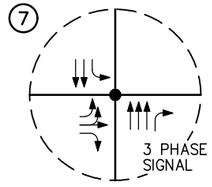
SANTA ANITA AVE @ EL MONTE BUSWAY



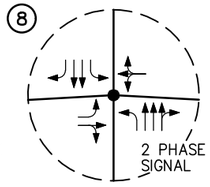
SANTA ANITA AVE @ AMADOR ST



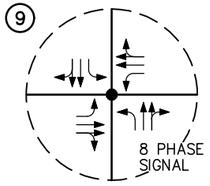
SANTA ANITA AVE @ I-10 WB ON RAMP/ BROCKWAY ST



SANTA ANITA AVE @ I-10 EB OFF RAMP/ ASHER ST



SANTA ANITA AVE @ MILDRED ST



SANTA ANITA AVE @ GARVEY AVE

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N NO SCALE

KEY

= APPROACH LANE ASSIGNMENT
● = TRAFFIC SIGNAL, ▼ = STOP SIGN
P = PARKING, NP = NO PARKING
U = UNDIVIDED, D = DIVIDED
2 = NUMBER OF TRAVEL LANES
(XX)= POSTED SPEED LIMIT (MPH)
= PROJECT SITE

FIGURE 3-1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

Metro currently operates four light rail lines and two rapid transit subway lines, altogether totaling roughly 101.5 miles of rail, 93 stations, and approximately 742,741 estimated daily weekday ridership for the Year 2022.[1] The El Monte bus station is located at 3501 Santa Anita Avenue, northwest of the project site. SCRRA operates Metrolink which provides rail service for Los Angeles County, Orange County, Riverside County, San Bernardino County and Ventura County. Metrolink presently operates seven lines of service, 63 stations, and approximately 39,500 daily weekday boardings all over a 538 route-mile network.[2] Near the project site, Metrolink provides a rail stop for the San Bernardino route corridor which extends between Union Station in downtown Los Angeles and the City of San Bernardino. This Metrolink stop provides connectivity opportunities for El Monte and the proposed project to the regional network of rail lines operated by Amtrak, Metro and SCRRA. The El Monte Metrolink transit station is located at 10925 Railroad Street, north of Valley Boulevard and west of Tyler Avenue, northeast of the project site.

3.2.2 *Public Bus Transit Services*

Public bus transit service within the project study area is currently provided by Los Angeles County Metropolitan Transit Authority (Metro), Foothill Transit, and El Monte Transit. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 3-1***. The existing public transit routes in the project site vicinity are illustrated in ***Figure 3-2***.

Metro operates eight bus transit routes along major roadways within the traffic analysis study area, including routes on Santa Anita Avenue, Valley Boulevard, Ramona Boulevard, among many others. Foothill Transit serves the San Gabriel and Pomona Valleys and it provides bus transit service along major roadways within the traffic analysis study area including Santa Anita Avenue, Ramona Boulevard, Garvey Avenue, among others. Foothill Transit operates nine transit routes in the immediate vicinity of the project site. With the addition of bus transit routes operated by El Monte Transit and Norwalk Transit, multiple routes are provided on most major corridors within the traffic analysis study area.

Appendix B contains the most current public transit route schedules and maps for the aforementioned bus routes.

3.2.3 *El Monte Transit and Commuter Shuttle*[3]

The City of El Monte operates its own in-town transit system including routes that provide service in the project vicinity. El Monte Transit (Trolley) operates ultra-low floor transit buses on five fixed-routes that provide transportation to residents to most major shopping areas, recreation facilities and most schools within the City. Hours of operation are Monday through Friday from 6:00 AM to 7:15 PM and Saturdays/Sunday from 9:20 AM to 6:20 PM. All buses leave from the station located at 3679 Center Avenue approximately every 50 minutes.

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[1] Source: Metro Interactive Estimated Ridership Stats (https://isotp.metro.net/MetroRidership/Index.aspx).

[2] Source: SCCRA (https://www.metrolinktrains.com/about/agency/facts--numbers/). Ridership number provided from Year 2018-2019 Q3 Fact Sheet.

[3] Source: http://www.ci.el-monte.ca.us/Government/PublicWorks/Transportation.aspx

3.3 Designated Transit Corridors

In the project vicinity, Santa Anita Avenue, Ramona Boulevard, and Valley Boulevard are designated transit corridors in the City of El Monte "Vision El Monte" General Plan 2011. Pursuant to the City of El Monte General Plan, the following definition is noted for transit corridors:

Transit Corridors refer to streets that are designated for transit (bus) use. Primary transit corridors are expected to carry the highest levels of transit service, particularly regional bus service, with the highest number of bus routes and the highest frequency of service. As an alternative, a secondary transit street is expected to carry lower but still significant levels of transit service, probably with a greater orientation to local rather than regional bus routes.

3.4 Designated Truck Routes

In the project vicinity, Santa Anita Avenue, Ramona Boulevard, Valley Boulevard, and Garvey Avenue are all designated truck routes in the City of El Monte "Vision El Monte" General Plan 2011. Pursuant to the City of El Monte General Plan, the following definition is noted for truck routes:

Truck routes are the primary routes for truck traffic. Truck routes are focused onto Principal travel corridors that support commercial and industrial activities. Controlling and limiting trucks help prevent them from intruding into neighborhoods and traveling on streets not designed to accommodate them, reduce diesel and particulate emissions near sensitive land uses, control noise and vibration, and improve quality of life in the community.

3.5 Bicycle and Pedestrian Facilities

The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets. The following bicycle facilities are located within the vicinity of the project site.

- A Class II Bike Lane currently exists north of the project site along Ramona Boulevard. The Rio Hondo River Bike Path currently exists west of the project site. A bicycle hub is also located within the Project vicinity at the El Monte Transit Center.

Pedestrian connection to the nearby surrounding commercial, office and residential developments, as well as nearby public bus transit stops is provided via existing sidewalks along the project frontage on Santa Anita Avenue and Brockway Street. Sidewalks are also existing along most streets within the Project vicinity.

TABLE 3-1
EXISTING TRANSIT ROUTES[4]

ROUTE	DESTINATIONS	ROADWAYS(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Metro 70	El Monte to Downtown Los Angeles via Monterey Park and East Los Angeles	Santa Anita Avenue, El Monte Metro Station, Mildred Street, Garvey Avenue	EB WB	6 6	7 6
Metro 76	El Monte to Downtown Los Angeles via Rosemead, Alhambra and Lincoln Heights	Santa Anita Avenue, Valley Boulevard, Ramona Boulevard	EB WB	3 5	4 4
Metro 267	Altadena to El Monte via Pasadena and Arcadia	Santa Anita Avenue, Valley Mall Ramona Boulevard	NB SB	3 3	3 3
Metro 268	El Monte to Altadena via Arcadia, Sierra Madre, Pasadena, Altadena and La Canada Flintridge	Santa Anita Avenue, Ramona Boulevard	NB SB	2 2	2 2
Metro 287	Montebello to Arcadia via South El Monte and El Monte	Santa Anita Avenue, Ramona Boulevard	NB SB	2 2	2 2
Metro 487 / 489	El Monte to Los Angeles via Arcadia, Pasadena, San Marino, Temple City, and San Gabriel	Santa Anita Avenue, Valley Boulevard, Valley Mall, Ramona Boulevard	EB WB	3 4	3 3
Metro 577	El Monte to Long Beach via Whittier, Norwalk and Cerritos	Santa Anita Avenue, El Monte Metro Station	NB SB	2 3	2 3

[4] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Foothill Transit, City of El Monte, City of Norwalk and Metrolink Commuter Rail websites, 2021.

TABLE 3-1 (CONTINUED)
EXISTING TRANSIT ROUTES[5]

ROUTE	DESTINATIONS	ROADWAYS(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Foothill Transit 178	Industry to El Monte via Walnut, West Covina and Baldwin Park	Santa Anita Avenue, Ramona Boulevard	EB WB	2 3	2 3
Foothill Transit 190	Pomona to El Monte via Covina, West Covina and Baldwin Park	Santa Anita Avenue, Ramona Boulevard	EB WB	3 5	5 4
Foothill Transit 194	Cal Poly Pomona to El Monte via Walnut, Industry and La Puente	Santa Anita Avenue, Ramona Boulevard	EB WB	5 4	5 4
Foothill Transit 269	El Monte to Montebello via Montebello via South El Monte	Santa Anita Avenue, Garvey Avenue	NB SB	3 2	3 2
Foothill Transit 270	El Monte to Monrovia via Irwindale	Santa Anita Avenue, Ramona Boulevard	NB SB	2 2	2 2
Foothill Transit 282	El Monte to La Puente via Industry	Santa Anita Avenue, Ramona Boulevard	EB WB	3 3	3 3
Foothill Transit 486	El Monte to Pomona via Baldwin Park, La Puente and Walnut	Santa Anita Avenue, Mildred Street, Garvey Avenue	EB WB	4 5	3 5
Foothill Transit 488	El Monte to Pomona via Baldwin Park, West Covina, Covina, and Glendora	Santa Anita Avenue, Ramona Boulevard	EB WB	4 3	3 3
Foothill Transit 492	Claremont to Glendora via La Verna, San Dimas, Covina, Irwindale and Baldwin Park	Santa Anita Avenue, Valley Boulevard, Valley Mall	EB WB	2 4	2 3

[5] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Foothill Transit, City of El Monte, City of Norwalk and Metrolink Commuter Rail websites, 2021.

TABLE 3-1 (CONTINUED)
EXISTING TRANSIT ROUTES[6]

ROUTE	DESTINATIONS	ROADWAYS(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Norwalk Transit 7	Metro Greenline Station to El Monte via Norwalk, Santa Fe Springs, Whittier and South El Monte	Santa Anita Avenue, Ramona Boulevard	NB SB	2 5	3 2
El Monte Green Route	City of El Monte (Clockwise)	Valley Blvd, Mountain View Road, Garvey Avenue, Santa Anita Avenue	C-W Loop	1	1
El Monte Red Route	City of El Monte (Clockwise)	Tyler Avenue, Ramona Blvd, Arden Drive, Lower Azusa Road, Peck Road	C-W Loop	1	1
Metrolink San Bernardino Line	Downtown San Bernardino to Downtown Los Angeles via Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park, El Monte and Cal State Los Angeles	El Monte Station	EB WB	1 1	3 1
			Total	**116**	**114**

[6] Sources: Los Angeles County Metropolitan Transportation Authority (Metro), Foothill Transit, City of El Monte, City of Norwalk and Metrolink Commuter Rail websites, 2021.

SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

KEY

● = PROJECT SITE

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N NO SCALE

FIGURE 3–2

EXISTING PUBLIC TRANSIT ROUTES

I–10 & SANTA ANITA CHICK–FIL–A, EL MONTE

3.6 Existing Traffic Volumes

Nine (9) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential project-related traffic will pass through each of these intersections, and their analysis will reveal the expected relative impacts of the project. These key intersections and roadway segments were selected for evaluation based on coordination with City of El Monte staff.

Existing AM peak hour and PM peak hour traffic volumes for the nine (9) key study intersections evaluated in this report were conducted by Transportation Studies Inc. in August 2022, when local area schools were in session. ***Figures 3-3*** and ***3-4*** illustrate the existing AM and PM peak hour traffic volumes at the nine (9) key study intersections, respectively.

Appendix C contains the detailed peak hour count sheets for the key intersections evaluated in this report.

3.7 Existing Intersection Conditions

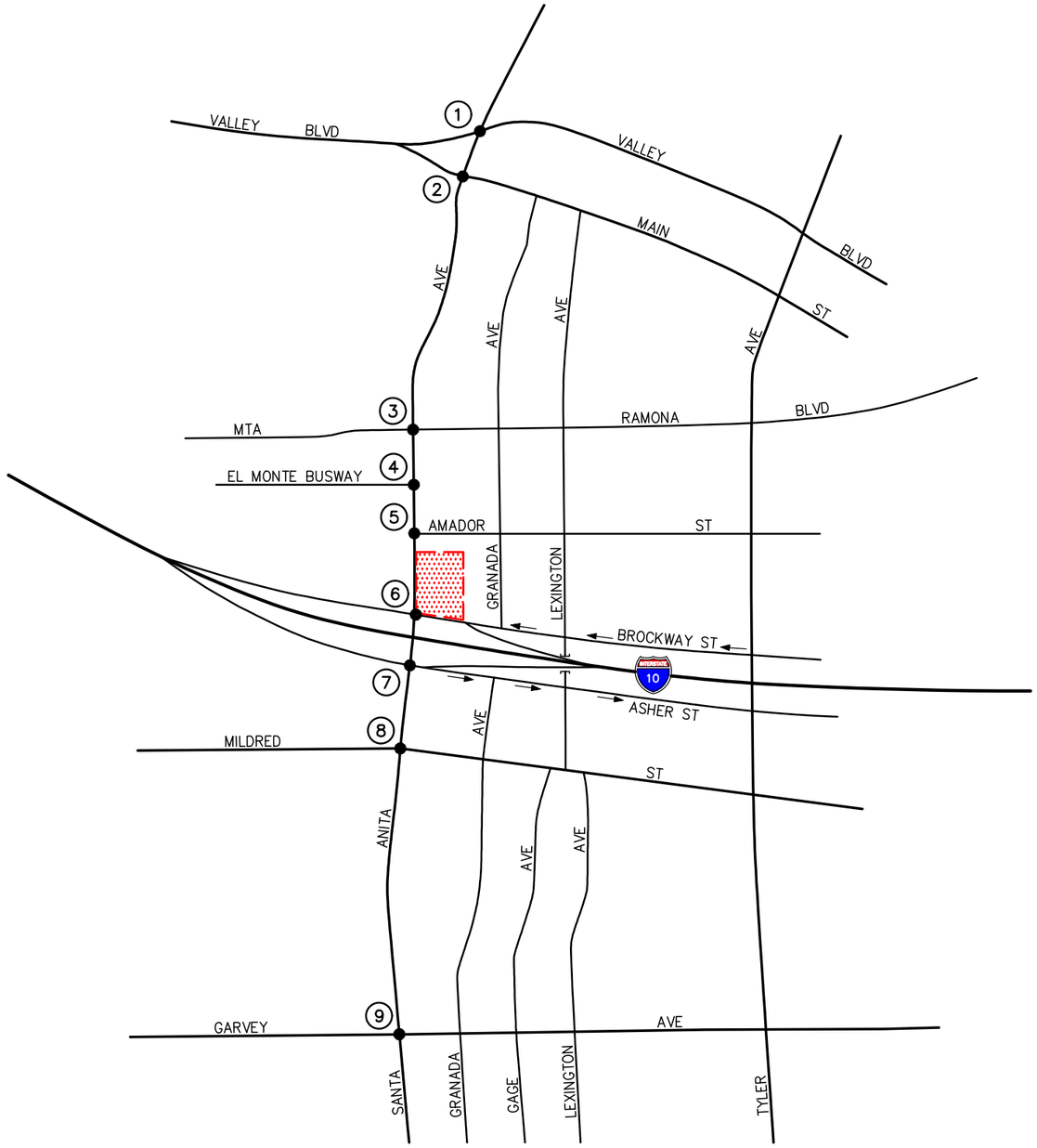
Existing AM and PM peak hour operating conditions for the eight (8) key signalized study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology. The one (1) unsignalized intersection was evaluated using the *Highway Capacity Manual 6* (HCM 6) Operations methodology. The HCM 6 Operations methodology was also utilized to evaluate the two (2) key study intersections that are also under the jurisdiction of Caltrans.

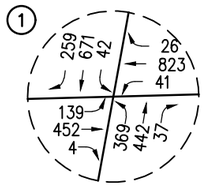
3.7.1 *Intersection Capacity Utilization (ICU) Method of Analysis*

In conformance with City of El Monte and LA County CMP requirements, AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

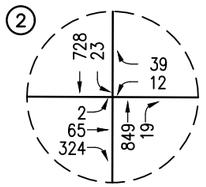
For the City of El Monte, per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-2***.

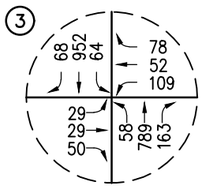




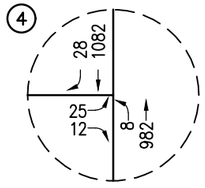
SANTA ANITA BLVD @ VALLEY BLVD



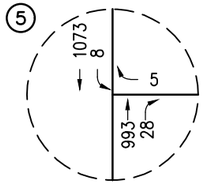
SANTA ANITA BLVD @ MAIN ST



SANTA ANITA BLVD @ MTA/RAMONA BLVD



SANTA ANITA BLVD @ EL MONTE BUSWAY



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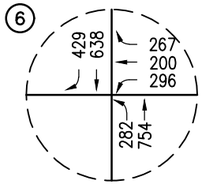
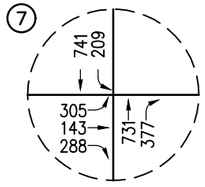


SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



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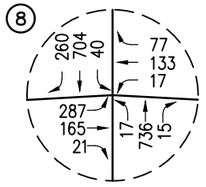

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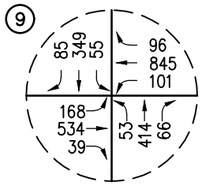


SANTA ANITA BLVD @ GARVEY AVE

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

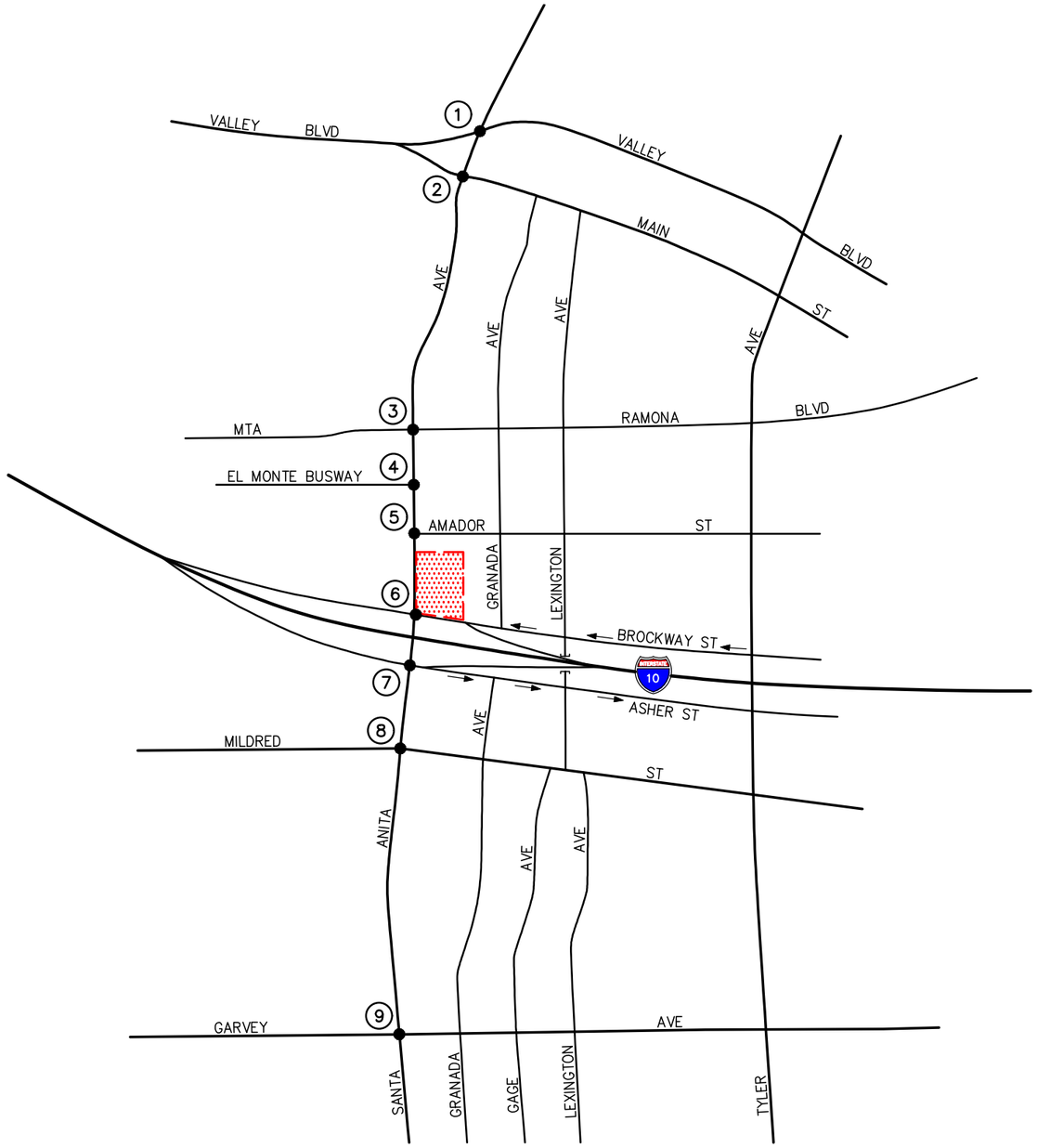
(#) = STUDY INTERSECTION

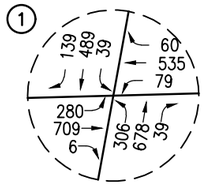
= PROJECT SITE

FIGURE 3-3

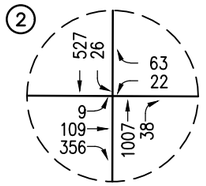
EXISTING AM PEAK HOUR TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

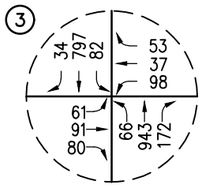




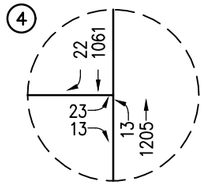
SANTA ANITA BLVD @ VALLEY BLVD



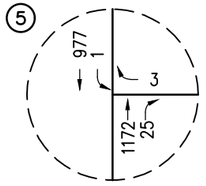
SANTA ANITA BLVD @ MAIN ST



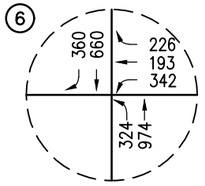
SANTA ANITA BLVD @ MTA/RAMONA BLVD



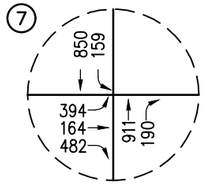
SANTA ANITA BLVD @ EL MONTE BUSWAY



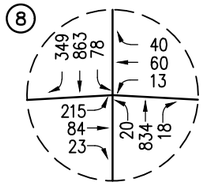
SANTA ANITA BLVD @ AMADOR ST



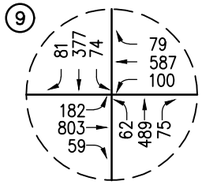
SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



SANTA ANITA BLVD @ I-10 EB ON RAMPS/ ASHER ST



SANTA ANITA BLVD @ MILDRED ST



SANTA ANITA BLVD @ GARVEY AVE

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 3-4

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

3.7.2 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay.

3.7.2.1 Two-Way Stop-Controlled Intersections

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled, and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach, and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value range for two-way stop-controlled intersections is shown in ***Table 3-3.***

3.7.2.2 All-Way Stop-Controlled Intersections

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach, and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value range for all-way stop-controlled intersections is shown in *Table 3-3*.

3.8 Level of Service Criteria

According to Policy 2.2 contained within the *City of El Monte "Vision El Monte" General Plan*, dated June 2011, the City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts

Based on the aforementioned criteria, LOS E is the minimum acceptable condition that should be maintained during the peak commute hours for all nine (9) key study intersections.

3.9 Existing Level of Service Results

Table 3-4 summarizes the existing peak hour service level calculations for the nine (9) key study intersections based on existing traffic volumes and current street geometry. Review of *Table 3-4* indicates that all nine (9) key study intersections currently operate at acceptable LOS C or better during the AM and PM peak hours.

Appendix D presents the Existing peak hour ICU/LOS and HCM/LOS calculation worksheets for the nine (9) key study intersections.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)[7]

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

[7] Source: *Transportation Research Board Circular 212 – Interim Materials on Highway Capacity*.

TABLE 3-3

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[8,9]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[8] Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

[9] Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

TABLE 3-4
EXISTING PEAK HOUR LEVELS OF SERVICE

Key Intersections	Time Period	Minimum Acceptable LOS	City/ Jurisdiction	Control Type	ICU/HCM	LOS
1. Santa Anita Avenue at Valley Boulevard	AM	E	El Monte	8∅ Traffic Signal	0.774	C
	PM				0.698	B
2. Santa Anita Avenue at Main Street	AM	E	El Monte	3∅ Traffic Signal	0.328	A
	PM				0.393	A
3. Santa Anita Avenue at MTA/Ramona Boulevard	AM	E	El Monte	5∅ Traffic Signal	0.432	A
	PM				0.521	A
4. Santa Anita Avenue at El Monte Busway	AM	E	El Monte	3∅ Traffic Signal	0.352	A
	PM				0.365	A
5. Santa Anita Avenue at Amador Street	AM	E	El Monte	One-Way Stop	13.6 s/v	B
	PM				14.9 s/v	B
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street	AM	E	El Monte / Caltrans	3∅ Traffic Signal	0.705	C
	PM				0.686	B
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street	AM	E	El Monte / Caltrans	3∅ Traffic Signal	0.646	B
	PM				0.690	B
8. Santa Anita Avenue at Mildred Street	AM	E	El Monte	2∅ Traffic Signal	0.652	B
	PM				0.587	A
9. Santa Anita Avenue at Garvey Avenue	AM	E	El Monte	8∅ Traffic Signal	0.683	B
	PM				0.654	B

Notes:
- ICU = Intersection Capacity Utilization methodology
- HCM = Highway Capacity Manual
- **Bold ICU/LOS** or **Delay/LOS** values indicate adverse service levels based on City of El Monte LOS standards
- s/v = seconds per vehicle

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the proposed Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 11th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2021].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of *Table 5-1,* the trip generation potential of the proposed Project has been estimated using ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window trip rates.

A review of the last row of *Table 5-1* indicates that the proposed Project is forecast to generate approximately 1,696 daily trips, with 108 trips (55 inbound, 53 outbound) produced in the AM peak hour and 72 trips (37 inbound, 35 outbound) produced in the PM peak hour on a "typical" weekday.

It should be noted that the aforementioned overall Project trip generation includes adjustments for pass-by per the *Trip Generation Manual, 11th Edition*, published by ITE, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Santa Anita Avenue) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. Per the *Trip Generation Manual, 11th Edition,* a pass-by reduction factor of 50% and 55% is recommended for the AM and PM peak hours, respectively, for the fast-food restaurant with drive-through land use. The daily pass-by percentage is estimated to be 25%.

5.2 Project Traffic Distribution and Assignment

Figure 5-1 presents the traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. I-10 Freeway, Santa Anita Avenue, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals, and
- ingress/egress availability at the project site.

The anticipated AM and PM peak hour project traffic volumes associated with the proposed Project are presented in ***Figures 5-2*** and ***5-3***, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1.*

5.3 Existing Plus Project Traffic Conditions

The existing plus project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to City of El Monte guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to offset the direct traffic impacts of the Project, if any.

Figures 5-4 and ***5-5*** present projected AM and PM peak hour traffic volumes at the nine (9) key study intersections with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

TABLE 5-1
PROJECT TRAFFIC GENERATION RATES AND FORECAST[10]

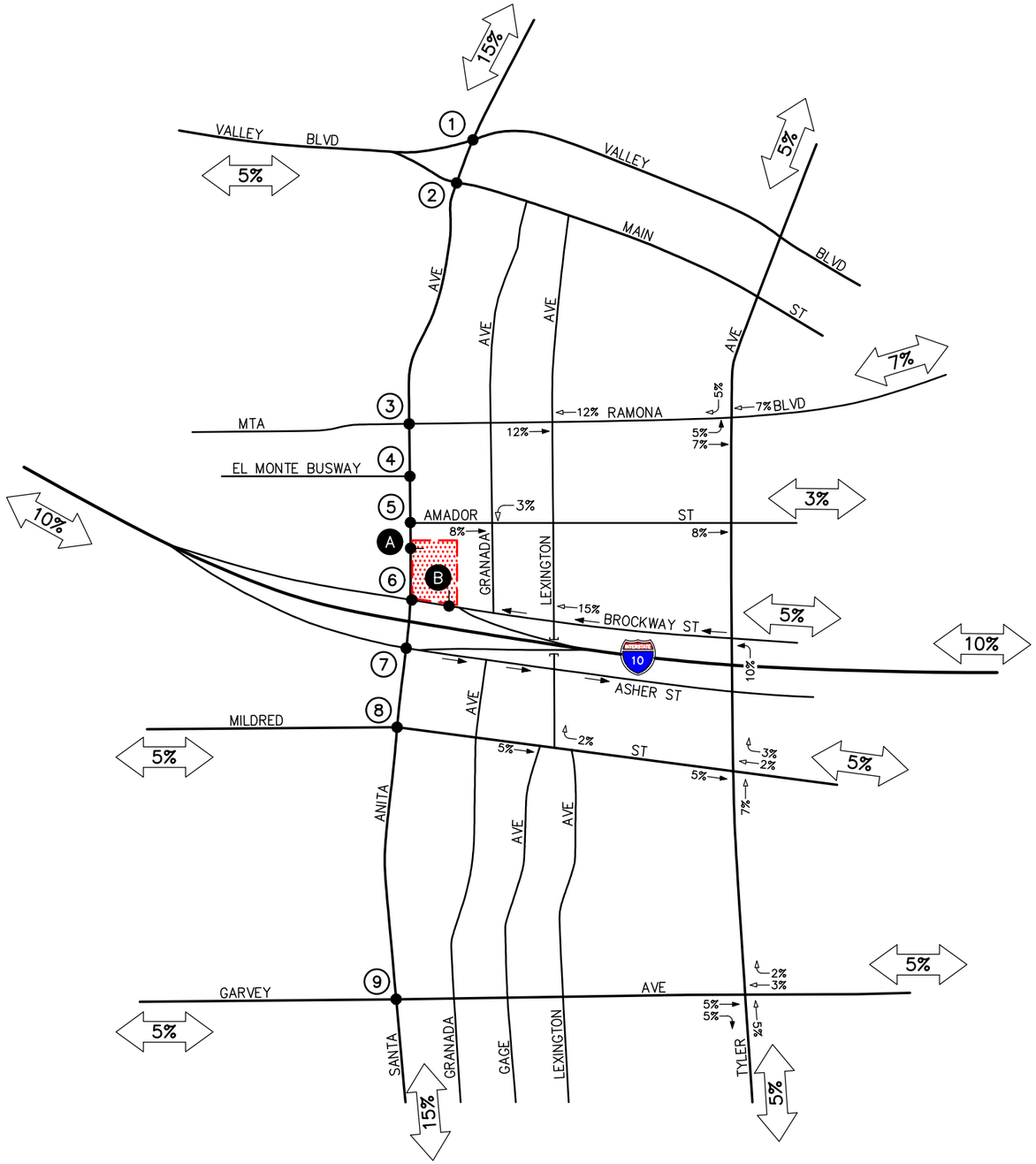
ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Generation Rates:							
▪ 934: Fast-Food Restaurant with Drive-Thru Window (TE/TSF)	467.48	51%	49%	44.61	52%	48%	33.03
Proposed Project Generation Forecast:							
▪ Chick-fil-A with Drive-Through Window (4,839 SF)	2,262	110	106	216	83	77	160
Pass-by Trips (25% Daily, 50% AM, 55% PM)[11]	-566	-55	-53	-108	-46	-42	-88
Total Proposed Project Trip Generation Forecast	***1,696***	**55**	**53**	**108**	**37**	**35**	**72**

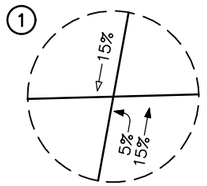
Note:

- TE/TSF = Trip End per Thousand Square Feet

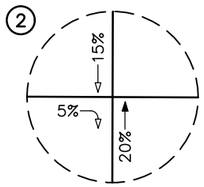
[10] Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2021).

[11] Source: *Trip Generation Manual*, 11th *Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2021)]. Based on the *Trip Generation Manual,* the AM peak hour and PM peak hour pass-by for ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window is 50% and 55%, respectively. The daily pass-by percentage was estimated to be 25%.





SANTA ANITA AVE @
VALLEY BLVD



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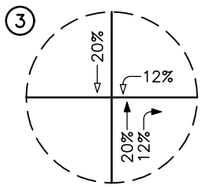
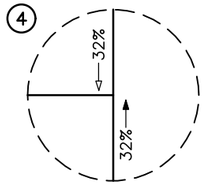
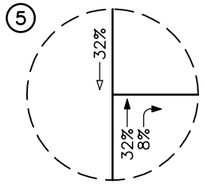
MAIN ST



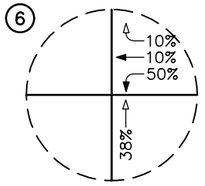
SANTA ANITA AVE @
MTA/RAMONA BLVD



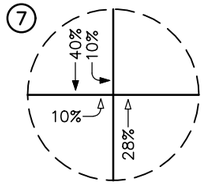
SANTA ANITA AVE @
EL MONTE BUSWAY



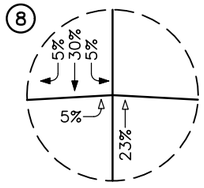
SANTA ANITA AVE @
AMADOR ST



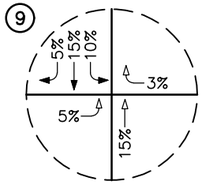
SANTA ANITA AVE @
I-10 WB ON RAMP/
BROCKWAY ST



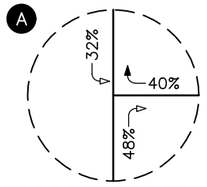
SANTA ANITA AVE @
I-10 EB OFF RAMP/
ASHER ST



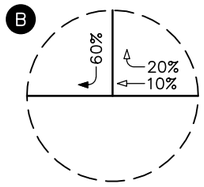
SANTA ANITA AVE @
MILDRED ST



SANTA ANITA AVE @
GARVEY AVE



SANTA ANITA AVE @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
BROCKWAY ST

n:\4400\2214437 - i-10 & santa anita chick-fil-a, el monte\dwg\4437 f5-1.dwg LDP 15:02:06 07-19-2021 tucker

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

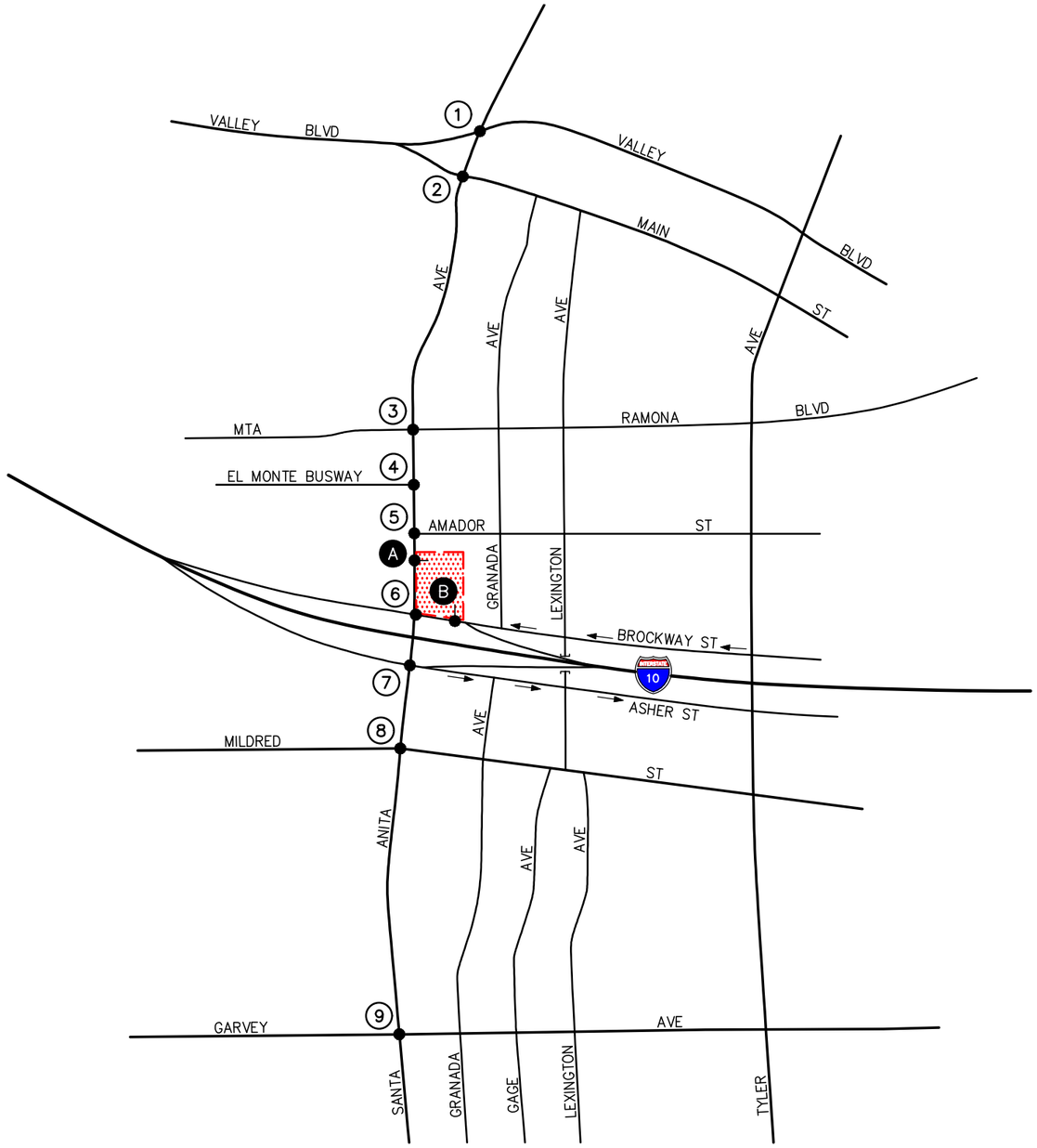
KEY

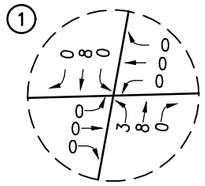
(#) = STUDY INTERSECTION
⇦ = INBOUND PERCENTAGE
⇦ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-1

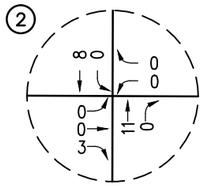
PROJECT TRAFFIC DISTRIBUTION PATTERN

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

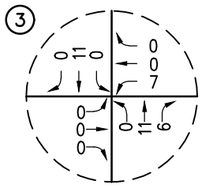




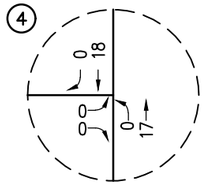
SANTA ANITA BLVD @
VALLEY BLVD



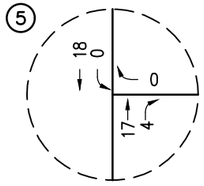
SANTA ANITA BLVD @
MAIN ST



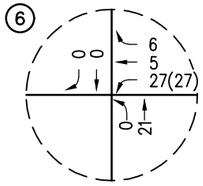
SANTA ANITA BLVD @
MTA/RAMONA BLVD



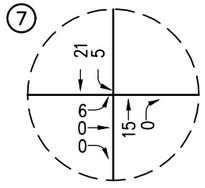
SANTA ANITA BLVD @
EL MONTE BUSWAY



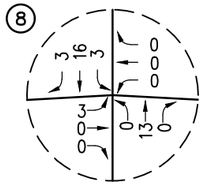
SANTA ANITA BLVD @
AMADOR ST



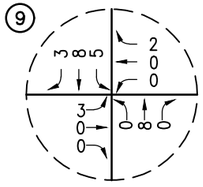
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



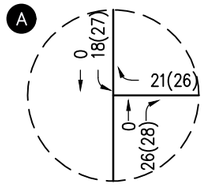
SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



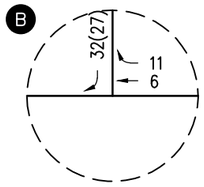
SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE



SANTA ANITA BLVD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
BROCKWAY ST

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

XX(XX) = PROJECT TRIPS (PASS-BY TRIPS)

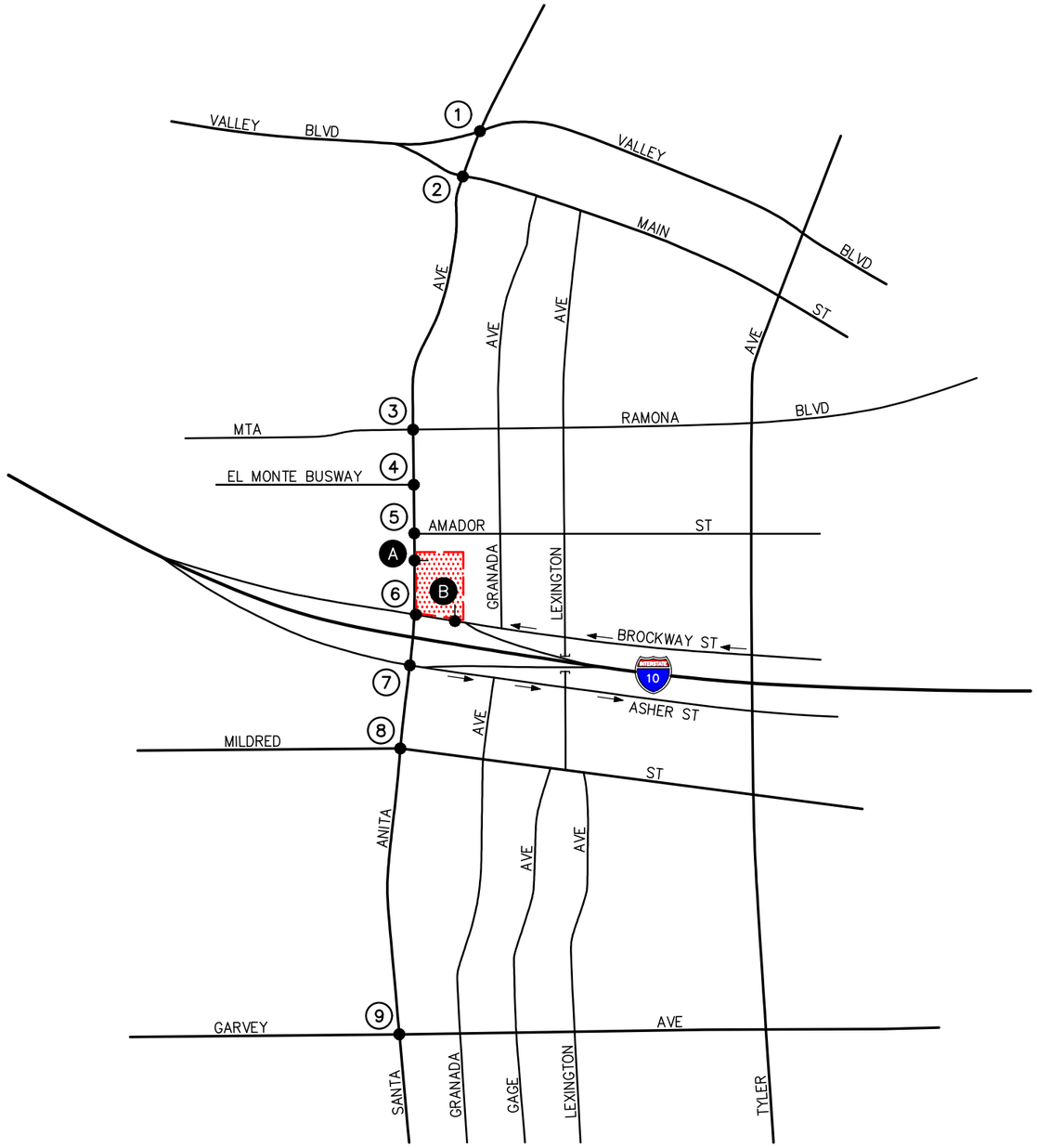
(#) = STUDY INTERSECTION

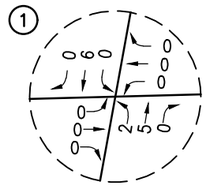
= PROJECT SITE

FIGURE 5-2

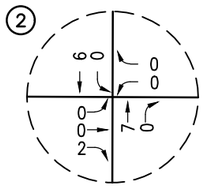
AM PEAK HOUR PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

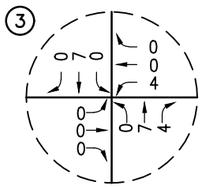




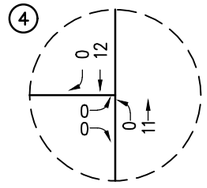
SANTA ANITA BLVD @
VALLEY BLVD



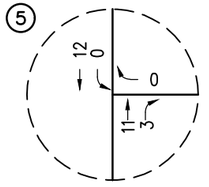
SANTA ANITA BLVD @
MAIN ST



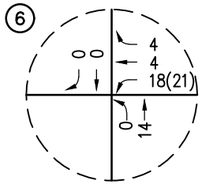
SANTA ANITA BLVD @
MTA/RAMONA BLVD



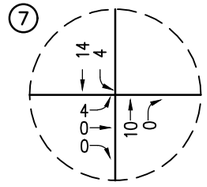
SANTA ANITA BLVD @
EL MONTE BUSWAY



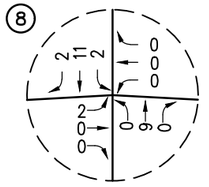
SANTA ANITA BLVD @
AMADOR ST



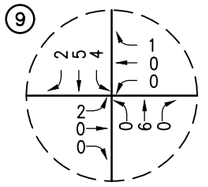
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



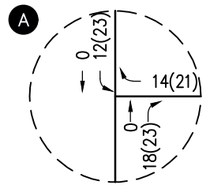
SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



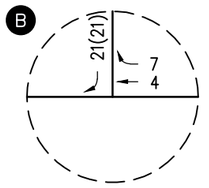
SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE



SANTA ANITA BLVD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
BROCKWAY ST

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

XX(XX) = PROJECT TRIPS (PASS-BY TRIPS)

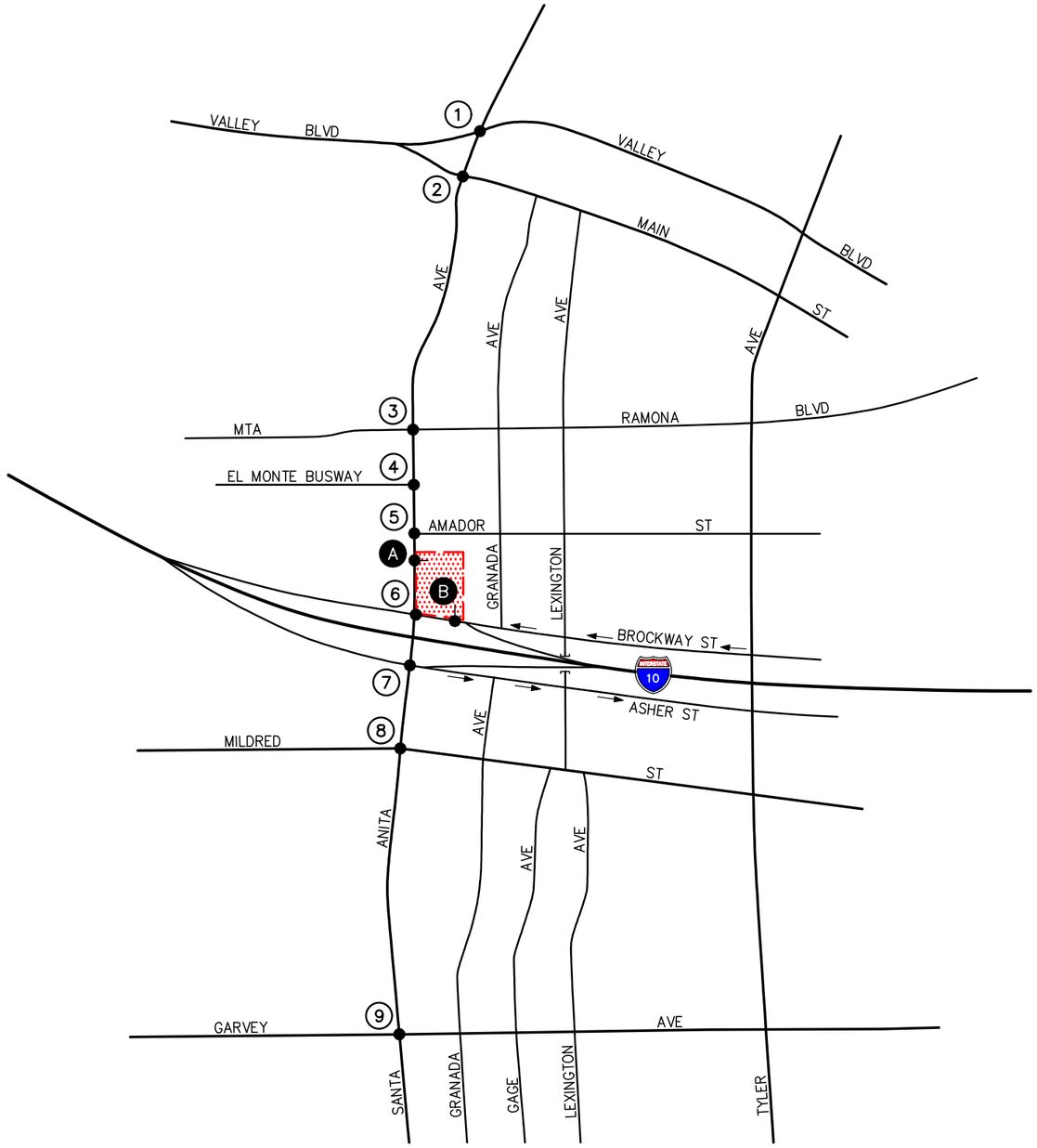
(#) = STUDY INTERSECTION

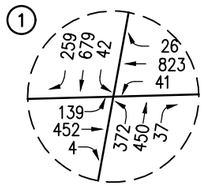
= PROJECT SITE

FIGURE 5-3

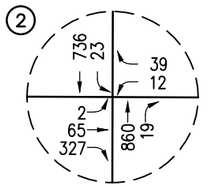
PM PEAK HOUR PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

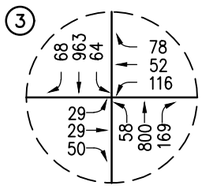




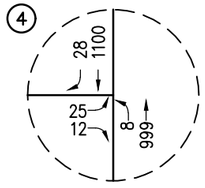
1 SANTA ANITA BLVD @ VALLEY BLVD



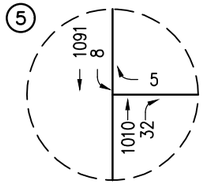
2 SANTA ANITA BLVD @ MAIN ST



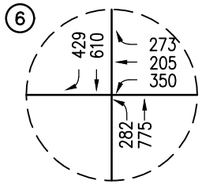
3 SANTA ANITA BLVD @ MTA/RAMONA BLVD



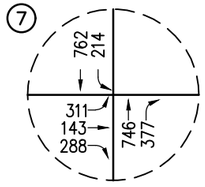
4 SANTA ANITA BLVD @ EL MONTE BUSWAY



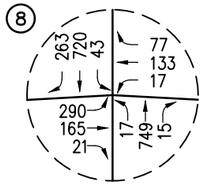
5 SANTA ANITA BLVD @ AMADOR ST



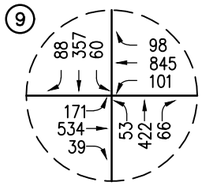
6 SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



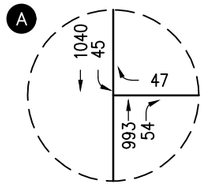
7 SANTA ANITA BLVD @ I-10 EB ON RAMPS/ ASHER ST



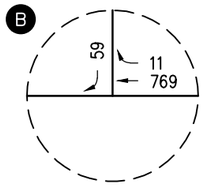
8 SANTA ANITA BLVD @ MILDRED ST



9 SANTA ANITA BLVD @ GARVEY AVE



A SANTA ANITA BLVD @ PROJECT DWY NO. 1



B PROJECT DWY NO. 2 @ BROCKWAY ST

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

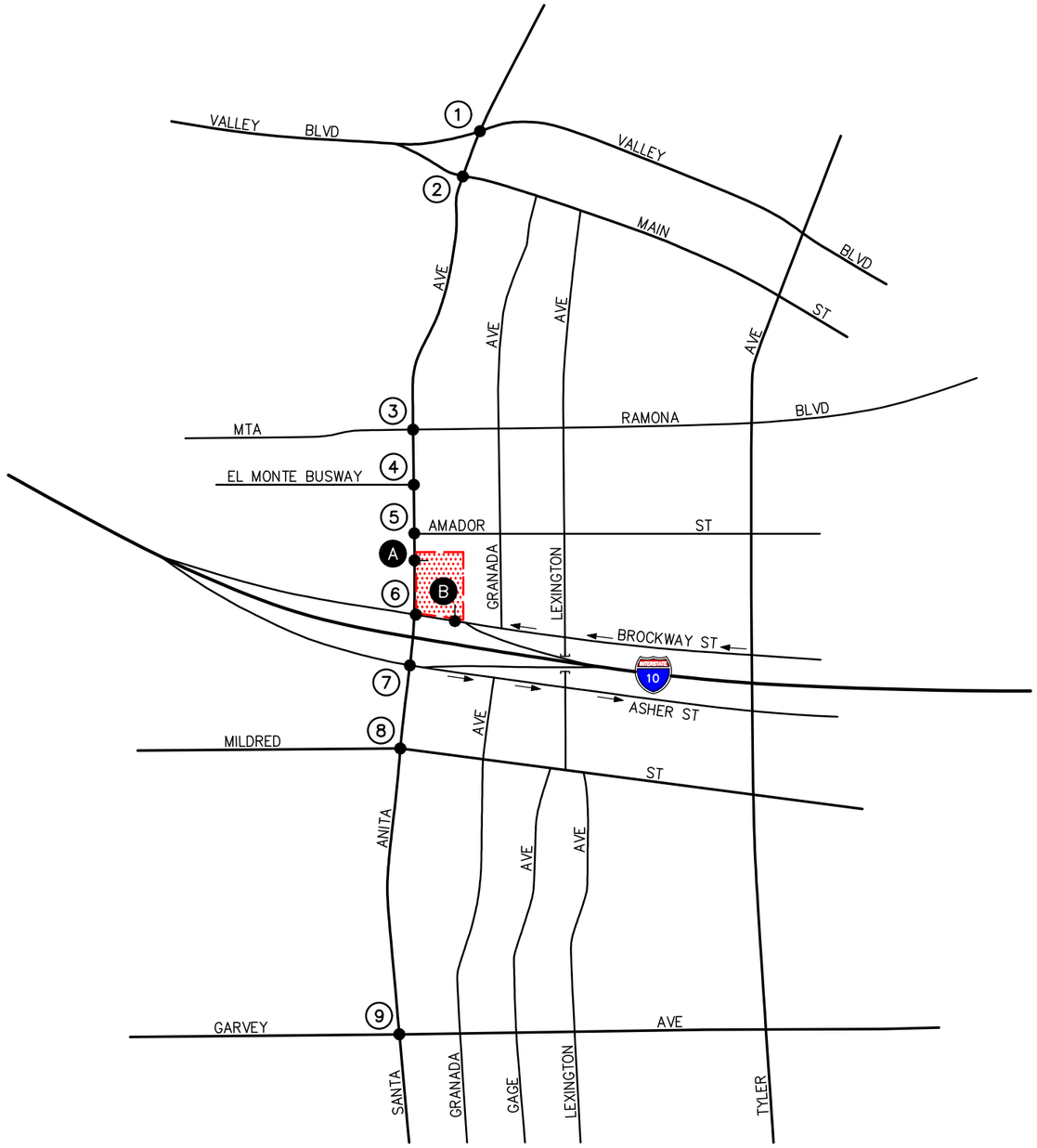
(#) = STUDY INTERSECTION

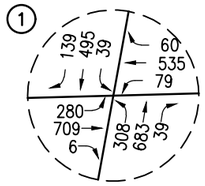
= PROJECT SITE

FIGURE 5-4

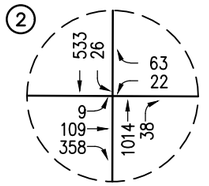
EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

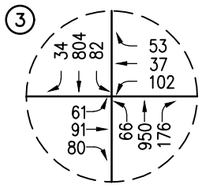




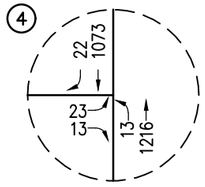
SANTA ANITA BLVD @
VALLEY BLVD



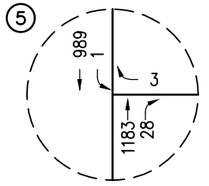
SANTA ANITA BLVD @
MAIN ST



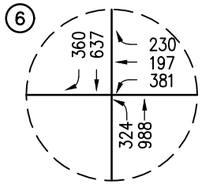
SANTA ANITA BLVD @
MTA/RAMONA BLVD



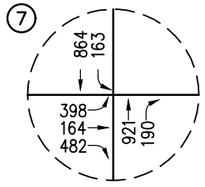
SANTA ANITA BLVD @
EL MONTE BUSWAY



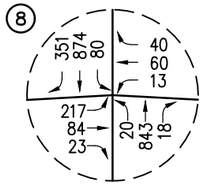
SANTA ANITA BLVD @
AMADOR ST



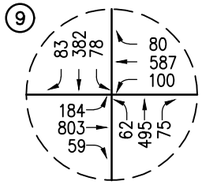
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



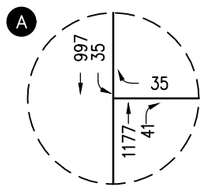
SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



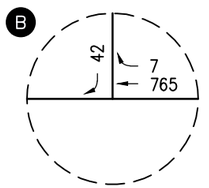
SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE



SANTA ANITA BLVD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
BROCKWAY ST

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5-5

EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Ambient Traffic Growth

Horizon Year 2024, background traffic growth estimates have been calculated using an ambient traffic growth factor. The ambient traffic growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The future growth in traffic volumes has been calculated at one percent (1.0%) per year. Applied to the Year 2022 existing traffic volumes, this factor results in a 2.0% growth in existing volumes to the opening year horizon (Year 2024).

6.2 Cumulative Projects Traffic Characteristics

In order to make a realistic estimate of future on-street conditions prior to implementation of the proposed Project, the status of other known development projects (cumulative projects) within a two-mile radius of the proposed Project has been researched at the Cities of El Monte, Rosemead, and South El Monte. Based on our research, there are thirty-nine (39) cumulative projects located in the City of El Monte, two (2) cumulative projects located in the City of Rosemead, and ten (10) cumulative projects located in the City of South El Monte. These fifty-one (51) planned and/or approved cumulative projects were considered in the cumulative traffic analysis for this Project.

Table 6-1 provides a brief description for each of the fifty-one (51) cumulative projects. ***Figure 6-1*** graphically illustrates the location of the fifty-one (51) cumulative projects. These cumulative projects are expected to generate vehicular traffic, which may affect the operating conditions of the key study intersections.

Table 6-2 summarizes the trip generation potential for all fifty-one (51) cumulative projects on a daily and peak hour basis for a typical weekday. As shown, the cumulative projects are expected to generate 43,154 daily trips, with 2,178 trips (1,149 inbound, 1,029 outbound) anticipated during the AM peak hour and 3,736 trips (2,030 inbound, 1,706 outbound) produced during the PM peak hour.

Distribution patterns for each of the cumulative projects were developed based on the location of the trip attractors, type of land use, the site's proximity to major traffic carriers and freeways and previously completed traffic studies. The anticipated AM and PM peak hour cumulative project traffic volumes at the nine (9) key study intersections are presented in ***Figures 6-2*** and ***6-3***, respectively. ***Figures 6-4*** and ***6-5*** present Year 2024 AM and PM Cumulative peak hour traffic volumes at the nine (9) key study intersections, respectively. It should be noted that the Year 2024 Cumulative traffic volumes include ambient traffic growth as well as the traffic from the fifty-one (51) cumulative projects.

6.3 Year 2024 With Project Traffic Volumes

The estimates of Project-generated traffic volumes were added to the Year 2024 Without Project traffic conditions to develop traffic projections for Year 2024 With Project traffic conditions. ***Figures 6-6*** and ***6-7*** present the anticipated AM and PM peak hour Year 2024 With Project traffic volumes, respectively, at the nine (9) key study intersections.

TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[12]

No.	Description	Location/Address	Size
City of El Monte			
1.	CUP 18-19	3900 Arden Drive	370,992 SF Warehouse
2.	VTTM / TTM 82656	3650 Center Avenue	53 DU Multifamily (4-Story)
3.	VTTM / TTM 74982	2616 Durfee Avenue	13 DU Multifamily 1,500 SF Commercial
4.	CUP 13-20	9550 Flair Drive	171 Room Extended-Stay Hotel
5.	LD 716 / PM 72378	9133 Garvey Avenue	61,700 SF Office 26,700 SF Warehouse 9,600 SF Print Shop
6.	VTTM / TTM 69080	11605 Garvey Avenue	26 DU Senior Apartments 5,500 SF Commercial
7.	DR 04-18	10949 Garvey Avenue	3,421 SF Commercial
8.	VTTM / TTM 72766	11022 - 11048 Garvey Avenue	2,100 SF Commercial
9.	VTTM / TTM 72497 (Phases 2 & 3)	11301 – 11401 Garvey Avenue	12 DU Multifamily 4,761 SF Commercial *(Phase 2: 2,200 SF; Phase 3: 2,561 SF)*
10.	CUP 04-17	10950 Grand Avenue	2,000 SF Office
11.	VTTM / TTM 82797	11312 Orchard Street 3630 - 3700 Cypress Avenue	82 DU Multifamily
12.	DR 01-19	3937 Peck Road	8,510 SF Commercial
13.	3268 Rosemead Blvd Office	3268 Rosemead Boulevard	12,250 SF Office
14.	Rowland Avenue Residential	4127- 4143 Rowland Avenue	71 DU Multifamily
15.	DR 09-16	4456 Baldwin Avenue	9,066 SF Industrial building
16.	VTTM/TTM 73808	3708 Cypress Avenue	12 DU Detached Multifamily
17.	DR 01-22	12247 Elliot Avenue	52 DU Multifamily
18.	DR 01-21	10334 Garvey Avenue	26 DU Senior Apartments 5,500 SF Commercial
19.	DR 13-22	10627 Main Street	4,800 SF Commercial
20.	DR 07-21	3700 Monterey Avenue	85 DU Multifamily
21.	VTTM / TTM 82382	4123-4131 Peck Road	14 DU Multifamily (3-Story)
22.	CUP 11-21	4336 Peck Road	9,406 SF Commercial

[12] Source: City of El Monte, Rosemead and South El Monte Planning Department staff.

TABLE 6-1(CONTINUED)
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[13]

No.	Description	Location/Address	Size
23.	Gateway Transit Community (Parcel 5)	3335 Santa Anita Avenue	310,845 SF Commercial 60,000 SF Movie Theater 37,000 SF Fitness 175-Room Hotel
24.	Gateway Transit Community (Parcel 4)	3527 Santa Anita Avenue	208 DU Multifamily 12,925 SF Retail 12,925 SF High-Turnover Sit-Down Restaurant 2,000 SF Community Room
25.	2650 Seaman Avenue Warehouse	2650 Seaman Avenue	4,500 SF Warehouse
26.	VTTM / TTM 82738	4304 Temple City Boulevard	63,956 SF Industrial
27.	VTPM / TPM 83105	3637 & 3649 Tyler Avenue	53 DU Affordable Multifamily
28.	Valley Boulevard Residential	11640-11730 Valley Boulevard	83 DU Multifamily
29.	CCB 15-20	3133, 3141 - 3145 Maxson Road, & 12114 Garvey Avenue	67,000 SF Cannabis Cultivation/Manufacturing
30.	VTPM / TPM 82071	12432 Valley Boulevard	97 Room Holiday Inn Express Hotel
31.	CUP 14-19	3548 Santa Anita Avenue	27 DU Multifamily (6 Story)
32.	DR 06-20	11730 Ramona Boulevard	38 DU Affordable Housing
33.	VTPM/TPM 82313	11016 Ramona Boulevard	51 DU Affordable Housing
34.	VTTM/TTM 82682	4526 Santa Anita Avenue	14 DU Multifamily
35.	DR 12-22	10561 Santa Fe Drive	212 DU Multifamily
36.	DR 16-22	4097 Temple City Boulevard	103,000 SF Industrial Building
37.	DR 10-22	11330 Valley Boulevard	39 DU Multifamily
38.	DR 17.21	9909-9933 Valley Boulevard	27 DU Multifamily
39.	DR 02-13	10568 Gateway Promenade	208 DU Multifamily
City of Rosemead			
40.	Hampton Inn & Suite Hotel	8900 Glendon Way	123 Guest Rooms (5 Story)
41.	2562 River Avenue	2562 River Avenue	35,596 SF Industrial Warehouse

[13] Source: City of El Monte, Rosemead and South El Monte Planning Department staff.

TABLE 6-1(CONTINUED)

LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[14]

No.	Description	Location/Address	Size
City of South El Monte			
42.	2476 Rosemead Mixed Use	2476 Rosemead Boulevard & 2512 Rosemead Boulevard	9,456 SF Commercial 9,456 SF Office 45,289 SF Warehouse
43.	2405 Loma Avenue Warehouse	2405 Loma Avenue	55,792 SF Warehouse (Auto Parts Wholesale)
44.	2540 Rosemead Blvd Residential	2540 Rosemead Boulevard	207 DU Single-Family
45.	CUP-21-13	2200 Rosemead Boulevard	11,550 SF Commercial 27,440 SF Office 112,950 SF Warehouse
46.	GPA-22-01	2650 Rosemead Boulevard	44,570 SF Supermarket 172 DU Ground Floor Retail
47.	CONSULT-22-22	10005 Rush Street	5,212 SF Warehouse
48.	CONSULT-22-46	1503 Adelia Avenue	8,000 SF Industrial Building
49.	CONSULT-22-39	1720 Santa Anita Avenue	10,684 SF Warehouse
50.	CONSULT-21-47	1924 Merced Avenue	12,870 SF Warehouse
51.	CONSULT-21-42	1919 Potrero Avenue	15,535 SF Industrial building

[14] Source: City of El Monte, Rosemead and South El Monte Planning Department staff.

TABLE 6-2
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[15]

No.	Cumulative Project Description	Daily Two-Way	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
1.	CUP 18-19	634	49	14	63	19	48	67
2.	VTTM / TTM 82656	241	5	15	20	13	8	21
3.	VTTM / TTM 74982	162	3	6	9	7	6	13
4.	CUP 13-20	1,366	44	35	79	52	49	101
5.	LD 716 / PM 72378	1,425	107	19	126	47	118	165
6.	VTTM / TTM 69080	381	9	9	18	16	14	30
7.	DR 04-18	167	4	3	7	7	7	14
8.	VTTM / TTM 72766	103	3	1	4	4	4	8
9.	VTTM / TTM 72497 (Phases 2 & 3)	314	7	8	15	14	11	25
10.	CUP 04-17	22	3	0	3	1	2	3
11.	VTTM / TTM 82797	553	8	25	33	26	16	42
12.	DR 01-19	417	11	7	18	17	17	34
13.	3268 Rosemead Blvd Office	133	17	2	19	3	15	18
14.	Rowland Avenue Residential	479	7	21	28	23	13	36
15.	DR 09-16	16	2	0	2	1	1	2
16.	VTTM/TTM 73808	81	1	4	5	4	2	6
17.	DR 01-22	350	5	16	21	17	10	27
18.	DR 01-21	353	9	8	17	15	14	29
19.	DR 13-22	235	6	4	10	10	9	19
20.	DR 07-21	573	8	26	34	27	16	43
21.	VTTM / TTM 82382	94	1	5	6	4	3	7
22.	CUP 11-21	461	12	8	20	19	18	37
23.	Gateway Transit Community (Parcel 5)	17,269	219	152	371	868	557	1,425
24.	Gateway Transit Community (Parcel 4) [16]	1,264	86	96	182	97	41	138
25.	2650 Seaman Avenue Warehouse	8	1	0	1	0	1	1
26.	VTTM / TTM 82738	311	41	6	47	6	36	42
27.	VTPM / TPM 83105	357	5	16	21	17	10	27
28.	Valley Boulevard Residential	559	8	25	33	26	16	42
29.	CCB 15-20	318	35	11	46	16	34	50

[15] Unless otherwise noted, Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers (ITE) [Washington, D.C. (2021)].

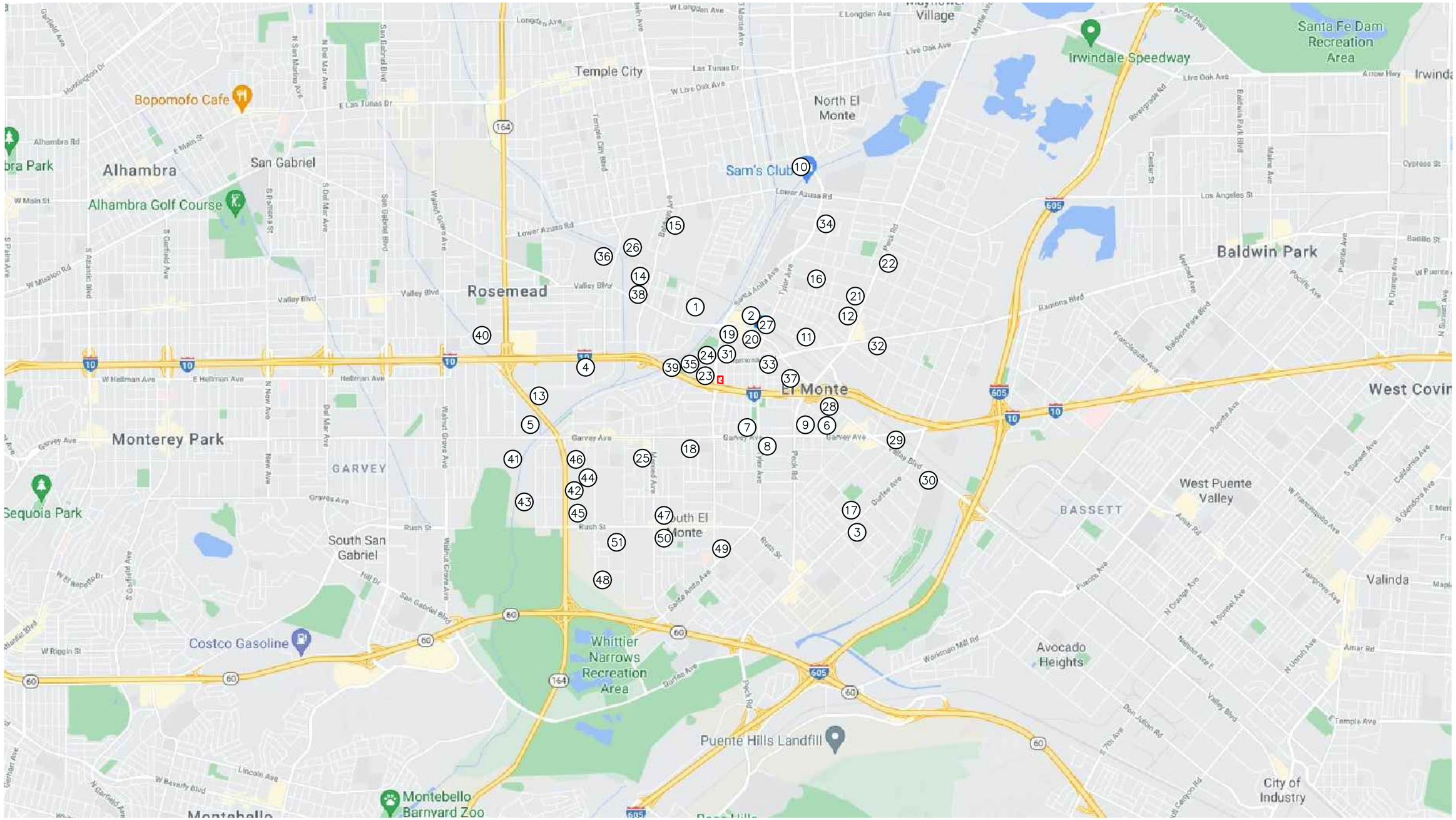
[16] Source: *Gateway Transit Community Traffic Impact Analysis,* prepared by Urban Crossroads, dated August 29, 2019.

TABLE 6-2 (CONTINUED)

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[17]

No.	Cumulative Project Description	Daily Two-Way	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
30.	VTPM / TPM 82071	775	25	20	45	29	28	57
31.	CUP 14-19	123	2	8	10	7	4	11
32.	DR 06-20	183	4	10	14	10	7	17
33.	VTPM/TPM 82313	245	5	13	18	14	9	23
34.	VTTM/TTM 82682	94	1	5	6	4	3	7
35.	DR 12-22	1,429	20	65	85	68	40	108
36.	DR 16-22	502	67	9	76	9	58	67
37.	DR 10-22	263	4	12	16	13	7	20
38.	DR 17.21	182	3	8	11	9	5	14
39.	DR 02-13	1,402	20	63	83	67	39	106
40.	Hampton Inn & Suite Hotel	983	32	25	57	37	36	73
41.	2562 River Avenue	61	5	1	6	2	4	6
42.	2476 Rosemead Mixed Use	643	30	12	42	23	36	59
43.	2405 Loma Avenue Warehouse	95	7	2	9	3	7	10
44.	2540 Rosemead Blvd Residential	1,952	38	107	145	123	72	195
45.	CUP-21-13	1,056	66	19	85	36	70	106
46.	GPA-22-01	4,356	84	106	190	196	169	365
47.	CONSULT-22-22	9	1	0	1	0	1	1
48.	CONSULT-22-46	39	5	1	6	1	4	5
49.	CONSULT-22-39	18	2	0	2	1	1	2
50.	CONSULT-21-47	22	2	0	2	1	1	2
51.	CONSULT-21-42	76	10	1	11	1	9	10
Total Cumulative Projects Trip Generation Forecast		**43,154**	**1,149**	**1,029**	**2,178**	**2,030**	**1,706**	**3,736**

[17] Unless otherwise noted, Source: *Trip Generation, 11th Edition*, Institute of Transportation Engineers (ITE) [Washington, D.C. (2021)].



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

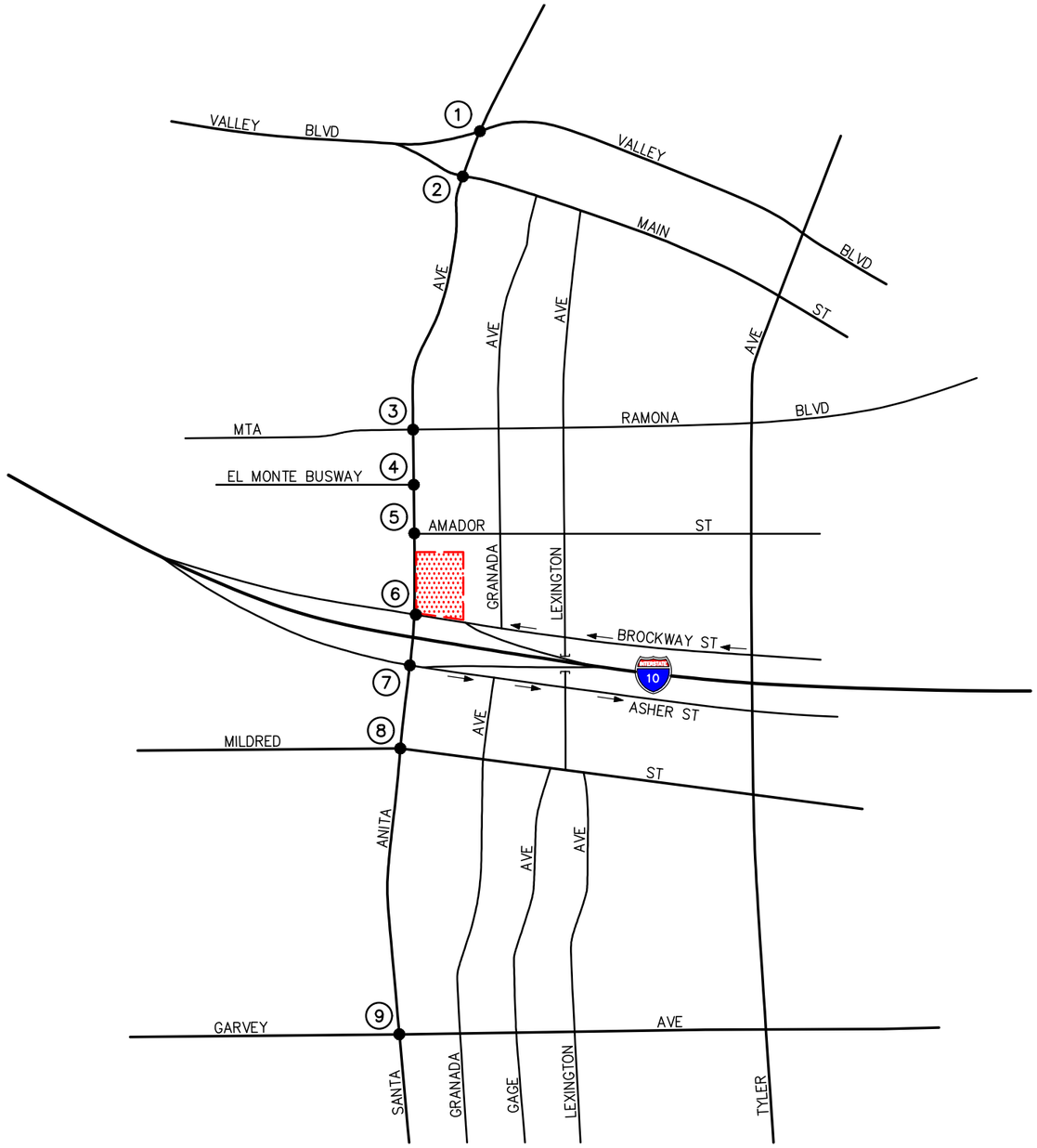
(#) = CUMULATIVE PROJECT LOCATION

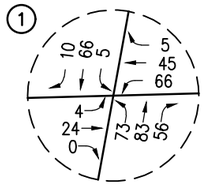
= PROJECT SITE

FIGURE 6-1

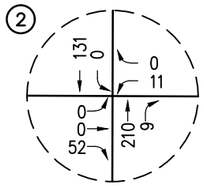
LOCATION OF CUMULATIVE PROJECTS

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE





SANTA ANITA BLVD @ VALLEY BLVD



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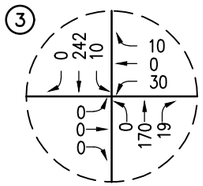
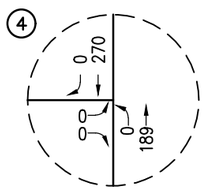
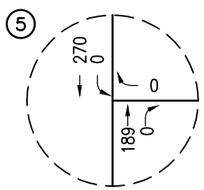


SANTA ANITA BLVD @ MTA/RAMONA BLVD



SANTA ANITA BLVD @ EL MONTE BUSWAY



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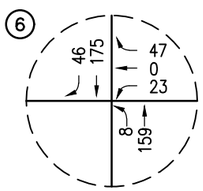
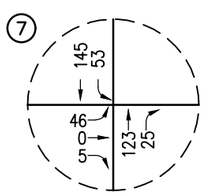


SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



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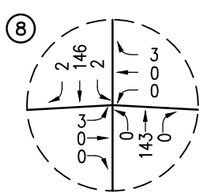

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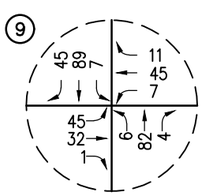


SANTA ANITA BLVD @ GARVEY AVE

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

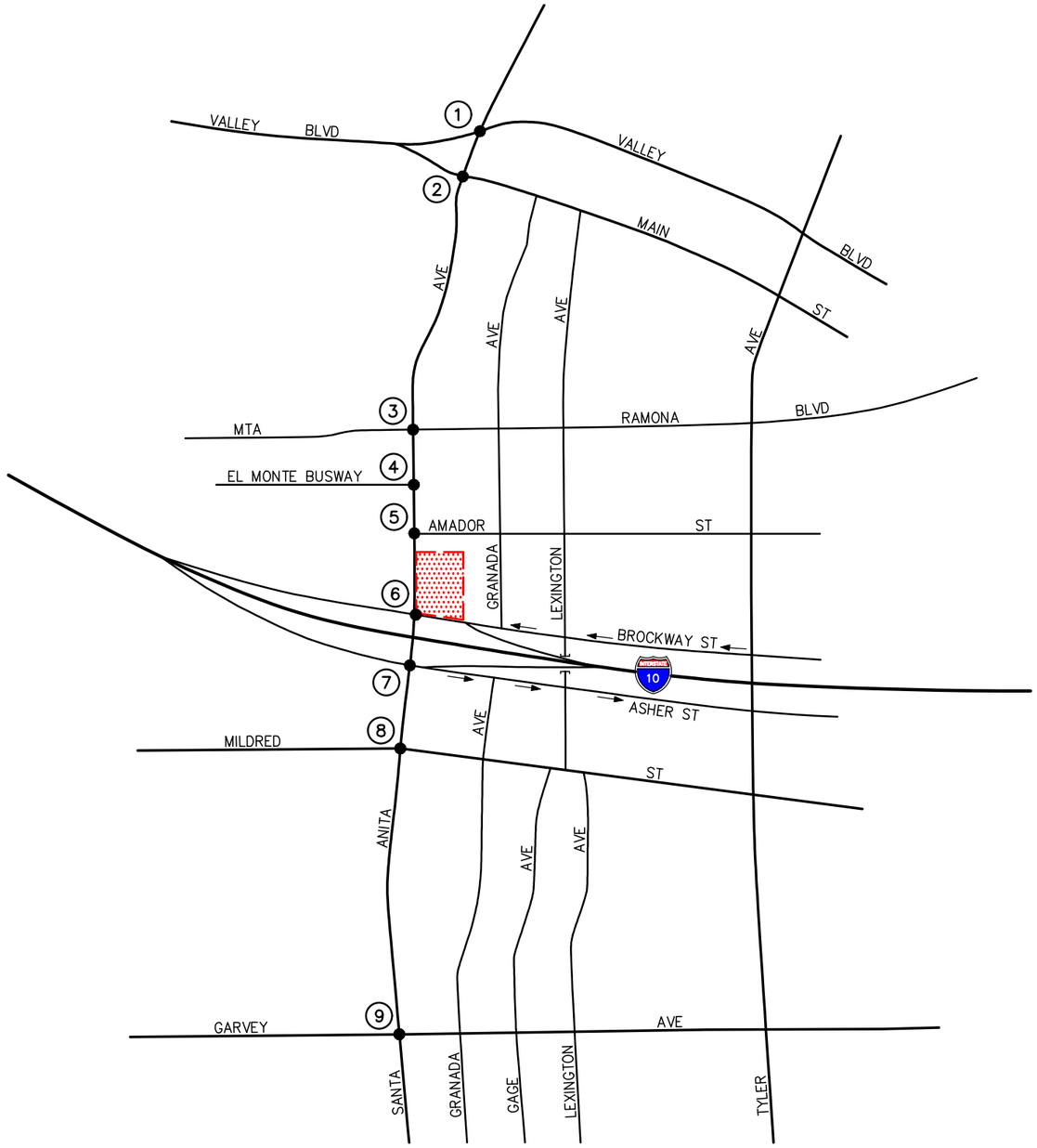
(#) = STUDY INTERSECTION

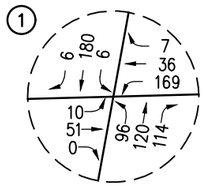
= PROJECT SITE

FIGURE 6-2

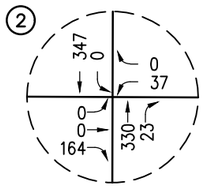
AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE





SANTA ANITA BLVD @ VALLEY BLVD



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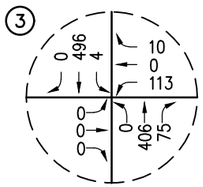
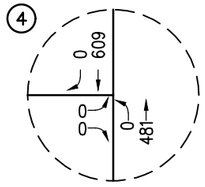
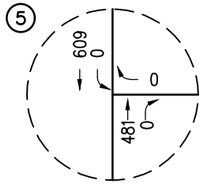


SANTA ANITA BLVD @ MTA/RAMONA BLVD



SANTA ANITA BLVD @ EL MONTE BUSWAY



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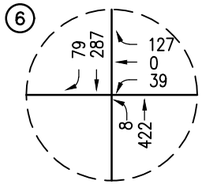
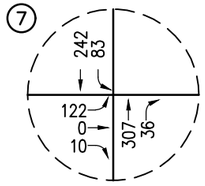


SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



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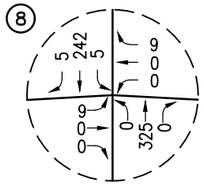

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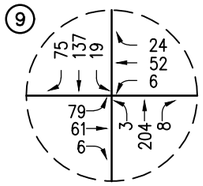

SANTA ANITA BLVD @ GARVEY AVE

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

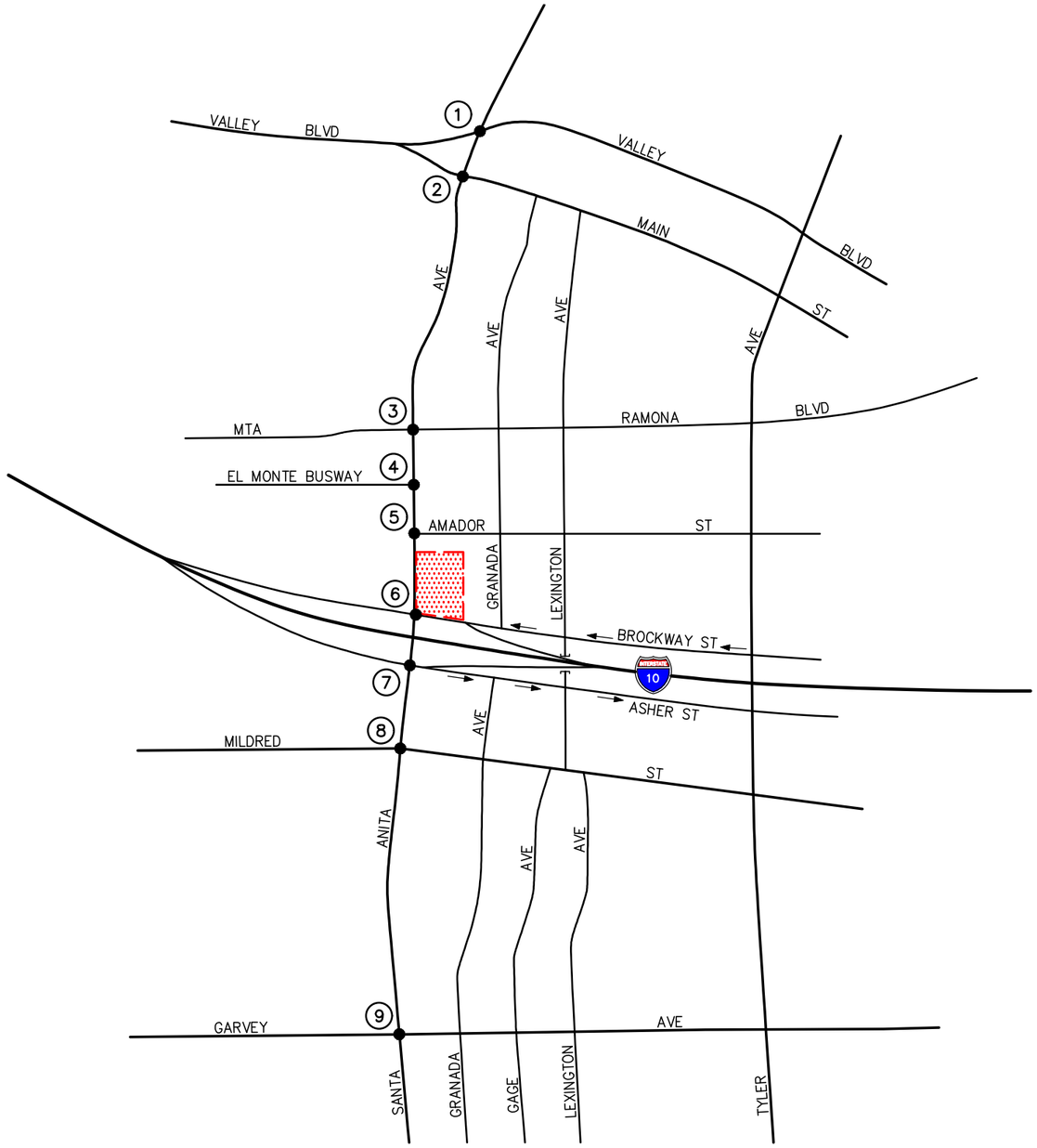
(#) = STUDY INTERSECTION

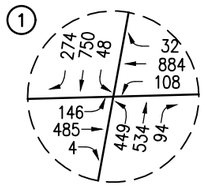
= PROJECT SITE

FIGURE 6-3

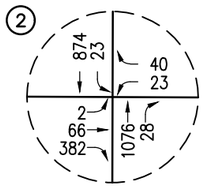
PM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE





SANTA ANITA BLVD @
VALLEY BLVD



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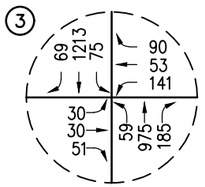

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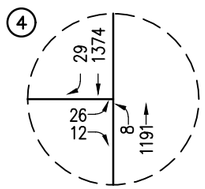
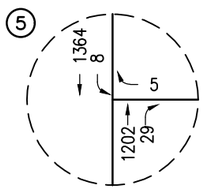
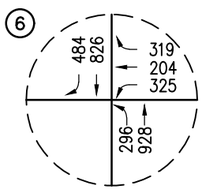
MTA/RAMONA BLVD



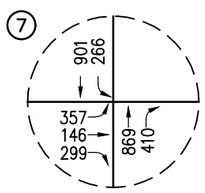
SANTA ANITA BLVD @
EL MONTE BUSWAY



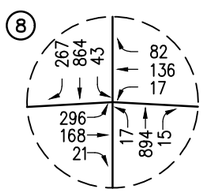
SANTA ANITA BLVD @
AMADOR ST



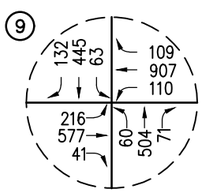
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE

LINSCOTT LAW & GREENSPAN engineers

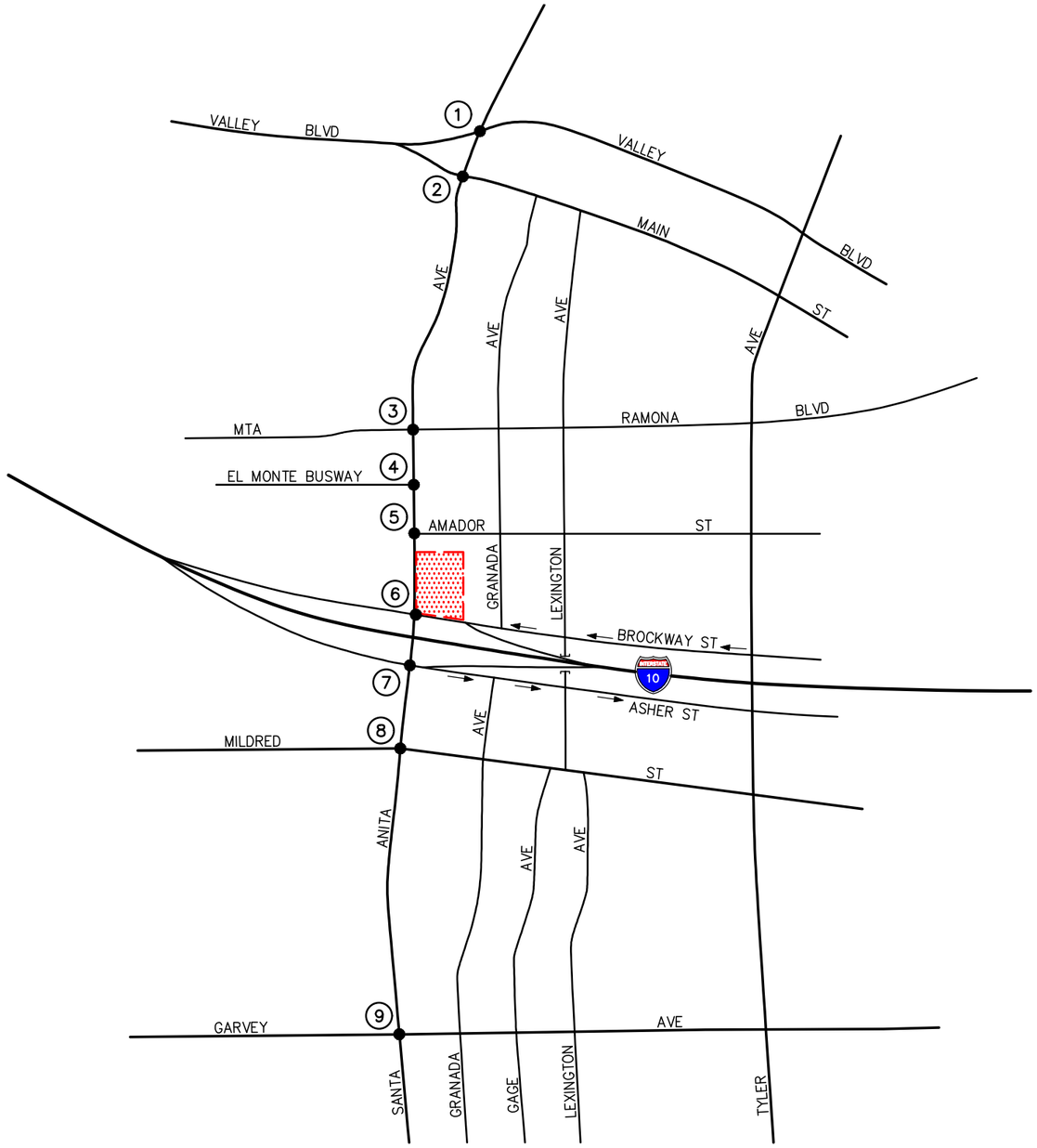
N NO SCALE

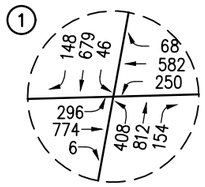
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-4

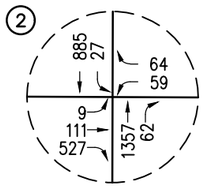
YEAR 2024 AM PEAK HOUR WITHOUT PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

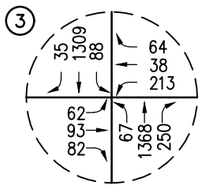




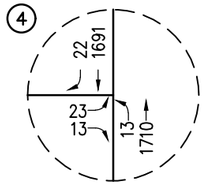
SANTA ANITA BLVD @
VALLEY BLVD



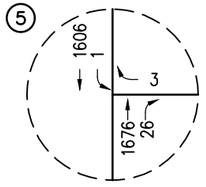
SANTA ANITA BLVD @
MAIN ST



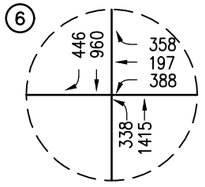
SANTA ANITA BLVD @
MTA/RAMONA BLVD



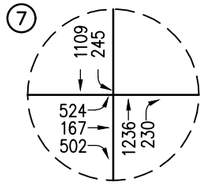
SANTA ANITA BLVD @
EL MONTE BUSWAY



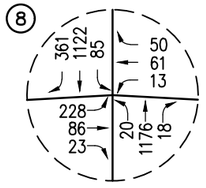
SANTA ANITA BLVD @
AMADOR ST



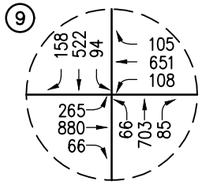
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE

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LINSCOTT LAW & GREENSPAN engineers

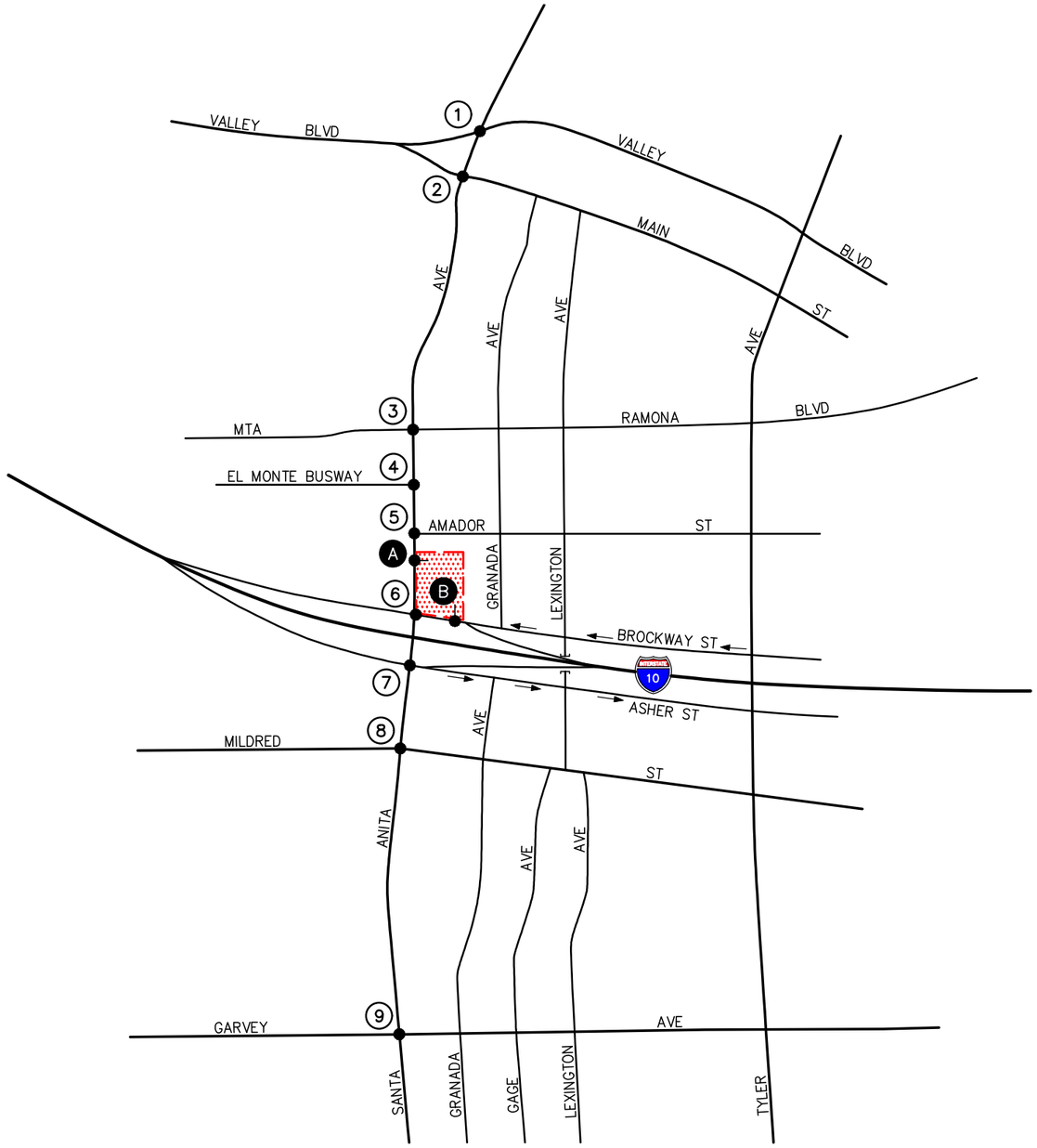
N NO SCALE

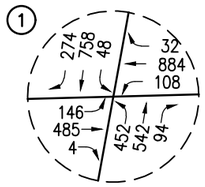
KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-5

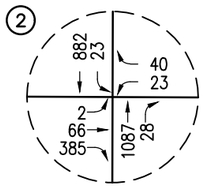
YEAR 2024 PM PEAK HOUR WITHOUT PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

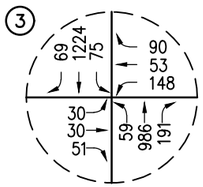




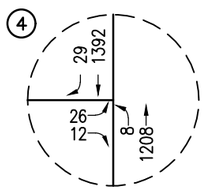
SANTA ANITA BLVD @
VALLEY BLVD



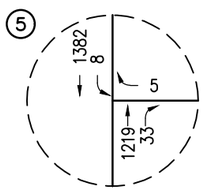
SANTA ANITA BLVD @
MAIN ST



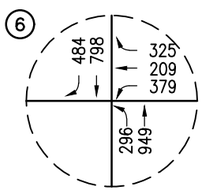
SANTA ANITA BLVD @
MTA/RAMONA BLVD



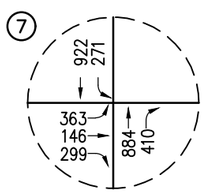
SANTA ANITA BLVD @
EL MONTE BUSWAY



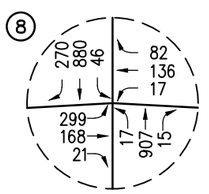
SANTA ANITA BLVD @
AMADOR ST



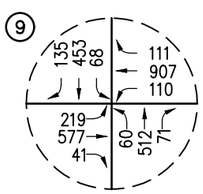
SANTA ANITA BLVD @
I-10 WB ON RAMPS/
BROCKWAY ST



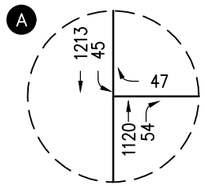
SANTA ANITA BLVD @
I-10 EB ON RAMPS/
ASHER ST



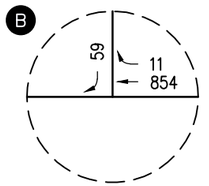
SANTA ANITA BLVD @
MILDRED ST



SANTA ANITA BLVD @
GARVEY AVE



SANTA ANITA BLVD @
PROJECT DWY NO. 1



PROJECT DWY NO. 2 @
BROCKWAY ST

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

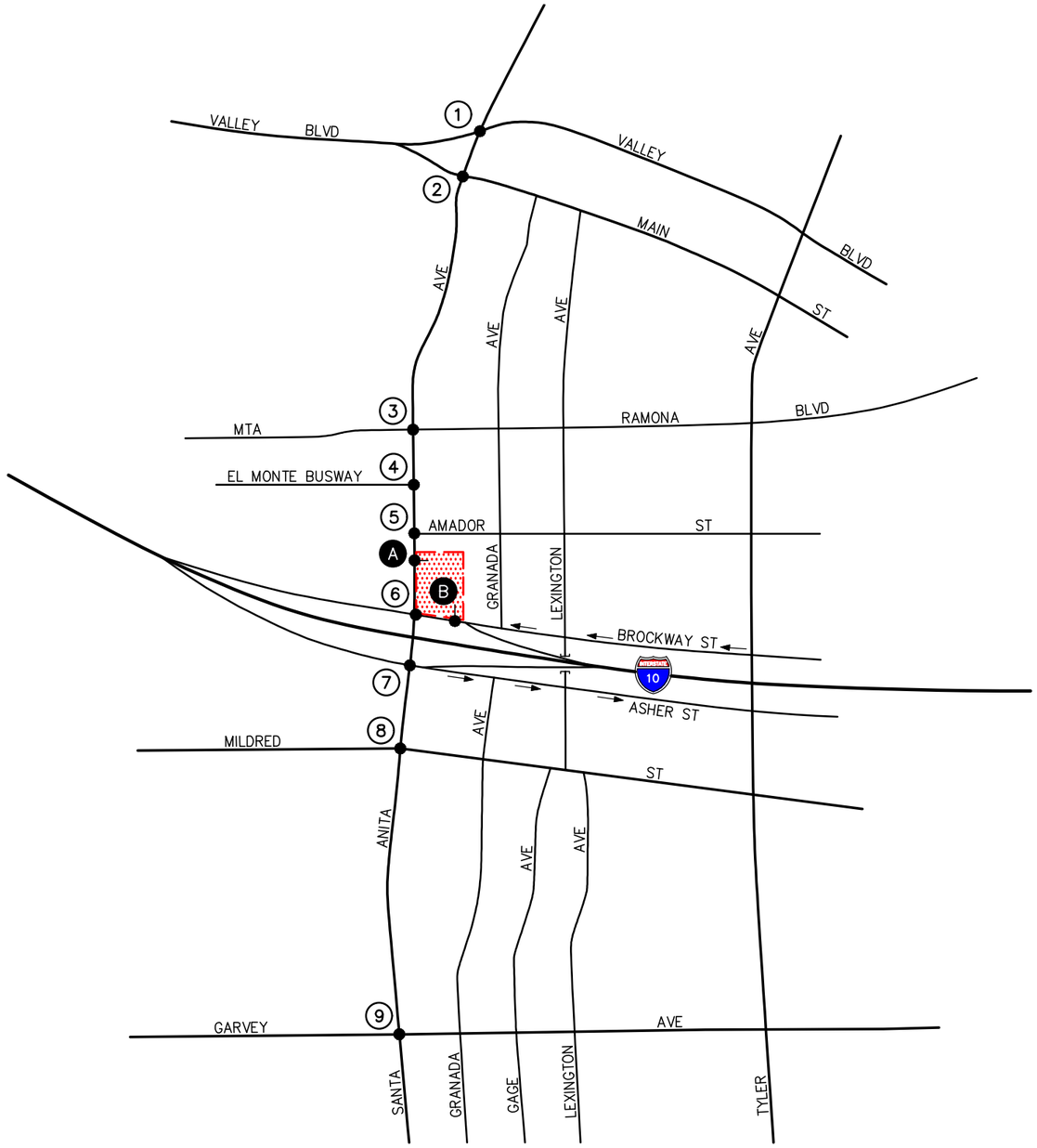
(#) = STUDY INTERSECTION

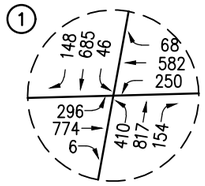
= PROJECT SITE

FIGURE 6-6

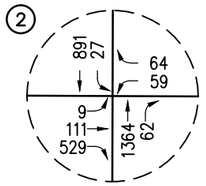
YEAR 2024 AM PEAK HOUR WITH PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

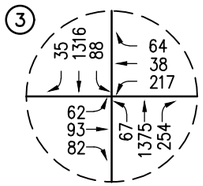




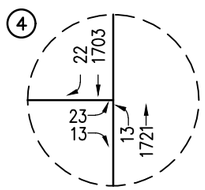
1 SANTA ANITA BLVD @ VALLEY BLVD



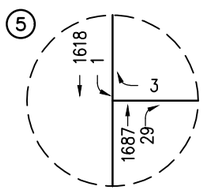
2 SANTA ANITA BLVD @ MAIN ST



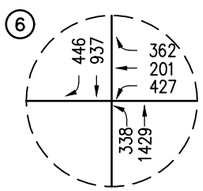
3 SANTA ANITA BLVD @ MTA/RAMONA BLVD



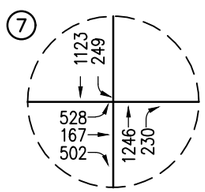
4 SANTA ANITA BLVD @ EL MONTE BUSWAY



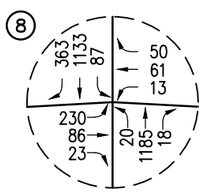
5 SANTA ANITA BLVD @ AMADOR ST



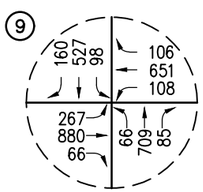
6 SANTA ANITA BLVD @ I-10 WB ON RAMPS/ BROCKWAY ST



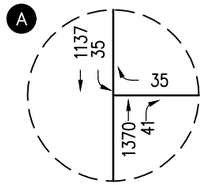
7 SANTA ANITA BLVD @ I-10 EB ON RAMPS/ ASHER ST



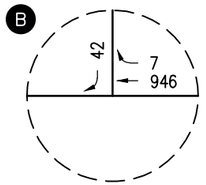
8 SANTA ANITA BLVD @ MILDRED ST



9 SANTA ANITA BLVD @ GARVEY AVE



A SANTA ANITA BLVD @ PROJECT DWY NO. 1



B PROJECT DWY NO. 2 @ BROCKWAY ST

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 6-7

YEAR 2024 PM PEAK HOUR WITH PROJECT TRAFFIC VOLUMES

I-10 & SANTA ANITA CHICK-FIL-A, EL MONTE

7.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the proposed Project during the AM peak hour and PM peak hour was evaluated based on analysis of future operating conditions at the nine (9) key study intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the following traffic impact criteria.

7.1 Impact Criteria and Thresholds

According to Policy 2.2 contained within the *City of El Monte "Vision El Monte" General Plan*, dated June 2011, the City desires to maintain a level of service (LOS) D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in or adjacent to commercial districts

Based on the aforementioned criteria, LOS E is the minimum acceptable condition that should be maintained during the peak commute hours for all nine (9) key study intersections.

- Per the City of El Monte, the Project's potential impact at a signalized intersection will be based on the sliding scale impact criteria outlined in the most current *Los Angeles County Public Works Transportation Impact Analysis Guidelines*. The impact is considered significant if the Project-related increase in the *v/c* ratio equals or exceeds the threshold criteria presented below.

City of El Monte Intersection Impact Threshold Criteria		
Final *v/c*	**Level of Service**	**Project Related Increase in *v/c***
> 0.70 - 0.80	C	equal to or greater than 0.04
> 0.80 - 0.90	D	equal to or greater than 0.02
> 0.90	E and F	equal to or greater than 0.01

- Per the City of El Monte, the Project's potential impact at an unsignalized intersection will be based on the threshold criteria presented below.

  - Project increases traffic delay at an unsignalized intersection by 2.0 seconds or more, causing or worsening LOS E (control delay > 35 seconds) for those intersections.

  - Project increases traffic delay at an unsignalized intersection by 1.0 second or more, causing or worsening LOS F (control delay > 50 seconds) for those intersections.

7.2 Traffic Impact Analysis Scenarios

The following scenarios are those for which volume/capacity calculations have been performed at the nine (9) key study intersections for existing plus project and near-term (Year 2024) traffic conditions.

(a) Existing Traffic Conditions;
(b) Existing Plus Project Traffic Conditions;
(c) Scenario (b) with Improvements, if necessary;
(d) Near-Term (Year 2024) Cumulative Traffic Conditions,
(e) Near-Term (Year 2024) Cumulative Plus Project Traffic Conditions; and
(f) Scenario (e) with Improvements, if necessary.

8.0 PEAK HOUR INTERSECTION CAPACITY ANALYSIS

8.1 Existing Traffic Conditions

Table 8-1 summarizes the peak hour level of service results at the nine (9) key study intersections for "Existing plus Project" traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-1* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists existing plus project traffic conditions. The third column (3) shows the increase in ICU value and/or Delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have an impact based on the LOS standards and impact criteria defined in this report. The fourth column (4) indicates the anticipated level of service with recommended improvements.

8.1.1 *Existing Plus Project Traffic Conditions*

Review of Columns (2) and (3) of *Table 8-1* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the nine (9) key study intersections, when compared to the LOS standards and impact criteria specified in this report. The nine (9) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Appendix D also presents the existing plus project ICU/LOS and HCM/LOS calculations for the nine (9) key study intersections for the AM peak hour and PM peak hour.

8.2 Year 2024 Traffic Conditions

Table 8-2 summarizes the peak hour level of service results at the nine (9) key study intersections for "Year 2024" traffic conditions. The first column (1) of ICU/LOS and HCM/LOS values in *Table 8-2* presents a summary of existing AM and PM peak hour traffic conditions (which were also presented in *Table 3-4*). The second column (2) lists projected cumulative traffic conditions (existing plus ambient traffic plus cumulative project traffic) based on existing intersection geometry, but without any traffic generated from the proposed Project. The third column (3) presents forecast Year 2024 near-term traffic conditions with the addition of Project traffic. The fourth column (4) shows the increase in ICU value and/or Delay value due to the added peak hour project trips and indicates whether the traffic associated with the Project will have an impact based on the LOS standards and impact criteria defined in this report. The fifth column (5) indicates the anticipated level of service with recommended improvements.

8.2.1 *Year 2024 Cumulative Traffic Conditions*

Review of column (2) of *Table 8-2* shows that all nine (9) key study intersections are forecast to operate at acceptable LOS D or better during the AM and PM peak hours under Year 2024 Cumulative traffic conditions.

8.2.2 *Year 2024 Cumulative Plus Project Traffic Conditions*

Review of Columns (3) and (4) of *Table 8-2* indicates that traffic associated with the proposed Project ***will not*** significantly impact any of the nine (9) key study intersections, when compared to the LOS standards and impact criteria specified in this report. The nine (9) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to Year 2024 cumulative traffic.

Appendix E presents the Year 2024 cumulative and Year 2024 cumulative plus project ICU/LOS and HCM/LOS calculations for the nine (9) key study intersections.

TABLE 8-1
EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS

Key Intersection	Minimum Acceptable LOS	Jurisdiction	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Impact		(4) Existing Plus Project With Improvements	
				ICU/HCM	LOS	ICU/HCM	LOS	Increase	Yes/No	ICU/HCM	LOS
1. Santa Anita Avenue at Valley Boulevard	E	El Monte	AM	0.774	C	0.777	C	0.003	No	--	--
			PM	0.698	B	0.700	B	0.002	No	--	--
2. Santa Anita Avenue at Main Street	E	El Monte	AM	0.328	A	0.331	A	0.003	No	--	--
			PM	0.393	A	0.394	A	0.001	No	--	--
3. Santa Anita Avenue at MTA/Ramona Boulevard	E	El Monte	AM	0.432	A	0.437	A	0.005	No	--	--
			PM	0.521	A	0.525	A	0.004	No	--	--
4. Santa Anita Avenue at El Monte Busway	E	El Monte	AM	0.352	A	0.356	A	0.004	No	--	--
			PM	0.365	A	0.368	A	0.003	No	--	--
5. Santa Anita Avenue at Amador Street	E	El Monte	AM	13.6 s/v	B	13.7 s/v	B	0.1 s/v	No	--	--
			PM	14.9 s/v	B	15.0 s/v	B	0.1 s/v	No	--	--
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street	E	El Monte / Caltrans	AM	0.705	C	0.717	C	0.012	No	--	--
			PM	0.686	B	0.696	B	0.010	No	--	--
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street	E	El Monte / Caltrans	AM	0.646	B	0.649	B	0.003	No	--	--
			PM	0.690	B	0.695	B	0.005	No	--	--
8. Santa Anita Avenue at Mildred Street	E	El Monte	AM	0.652	B	0.659	B	0.007	No	--	--
			PM	0.587	A	0.592	A	0.005	No	--	--
9. Santa Anita Avenue at Garvey Avenue	E	El Monte	AM	0.683	B	0.692	B	0.009	No	--	--
			PM	0.654	B	0.659	B	0.005	No	--	--

Notes:
- ICU = Intersection Capacity Utilization methodology
- HCM = Highway Capacity Manual
- **Bold ICU/LOS** or **Delay/LOS** values indicate adverse service levels based on City of El Monte LOS standards
- s/v = seconds per vehicle

TABLE 8-2
YEAR 2024 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY

Key Intersection	Min. Acc. LOS	Jurisdiction	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cum. Plus Project Traffic Conditions		(4) Impact		(5) Year 2024 Cum. Plus Project With Improvements	
				ICU/HCM	LOS	ICU/HCM	LOS	ICU/HCM	LOS	Inc.	Yes/No	ICU/HCM	LOS
1. Santa Anita Avenue at Valley Boulevard	E	El Monte	AM	0.774	C	0.847	D	0.849	D	0.002	No	--	--
			PM	0.698	B	0.802	D	0.804	D	0.002	No	--	--
2. Santa Anita Avenue at Main Street	E	El Monte	AM	0.328	A	0.385	A	0.387	A	0.002	No	--	--
			PM	0.393	A	0.495	A	0.496	A	0.001	No	--	--
3. Santa Anita Avenue at MTA/Ramona Boulevard	E	El Monte	AM	0.432	A	0.499	A	0.503	A	0.004	No	--	--
			PM	0.521	A	0.668	B	0.672	B	0.004	No	--	--
4. Santa Anita Avenue at El Monte Busway	E	El Monte	AM	0.352	A	0.414	A	0.417	A	0.003	No	--	--
			PM	0.365	A	0.479	A	0.482	A	0.003	No	--	--
5. Santa Anita Avenue at Amador Street	E	El Monte	AM	13.6 s/v	B	15.1 s/v	C	15.3 s/v	C	0.2 s/v	No	--	--
			PM	14.9 s/v	B	19.8 s/v	C	19.9 s/v	C	0.1 s/v	No	--	--
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway St	E	El Monte / Caltrans	AM	0.705	C	0.770	C	0.781	C	0.011	No	--	--
			PM	0.686	B	0.793	C	0.801	D	0.008	No	--	--
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street	E	El Monte / Caltrans	AM	0.646	B	0.709	C	0.713	C	0.004	No	--	--
			PM	0.690	B	0.824	D	0.829	D	0.005	No	--	--
8. Santa Anita Avenue at Mildred Street	E	El Monte	AM	0.652	B	0.713	C	0.719	C	0.006	No	--	--
			PM	0.587	A	0.683	B	0.688	B	0.005	No	--	--
9. Santa Anita Avenue at Garvey Avenue	E	El Monte	AM	0.683	B	0.772	C	0.780	C	0.008	No	--	--
			PM	0.654	B	0.807	D	0.813	D	0.006	No	--	--

Notes:
- ICU = Intersection Capacity Utilization methodology
- HCM = Highway Capacity Manual
- **Bold ICU/LOS** or **Delay/LOS** values indicate adverse service levels based on City of El Monte LOS standards
- s/v = seconds per vehicle

9.0 STATE OF CALIFORNIA (CALTRANS) METHODOLOGY

Caltrans requires the use of analysis methods provided in the Highway Capacity Manual 6 (*HCM 6)* for the analysis of ramp intersections. Caltrans "endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities"; it does not require that LOS "D" (shall) be maintained. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. For this analysis, LOS D is the target level of service standard and will be utilized to assess the Project impacts at the state-controlled study intersections. Ramp Intersection Capacity Analyses were conducted for the following two (2) state-controlled key study intersections:

6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

9.1 Highway Capacity Manual 6 (HCM 6) Method of Analysis (Signalized Intersections)

Based on the HCM operations method of analysis, level of service for signalized intersections and approaches is defined in terms of control delay, which is a measure of the increase in travel time due to traffic signal control, driver discomfort, and fuel consumption. Control delay includes the delay associated with vehicles slowing in advance of an intersection, the time spent stopped on an intersection approach, the time spent as vehicles move up in the queue, and the time needed for vehicles to accelerate to their desired speed. LOS criteria for traffic signals are stated in terms of the control delay in seconds per vehicle. The LOS thresholds established for the automobile mode at a signalized intersection are shown in ***Table 9-1***.

9.2 Existing Plus Project Traffic Conditions

Table 9-2 summarizes the peak hour *Highway Capacity Manual* level of service results at the two (2) state-controlled study intersections within the study area for Existing Plus Project traffic conditions. The first column (1) of HCM/LOS values in *Table 9-2* presents a summary of existing traffic conditions. The second column (2) presents existing plus project traffic conditions based on existing intersection geometry. The third column (3) indicates whether the traffic associated with the Project will have an impact based on the impact criteria defined in this report.

9.2.1 *Existing Traffic Conditions*

Review of column one (1) of *Table 9-2* indicates that the two (2) state-controlled study intersections currently operate at an acceptable LOS C during the AM and PM peak hours.

9.2.2 *Existing Plus Project Traffic Conditions*

Review of columns two (2) and three (3) of *Table 9-2* indicates that traffic associated with the proposed Project ***will not*** impact the two (2) state-controlled study intersections, when compared to the LOS standards specified in this report. The two (2) state-controlled study intersections are forecast to continue to operate at an acceptable LOS C or better with the addition of project generated traffic to existing traffic.

TABLE 9-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)[18]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[18] Source: *Highway Capacity Manual 6*, Chapter 19: Signalized Intersections.

9.3 Year 2024 Plus Project Traffic Conditions

Table 9-3 summarizes the peak hour *Highway Capacity Manual* level of service results at the two (2) state-controlled study intersections within the study area for the 2024 horizon year. The first column (1) of HCM/LOS values in *Table 9-3* presents a summary of existing traffic conditions. The second column (2) presents Year 2024 cumulative traffic conditions based on existing intersection geometry, but without any Project generated traffic. The third column (3) presents future forecast traffic conditions with the addition of project traffic. The fourth column (4) indicates whether the traffic associated with the Project will have an impact based on the impact criteria defined in this report.

9.3.1 *Year 2024 Cumulative Traffic Conditions*

An analysis of future (Year 2024) cumulative traffic conditions indicates that the addition of ambient traffic growth and cumulative projects traffic will not adversely impact the two (2) state-controlled study intersections. The two (2) state-controlled study intersections are forecast to operate at acceptable LOS D or better during the AM and PM peak hours with the addition of ambient traffic growth and cumulative projects traffic.

9.3.2 *Year 2024 Cumulative Plus Project Traffic Conditions*

Review of columns (3) and (4) of *Table 9-3* indicates that traffic associated with the proposed Project ***will not*** impact the two (2) state-controlled study intersections, when compared to the LOS standards specified in this report. The two (2) state-controlled study intersections are forecast to operate at acceptable LOS D or better with the addition of project generated traffic in the Year 2024.

Appendix F presents the existing, the existing plus project, the Year 2024 cumulative, and the Year 2024 cumulative plus project HCM/LOS calculations for the two (2) state-controlled study intersections.

9.4 Recommended Improvements – Caltrans Analysis

The results of the Caltrans analyses presented in *Tables 9-2* and *9-3* indicate that the proposed Project will not impact the two (2) state-controlled study intersections under "Existing Plus Project" and "Year 2024 Cumulative Plus Project" traffic conditions. As there are no impacts, no traffic improvement measures are required or recommended for the two (2) state-controlled study intersections.

9.5 Vehicle Miles Traveled Analysis

Caltrans has also formally adopted VMT as the metric for reviewing the transportation impacts of a land use development project. Caltrans has released the Vehicle Miles Traveled-Focused *Transportation Impact Study Guide (TISG)*, dated May 20, 2020, in order to provide guidance on Caltrans' review of land use projects. Caltrans' TISG references the *Technical Advisory on Evaluating Transportation Impacts In California Environmental Quality Act* (CEQA), dated December 2018, prepared by the State of California Governor's Office of Planning and Research (OPR) as the basis for its guidance on VMT assessment. For the purpose of this transportation assessment, it is understood that the *City of El Monte Transportation Impact Analysis Guidelines for*

Vehicle Miles Traveled and Level of Service Assessment, dated October 2020 is based on the methodology and screening criteria contained within the December 2018 Technical Advisory prepared by OPR. Therefore, no separate VMT analysis has been prepared for Caltrans' review of the proposed project. The VMT analysis for this project is contained within ***Section 14*** later in this TIA.

TABLE 9-2

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing Plus Project Traffic Conditions		(3) Impact
		HCM	LOS	HCM	LOS	Yes/No
6. Santa Anita Avenue at	AM	25.3 s/v	C	25.9 s/v	C	No
I-10 WB On-Ramp/Brockway Street	PM	26.4 s/v	C	27.4 s/v	C	No
7. Santa Anita Avenue at	AM	22.3 s/v	C	22.3 s/v	C	No
I-10 EB Off-Ramp/Asher Street	PM	25.5 s/v	C	25.6 s/v	C	No

Note:

- s/v = seconds per vehicle

TABLE 9-3

YEAR 2024 PEAK HOUR INTERSECTION CAPACITY ANALYSIS – CALTRANS

Key Intersections	Time Period	(1) Existing Traffic Conditions		(2) Year 2024 Cumulative Traffic Conditions		(3) Year 2024 Cumulative Plus Project Traffic Conditions		(4) Impact
		HCM	LOS	HCM	LOS	HCM	LOS	Yes/No
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street	AM	25.3 s/v	C	35.6 s/v	D	36.3 s/v	D	No
	PM	26.4 s/v	C	34.7 s/v	C	35.2 s/v	D	No
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street	AM	22.3 s/v	C	24.8 s/v	C	24.9 s/v	C	No
	PM	25.5 s/v	C	34.6 s/v	C	34.8 s/v	C	No

Note:

- s/v = seconds per vehicle

10.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

10.1 Site Access Evaluation

As shown previously in *Figure 2-2*, access to the proposed Project will be provided via one (1) left-turn in/right-turn in/right-turn out only driveway located along Santa Anita Avenue (i.e. Project Driveway No. 1) and via one (1) right-turn in/right-turn out only driveway located along Brockway Street (i.e. Project Driveway No. 2).

Table 10-1 summarizes the intersection operations at the two (2) proposed Project driveways for near-term (Year 2024) traffic conditions at completion and full occupancy of the proposed Project. The operations analysis for the Project driveways is based on the *Highway Capacity Manual 6th Edition* (HCM 6) unsignalized methodology. Based on information provided by City of El Monte staff, we understand that it is the intent of the City in the future to restripe Santa Anita Avenue in the vicinity of Project Driveway No. 1 to provide northbound left-turn access into The Gateway Parcel 5 project site, which is located directly across the street from the proposed Project. As part of this future improvement, the southbound left-turn access into the Chick-fil-A project site will be maintained. Given that the proposed Project will likely be completed and occupied prior to the construction and occupancy of The Gateway Parcel 5 Project, the level of service calculation for Santa Anita Avenue at Project Driveway No. 1 assumes a one-way stop.

Review of *Table 10-1* shows that the two (2) proposed Project driveways are forecast to operate at acceptable LOS C or better during the AM and PM peak hours. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so without undue congestion.

A queuing evaluation was also prepared for the intersection of Santa Anita Avenue at Project Driveway No. 1 to ensure that the proposed 100-foot southbound left-turn lane will provide adequate storage. The queuing evaluation was conducted based on Year 2024 Cumulative Plus Project peak hour traffic volumes and the *Highway Capacity Manual 6th Edition* (HCM 6) unsignalized methodology. Based on the results of the evaluation, the 95th percentile queue for the southbound left-turn lane is one (1) vehicle (25 feet). Therefore, the proposed 100-foot southbound left-turn lane is adequate.

Appendix G contains the Delay/LOS calculation worksheets for the project driveways for Year 2024 Cumulative Plus Project Traffic Conditions.

10.2 Internal Circulation Evaluation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for delivery trucks and trash trucks.

TABLE 10-1
PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY

Key Intersection		Time Period	Intersection Control	Year 2024 Cumulative Plus Project Traffic Conditions	
				HCM	LOS
A.	Santa Anita Avenue at	AM	One–Way	16.2 s/v	C
	Project Driveway No. 1	PM	Stop	18.3 s/v	C
B.	Project Driveway No. 2 at	AM	One–Way	13.8 s/v	B
	Brockway Street	PM	Stop	14.1 s/v	B

Note:

s/v = seconds per vehicle

10.3 Drive-Through Queuing Analysis

To confirm the adequacy of storage provided for the proposed drive-through lane, which consists of 29 vehicles, the results of drive-through queuing observations conducted at seven (7) existing comparative Chick-fil-A restaurants were utilized. The seven (7) locations consisted of the following:

- Chick-fil-A Tustin, located at 2889 Park Avenue
- Chick-fil-A Orange, located at 2575 N. Tustin Street
- Chick-fil-A Irvine, located at 6428 Irvine Boulevard
- Chick-fil-A Laguna Hills, located at 24011 El Toro Road
- Chick-fil-A Corona, located at 3555 Grand Oaks
- Chick-fil-A Long Beach, 4401 Pacific Coast Highway
- Chick-fil-A Venice, located at 4050 Lincoln Boulevard

Drive-through queuing observations were conducted at each of the seven (7) locations. Drive-through queuing observations at the Tustin, Orange, Irvine, Laguna Hills, and Corona locations were conducted during the morning, mid-day and evening service periods, generally between the hours of 7:00 AM and 9:00 AM, 11:00 AM and 2:00 PM, and 4:00 PM and 7:00 PM. Saturday queuing observations were also collected between 11:30 AM and 2:30 PM and 4:00 PM and 10:00 PM at only the Laguna Hills site and the Corona site. Furthermore, drive-through queuing observations at the Long Beach and Venice locations were conducted on two weekdays during the mid-day and evening service periods, generally between the hours of 11:00 AM and 2:00 PM and 5:00 PM and 8:00 PM. Saturday queuing observations were also collected between 11:00 AM and 2:00 PM and 6:00 PM and 9:00 PM at both the Long Beach and Venice locations.

Table 10-2 summarizes the results of the drive-through queuing analysis summary for the Project. Column one (1) presents the study sites, column two (2) presents the study site locations, and column three (3) presents the study site building sizes. Column four (4) presents the observed 85th percentile queue, the observed 95th percentile queue and the observed maximum queue for each site. Column five (5) compares the 85th percentile queue for each site to the proposed drive-through lane storage and indicates whether or not the proposed drive-through lane will provide adequate storage. It should be noted that the 85th percentile queue is generally utilized when designing/sizing the length of the proposed drive-through lane.

Review of column 4 of *Table 10-2* indicates that the seven (7) study sites experienced an 85th percentile queue range between 6 vehicles and 16 vehicles. As shown in column 5 of *Table 10-2*, the proposed Project will provide storage for up to 29 vehicles within the proposed drive-through lane without encroaching into the drive aisle. Therefore, the 85th percentile expected queues can be accommodated without interfering with internal circulation or causing congestion to the drive aisle. It should be further noted that the proposed 29 vehicle storage drive-through lane can also accommodate the observed 95th percentile queues of the seven (7) study sites. Lastly, it should be noted that the maximum queue of 20 vehicles can also be accommodated within the proposed drive-

through lanes without encroaching into the drive aisle. ***Appendix H*** presents the drive-through queuing study data for the seven (7) existing comparative sites.

Even though it is anticipated that the proposed drive-through lane will accommodate all potential queues on site, Chick-fil-A staff will implement the following program, on an as-needed basis during their peak operating times, to further ensure that vehicles will not queue back onto the public streets. The program consists of the following as provided by Chick-fil-A management staff:

- "Our restaurants are staffed so that if the drive-thru queuing begins stacking onto the street, team members go out and assist with ordering via Chick-fil-A's iPad ordering system. Our operators use the iPad ordering during our peak hours of 11:30 am to 1:30 pm and any additional time when needed. The iPad ordering system allows team members to take orders, receive payment, and assist with traffic movement within the parking lot.

  Based on data from our other comparable stores, the iPad ordering system increases the Chick-fil-A drive thru speed of service by 30% than the typical speaker box. Putting people forward in the drive-through is one of our biggest competitive advantages in the market because it personally connects our team members with our valued guest. We want to continue this momentum by building a platform to supporting current and future innovations that increase capacity and put our people forward to care for our guest in every interaction. Our customers enjoy the face to face ordering over the standard drive-thru experience."

  Along with face-to-face ordering, Chick-fil-A implemented a dual drive-through concept from the entrance of the drive-through to the pick-up window. The outer drive-through lane can be used for full order take and meal delivery, mobile pick up lane, or for a pickup point for smaller orders. The Operator has the flexibility to use the second lane as they see fit (during peak demand). Chick-fil-A team members will take orders and deliver orders in both lanes, hence the importance of the canopies to provide shade for the team members. Appropriate safety signage and protocols are placed throughout the drive-thru.

It should be noted that during peak operating times (i.e. if the 29-vehicle drive-through storage is exceeded), Chick-fil-A staff may cone-off areas of the parking lot to keep the drive-through queue on-site and away from the driveway on Santa Anita Avenue.

TABLE 10-2
DRIVE-THROUGH LANE QUEUING ANALYSIS SUMMARY

(1) Study Site	(2) Location	(3) Size	(4) Number of Vehicles Observed In The Drive-Through Lane			(5) Proposed Project	
			85th Percentile	95th Percentile	Maximum	Drive-Through Lane Storage	Adequate For 85th Percentile (Yes/No)
Chick-fil-A (City of Tustin)	2889 Park Avenue Tustin, CA	4,232 SF	6	13	15	29	Yes
Chick-fil-A (City of Orange)	2575 N. Tustin Street Orange, CA	Approx. 4,500 SF	11	14	15	29	Yes
Chick-fil-A (City of Irvine)	6428 Irvine Boulevard Irvine, CA	4,252 SF	8	10	12	29	Yes
Chick-fil-A (City of Laguna Hills)	24011 El Toro Road Laguna Hills, CA	3,998 SF	11	14	17	29	Yes
Chick-fil-A (City of Corona)	3555 Grand Oaks Corona, CA	4,488 SF	13	13	16	29	Yes
Chick-fil-A (City of Long Beach)	4401 Pacific Coast Highway Long Beach, CA	Approx. 4,800 SF	16	18	20	29	Yes
Chick-fil-A (City of Venice)	4050 Lincoln Boulevard Venice, CA	Approx. 2,600 SF	11	14	17	29	Yes

11.0 RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in impacts, this report recommends traffic improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection. The identified improvements are expected to:

1. Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and related projects) traffic, and
2. Improve Levels of Service to an acceptable range and/or to pre-project conditions.

11.1 Existing With Project Traffic Conditions Recommended Improvements

The results of the intersection capacity analyses summarized in *Table 8-1* indicate that the proposed Project is not expected to have an impact at any of the key study intersections. As there are no impacts, no traffic improvement measures are required or recommended for the study intersections.

11.2 Year 2024 With Project Traffic Conditions Recommended Improvements

The results of the intersection capacity analyses summarized in *Table 8-2* indicate that the proposed Project is not expected to have an impact at any of the key study intersections. As there are no impacts, no traffic improvement measures are required or recommended for the study intersections.

12.0 MULTIMODAL CIRCULATION

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate for drivers, pedestrians, bicycles, and public transit users.

Pedestrian Circulation

The project site is adjacent to and accessible from nearby commercial, office, and residential development along adjacent arterial corridors, as well as nearby public bus transit stops. The Project will protect the existing sidewalk along the Project frontage and if necessary, repair or reconstruct sidewalks along the Project frontage per the City's request. The pedestrian walkways within the site and the adjacent sidewalk along the Project frontage on Brockway Street and Santa Anita Avenue will be appropriately landscaped and designed to provide a friendly walking environment. Additionally, the walkways will be well lit and include appropriate wayfinding signage. Additionally, the intersection of Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street currently provides crosswalks along the north, east and west legs, which will provide pedestrians safe and convenient access from the Project site across Santa Anita Avenue or Brockway Street.

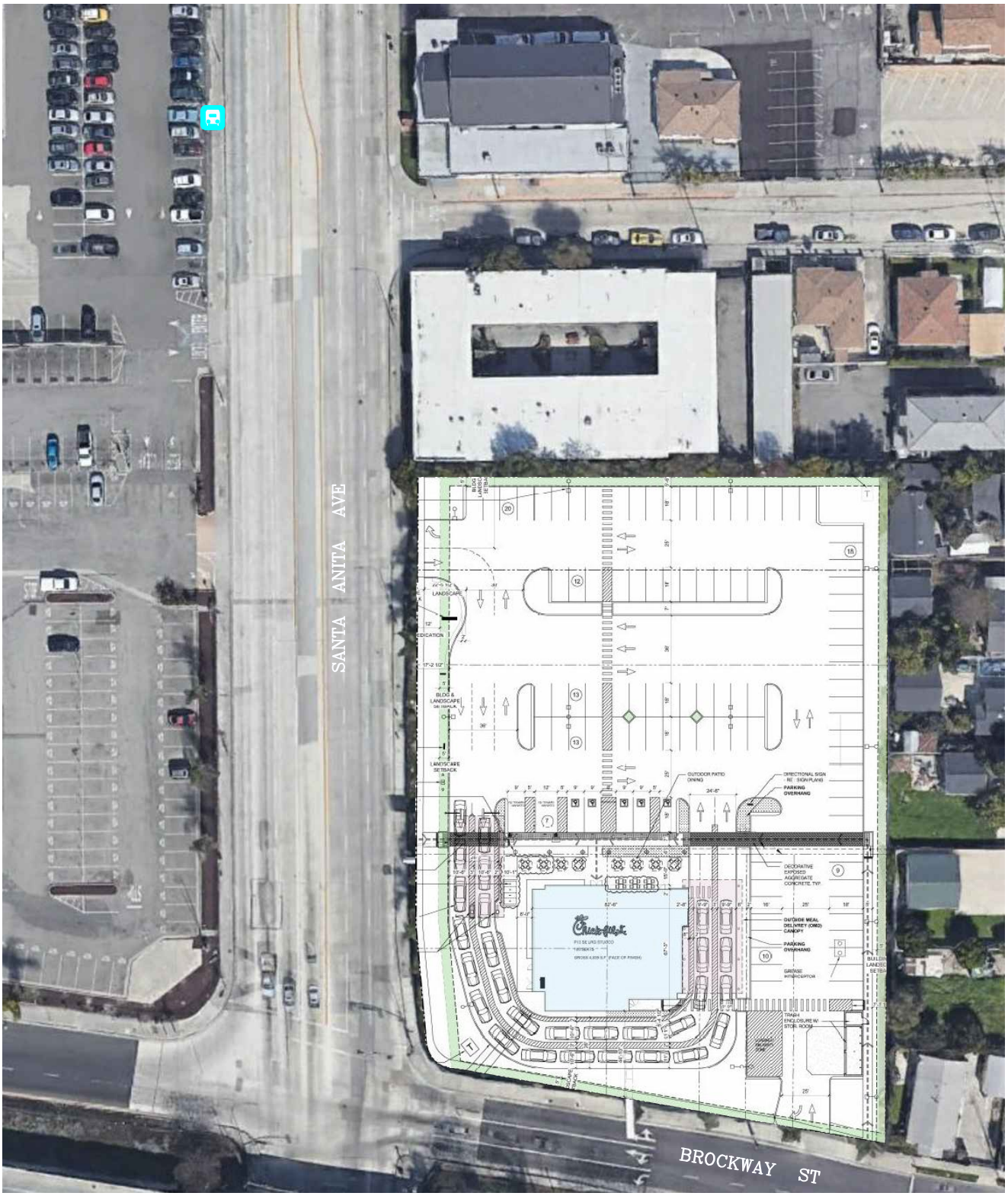
Bicycle Access

A Class II Bike Lane currently exists north of the project site along Ramona Boulevard. The Rio Hondo River Bike Path currently exists west of the project site. A bicycle hub is also located within the Project vicinity at the El Monte Transit Center. The proposed Project will maintain bicycle access to/from the site via its driveways located along Santa Anita Avenue and Brockway Street.

Public Transit

The El Monte Transit Station (EMTS) is a regional bus hub in Downtown with direct access to the El Monte Busway, one of the most successful dedicated bus/high occupancy vehicle (HOV) lanes in the country. Both the Los Angeles County Metropolitan Transportation Authority (Metro) and Foothill Transit operate many routes that run through El Monte and converge at the EMTS. ***Section 3.2*** contains detailed descriptions for each of the various transit routes, including bus, rail, and commuter shuttle services.

The bus stop nearest to the Project site is located along Santa Anita Avenue, just north of Amador Street, on the west side of the roadway. Additional nearby bus stops are located near the intersection of Sana Anita Avenue at Ramona Boulevard, north of the Project site, and near the intersection of Sana Anita Avenue at Asher Street, south of the Project site ***Figure 12-1*** shows the existing bus stop nearest to the project site.



n:\4400\2214437 - i-10 & santa anita chick-fil-a, el monte\dwg\4437 f12-1.dwg LDP 11:21:44 09-07-2022 kopulsky

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: CRHO ARCHITECTS

KEY

= TRANSIT STOP

FIGURE 12-1

EXISTING BUS STOP LOCATIONS

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

13.0 CONGESTION MANAGEMENT PROGRAM (CMP) ANALYSIS

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system.

13.1 Traffic Impact Review

As required by the most current *Congestion Management Program for Los Angeles County*, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours.

- Mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

13.2 Intersections

None of the nine (9) key study intersections evaluated in this report are considered CMP intersection monitoring locations. However, the following two (2) CMP intersection monitoring locations nearby the Project study area have been identified:

No. 131 Rosemead Boulevard/Valley Boulevard

No. 142 Rosemead Boulevard/Garvey Avenue

As stated earlier, the CMP guidelines require that arterial monitoring intersection locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. Further, per the CMP guidelines, a significant project impact occurs when the proposed Project causes an increase of 0.020 or greater in the ICU value causing or worsening LOS F (ICU > 1.000).

A review of the project trip distribution pattern previously presented in *Figure 5-1* a**s** well as the project trips previously presented in *Figures 5-2* and *5-3* indicates that the proposed Project will add less than 50 trips at the two CMP study intersections identified above during both the AM peak hour and PM peak hour and therefore ***does not*** meet the minimum threshold of 50 trips. Therefore a CMP intersection traffic impact analysis is not required.

13.3 Freeways

The closest CMP freeway monitoring locations in the project vicinity have been identified:

- CMP Station — Location
  - Seg. No. 1017 — Interstate 10 east of Peck Road (PM – 30.30)
  - Seg. No. 1076 — Interstate 605 north of Junction Route 60 (PM – R17.75)

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak periods. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. As summarized in *Table 5-1,* the project is anticipated to generate a total of 108 new vehicle trips during the AM peak hour and a total of 72 new vehicle trips during the PM peak hour. As shown on *Figures 5-2* and *5-3*, the Project is forecast to add no more than 6 directional trips during the AM peak hour and no more than 4 directional trips during the PM peak hour, which is well below the 150 trips threshold. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

13.4 Transit Impact Review

As required by the most current *Congestion Management Program for Los Angeles County*, a review has been made of the CMP transit service. As previously discussed, a number of transit services exist in the Project area, necessitating the following transit impact review.

The project trip generation, as shown in *Table 5-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 5 transit trips during the weekday AM peak hour and 4 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 83 weekday daily transit trips. The calculations are as follows:

- Weekday AM Peak Hour = $108 \times 1.4 \times 0.035 = 5$ Transit Trips
- Weekday PM Peak Hour = $72 \times 1.4 \times 0.035 = 4$ Transit Trips
- Weekday Daily Trips = $1{,}696 \times 1.4 \times 0.035 = 83$ Transit Trips

It is anticipated that the existing transit service in the Project area would be able to accommodate the Project generated transit trips. The Los Angeles County MTA currently serves the bus stop nearest to the Project site which provides service to Metro Line 70 and Metro Line 577, with approximately 17 and 18 buses per hour during the AM and PM peak hours, respectively. Thus, the Project would generate less than one (1) new boarding per bus during both the AM and PM peak hours. Therefore, given the number of transit trips generated by the Project and the existing transit routes in the Project vicinity, it is concluded that the public transit system would not be impacted by the proposed Project.

14.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled. Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, the new guidelines must be used starting July 1, 2020, as required in CEQA section 15064.3. The City of El Monte recently adopted new traffic impact criteria in October 2020 to be consistent with the CEQA revisions. These new guidelines are contained within the *City of El Monte Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment,* dated October 2020 and provide screening criteria and methodology for VMT analysis.

For the VMT screening analysis, *Project Screening – Step 3: Project Type Screening* was applied to the proposed Project. *Project Screening – Step 3: Project Type Screening* states that for local serving retail uses (including restaurants) less than 25,000 square feet (SF), a less than significant determination can be presumed. Local serving retail (including restaurants) generally improves the convenience of shopping close to home and has the effect of reducing vehicular travel.

As stated in *Section 2.0*, the proposed Project will consist of a 4,839 SF Chick-fil-A restaurant with a dual drive-through. Therefore, based on the aforementioned criteria, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.

15.0 SUMMARY OF FINDINGS AND CONCLUSIONS

- ***Project Description:*** The proposed project site, which is currently vacant is located on the northeast corner of the intersection of Santa Anita Avenue and Brockway Street in the City of El Monte, California. The proposed Project will consist of a 4,839 SF Chick-fil-A restaurant with a dual drive-through. The proposed Chick-fil-A restaurant dual drive-through will provide stacking for up to twenty-nine (29) vehicles. It should be noted that during peak operating times (i.e. if the 29 vehicle drive-through storage is exceeded), Chick-fil-A staff may cone-off areas of the parking lot to keep the drive-through queue on-site and away from the driveway on Santa Anita Avenue. The proposed Project is expected to be completed and fully occupied by the Year 2024.

  Vehicular access to the proposed Project will be provided via one (1) left-turn in/right-turn in/right-turn out only driveway located along Santa Anita Avenue (i.e. Project Driveway No. 1) and via one (1) right-turn in/right-turn out only driveway located along Brockway Street (i.e. Project Driveway No. 2).

- ***Study Area:*** The following nine (9) key study intersections have been selected for evaluation based on the "50 trip threshold criteria" as outlined in the Los Angeles County CMP, engineering judgment and coordination with City of El Monte staff. These locations provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where the key study intersection is located in is also shown.

  Key Study Intersections

  1. Santa Anita Avenue at Valley Boulevard (City of El Monte)
  2. Santa Anita Avenue at Main Street (City of El Monte)
  3. Santa Anita Avenue at MTA/Ramona Boulevard (City of El Monte)
  4. Santa Anita Avenue at El Monte Busway (City of El Monte)
  5. Santa Anita Avenue at Amador Street (City of El Monte)
  6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street (City of El Monte/Caltrans)
  7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street (City of El Monte/Caltrans)
  8. Santa Anita Avenue at Mildred Street (City of El Monte)
  9. Santa Anita Avenue at Garvey Avenue (City of El Monte)

- ***Existing Traffic Conditions:*** All nine (9) key study intersections currently operate at acceptable LOS C or better during the AM and PM peak hours.

- ***Project Trip Generation:*** The proposed Project is forecast to generate approximately 1,696 daily trips, with 108 trips (55 inbound, 53 outbound) produced in the AM peak hour and 72 trips (37 inbound, 35 outbound) produced in the PM peak hour on a "typical" weekday.

- ***Cumulative Projects Trip Generation:*** Fifty-one (51) cumulative projects were considered in the traffic analysis. The fifty-one (51) cumulative projects are expected to generate 43,154 daily trips, with 2,178 trips (1,149 inbound, 1,029 outbound) anticipated during the AM peak hour and 3,736 trips (2,030 inbound, 1,706 outbound) produced during the PM peak hour.

- ***Existing Plus Project Traffic Conditions:*** The proposed Project ***will not*** significantly impact any of the nine (9) key study intersections, when compared to the LOS standards and impact criteria specified in this report. The nine (9) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

- ***Year 2024 Cumulative Plus Project Traffic Conditions:*** The proposed Project ***will not*** significantly impact any of the nine (9) key study intersections, when compared to the LOS standards and impact criteria specified in this report. The nine (9) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of Project generated traffic to Year 2024 cumulative traffic.

- ***Existing Plus Project Traffic Conditions – Caltrans:*** The traffic associated with the proposed Project ***will not*** impact the two (2) state-controlled study intersections, when compared to the LOS standards specified in this report. The two (2) state-controlled study intersections are forecast to continue to operate at an acceptable LOS C or better with the addition of project generated traffic to existing traffic.

- ***Year 2024 Plus Project Traffic Conditions – Caltrans:*** The traffic associated with the proposed Project ***will not*** impact the two (2) state-controlled study intersections, when compared to the LOS standards specified in this report. The two (2) state-controlled study intersections are forecast to continue to operate at acceptable LOS D or better with the addition of project generated traffic in the Year 2024.

- ***Recommended Improvements – Caltrans:*** The proposed Project will not impact the two (2) state-controlled study intersections under "Existing Plus Project" and "Year 2024 Cumulative Plus Project" traffic conditions. As there are no impacts, no traffic improvement measures are required or recommended for the two (2) state-controlled study intersections

- ***Site Access Evaluation:*** Based on information provided by City of El Monte staff, we understand that it is the intent of the City in the future to restripe Santa Anita Avenue in the vicinity of Project Driveway No. 1 to provide northbound left-turn access into The Gateway Parcel 5 project site, which is located directly across the street from the proposed Project. As part of this future improvement, the southbound left-turn access into the Chick-fil-A project site will be maintained. Given that the proposed Project will likely be completed and occupied prior to the construction and occupancy of The Gateway Parcel 5 Project, the level of service calculation for Santa Anita Avenue at Project Driveway No. 1 assumes a one-way stop. The two (2) proposed Project driveways are forecast to operate at acceptable LOS C or better during the

AM and PM peak hours. As such, project access will be adequate. Motorists entering and exiting the Project site will be able to do so without undue congestion.

A queuing evaluation was also prepared for the intersection of Santa Anita Avenue at Project Driveway No. 1 to ensure that the proposed 100-foot southbound left-turn lane will provide adequate storage. The queuing evaluation was conducted based on Year 2024 Cumulative Plus Project peak hour traffic volumes and the *Highway Capacity Manual 6th Edition* (HCM 6) unsignalized methodology. Based on the results of the evaluation, the 95th percentile queue for the southbound left-turn lane is one (1) vehicle (25 feet). Therefore, the proposed 100-foot southbound left-turn lane is adequate.

- ***Internal Circulation Evaluation:*** The on-site circulation layout of the proposed Project on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for delivery trucks and trash trucks.

- ***Drive-Through Queuing Analysis:*** The proposed Project will provide storage for up to 29 vehicles within the proposed drive-through lane without encroaching into the drive aisle. Therefore, the 85th percentile expected queues can be accommodated without interfering with internal circulation or causing congestion to the drive aisle. It should be further noted that the proposed 29 vehicle storage drive-through lane can also accommodate the observed 95th percentile queues of the seven (7) study sites. Lastly, it should be noted that the maximum queue of 20 vehicles can also be accommodated within the proposed drive-through lanes without encroaching into the drive aisle.

  Even though it is anticipated that the proposed drive-through lane will accommodate all potential queues on site, Chick-fil-A staff will implement the following program, on an as-needed basis during their peak operating times, to further ensure that vehicles will not queue back onto the public streets. The program consists of the following as provided by Chick-fil-A management staff:

  - "Our restaurants are staffed so that if the drive-thru queuing begins stacking onto the street, team members go out and assist with ordering via Chick-fil-A's iPad ordering system. Our operators use the iPad ordering during our peak hours of 11:30 am to 1:30 pm and any additional time when needed. The iPad ordering system allows team members to take orders, receive payment, and assist with traffic movement within the parking lot.

    Based on data from our other comparable stores, the iPad ordering system increases the Chick-fil-A drive thru speed of service by 30% than the typical speaker box. Putting people forward in the drive-through is one of our biggest competitive advantages in the market because it personally connects our team members with our valued guest. We want to continue this momentum by building a platform to supporting current and future innovations that increase capacity and put our people forward to care for our guest in every interaction. Our customers enjoy the face to face ordering over the standard drive-thru experience."

Along with face-to-face ordering, Chick-fil-A implemented a dual drive-through concept from the entrance of the drive-through to the pick-up window. The outer drive-through lane can be used for full order take and meal delivery, mobile pick up lane, or for a pickup point for smaller orders. The Operator has the flexibility to use the second lane as they see fit (during peak demand). Chick-fil-A team members will take orders and deliver orders in both lanes, hence the importance of the canopies to provide shade for the team members. Appropriate safety signage and protocols are placed throughout the drive-thru.

It should be noted that during peak operating times (i.e. if the 29-vehicle drive-through storage is exceeded), Chick-fil-A staff may cone-off areas of the parking lot to keep the drive-through queue on-site and away from the driveway on Santa Anita Avenue

- ***Existing With Project Recommended Improvements:*** The results of the intersection capacity analyses summarized in *Table 8-1* indicate that the proposed Project is not expected to have an impact at any of the key study intersections. As there are no impacts, no traffic improvement measures are required or recommended for the study intersections.

- ***Year 2024 With Project Recommended Improvements:*** The results of the intersection capacity analyses summarized in *Table 8-2* indicate that the proposed Project is not expected to have an impact at any of the key study intersections. As there are no impacts, no traffic improvement measures are required or recommended for the study intersections.

- ***Multimodal Circulation:*** Refer to Section 12.0 for details regarding Multimodal Circulation.

- ***CMP Analysis:*** Refer to Section 13.0 for details regarding project compliance with the Los Angeles County Congestion Management Program.

- ***Vehicle Miles Traveled (VMT) Analysis:*** For the VMT screening analysis, *Project Screening – Step 3: Project Type Screening* was applied to the proposed Project. *Project Screening – Step 3: Project Type Screening* states that for local serving retail uses (including restaurants) less than 25,000 SF, a less than significant determination can be presumed. Local serving retail (including restaurants) generally improves the convenience of shopping close to home and has the effect of reducing vehicular travel.

  The proposed Project will consist of a 4,839 SF Chick-fil-A restaurant with a dual drive-through. Therefore, based on the aforementioned criteria, this project could be screened from a VMT analysis, and could be presumed to have a less than significant impact on VMT per the City's guidelines.

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

The Project Description has been updated to a 4,839 SF Chick-fil-A (Drive-thru stacking for 29 vehicles)

MEMORANDUM

To:	Mr. Lee Torres Mr. Kevin Ko City of El Monte	Date:	June 24, 2021
From:	Keil D. Maberry, P.E., Principal Daniel A. Kloos, P.E., Associate Principal Linscott, Law & Greenspan, Engineers	LLG Ref:	2.21.4437.1
Subject:	***TIA Scope of Work – I-10 & Santa Anita Chick-fil-A Project El Monte, California***		

Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Study Scope of Work for the proposed I-10 & Santa Anita Chick-fil-A Project for your review and approval.

Traffic Study Scope of Work

The Traffic Impact Analysis for the proposed I-10 & Santa Anita Chick-fil-A Project will satisfy the traffic impact requirements of the City of El Monte and will be consistent with the requirements and procedures outlined in the most current *Los Angeles County Public Works Transportation Impact Analysis Guidelines.*

A. Project Location: The proposed project site, which is currently vacant is located on the northeast corner of the intersection of Santa Anita Avenue and Brockway Street in the City of El Monte, California. See the attached vicinity map and existing aerial photograph of the Project site – ***Figure 1-1*** and ***Figure 2-1.***

B. Project Description: The proposed Project will consist of a 5,001 square-foot (SF) Chick-fil-A restaurant with a dual drive-through. The dual drive-through will provide stacking for up to thirty (30) vehicles. Access to the proposed Project will be provided via one right-turn in/right-turn out only driveway located along Brockway Street and via one left-turn in/right-turn in/right-turn out only driveway located along Santa Anita Avenue. See the attached proposed project site plan – ***Figure 2-2.***

C. Project Study Area: The following nine (9) key study intersections have been selected for evaluation. The jurisdiction where each key study intersection is located is also identified.

Key Study Intersections

1. Santa Anita Avenue at Valley Boulevard (City of El Monte)
2. Santa Anita Avenue at Main Street (City of El Monte)
3. Santa Anita Avenue at MTA/Ramona Boulevard (City of El Monte)
4. Santa Anita Avenue at El Monte Busway (City of El Monte)

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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5. Santa Anita Avenue at Amador Street (City of El Monte)
6. Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street (City of El Monte/Caltrans)
7. Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street (City of El Monte/Caltrans)
8. Santa Anita Avenue at Mildred Street (City of El Monte)
9. Santa Anita Avenue at Garvey Avenue (City of El Monte)

As directed by City Staff, new traffic counts were conducted in August 2022 when local area schools were in session.

D. Traffic Counts: Due to the COVID-19 Coronavirus Pandemic, AM and PM peak hour traffic counts from the *Traffic Impact Study for the El Monte Hilton-Garden Inn Project,* prepared by LLG Engineers, dated July 2, 2018 will be utilized. Specifically, the traffic counts from this traffic study were conducted in February 2018 and April 2018. These 2018 traffic counts will be conservatively grown 1% per year (3.0% total growth) to establish Year 2021 existing baseline traffic conditions for the key study intersections. ***Please advise if this approach is acceptable or if the City would like us to conduct new traffic counts?***

E. Project Traffic Generation: ***Table 5-1*** summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast daily and peak hour project traffic volumes for a "typical" weekday. As shown in the upper portion of *Table 5-1,* the trip generation potential of the proposed Project will be estimated using ITE Land Use 934: Fast Food Restaurant with Drive-Through Window trip rates contained in the 10th Edition of *Trip Generation,* published by the Institute of Transportation Engineers (ITE), [Washington, D.C., 2017].

A review of the last row of *Table 5-1* indicates that the proposed Project is forecast to generate approximately 1,766 daily trips, with 103 trips (53 inbound, 50 outbound) produced in the AM peak hour and 81 trips (42 inbound, 39 outbound) produced in the PM peak hour on a "typical" weekday. The potential impact of these trips will be assessed in the traffic study.

It should be noted that the aforementioned overall trip generation includes adjustments for pass-by per the *Trip Generation Handbook, 3rd Edition*, published by ITE, to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Santa Anita Avenue) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. The pass-by reduction factors utilized are summarized in the footnotes of *Table 5-1*.

F. Project Traffic Distribution Pattern: See the attached Project traffic distribution pattern – ***Figure 5-1***. The traffic distribution pattern was developed based on the following considerations:

- the site's proximity to major traffic carriers,
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals, and
- ingress/egress availability at the Project site.

G. Year 2024 Cumulative Traffic:

- Ambient Growth Rate: 1.0% per year (3.0% total growth to the Year 2024)
- Cumulative Projects: Obtain information regarding cumulative projects in the vicinity of the proposed project (i.e. 2-mile radius) from the City of El Monte and the adjacent jurisdictions, as necessary.

H. Analysis Scenarios: The following traffic analysis scenarios will be prepared for the proposed Project.

(a) Existing Traffic Conditions;
(b) Existing Plus Project Traffic Conditions;
(c) Scenario (b) with Improvements, if necessary;
(d) Year 2024 Cumulative Traffic Conditions (Existing plus Ambient Growth plus Cumulative Projects);
(e) Year 2024 Cumulative Plus Project Traffic Conditions, and
(f) Scenario (e) with Improvements, if necessary.

The LOS calculations will be based on the ICU methodology for signalized intersections and the Highway Capacity Manual 6th Edition (HCM 6) methodology for unsignalized intersections. It should be noted that all Caltrans-controlled study intersections will also be analyzed utilizing the Highway Capacity Manual (HCM) signalized methodology. Per the City of El Monte, the Project's potential impact will be based on the significant impact criteria outlined in the most current *Los Angeles County Public Works Transportation Impact Analysis Guidelines*. The impact is considered significant for signalized intersections if the Project-related increase in the *v/c* ratio equals or exceeds the threshold criteria presented on the following page.

The acceptable Level of Service (LOS) for unsignalized intersections is LOS D. Significant impact thresholds for unsignalized intersections with existing LOS E or worse shall be deemed significant as follows:

- Project increases traffic delay at an unsignalized intersection by 2.0 seconds or more, causing or worsening LOS E (control delay > 35 seconds) for those intersections.
- Project increases traffic delay at an unsignalized intersection by 1.0 second or more, causing or worsening LOS F (control delay > 50 seconds) for those intersections.

City of El Monte Intersection Impact Threshold Criteria		
Final *v/c*	Level of Service	Project Related Increase in *v/c*
> 0.70 - 0.80	C	equal to or greater than 0.04
> 0.80 - 0.90	D	equal to or greater than 0.02
> 0.90	E and F	equal to or greater than 0.01

I. Other Issues:

- Evaluate Site Access and Internal Circulation.
- Drive-Through Queuing Analysis.
- Congestion Management Program (CMP) Analysis.
- VMT (SB 743) Assessment. Given that the proposed Project is a local serving retail use (restaurant) less than 50,000 SF, the project will screen out from a VMT analysis. A section within the traffic impact study will be prepared indicating how the proposed Project will screen out from a VMT assessment based on City of El Monte guidelines (i.e. SGVCOG SB 743 VMT Impact Analysis Guidelines).

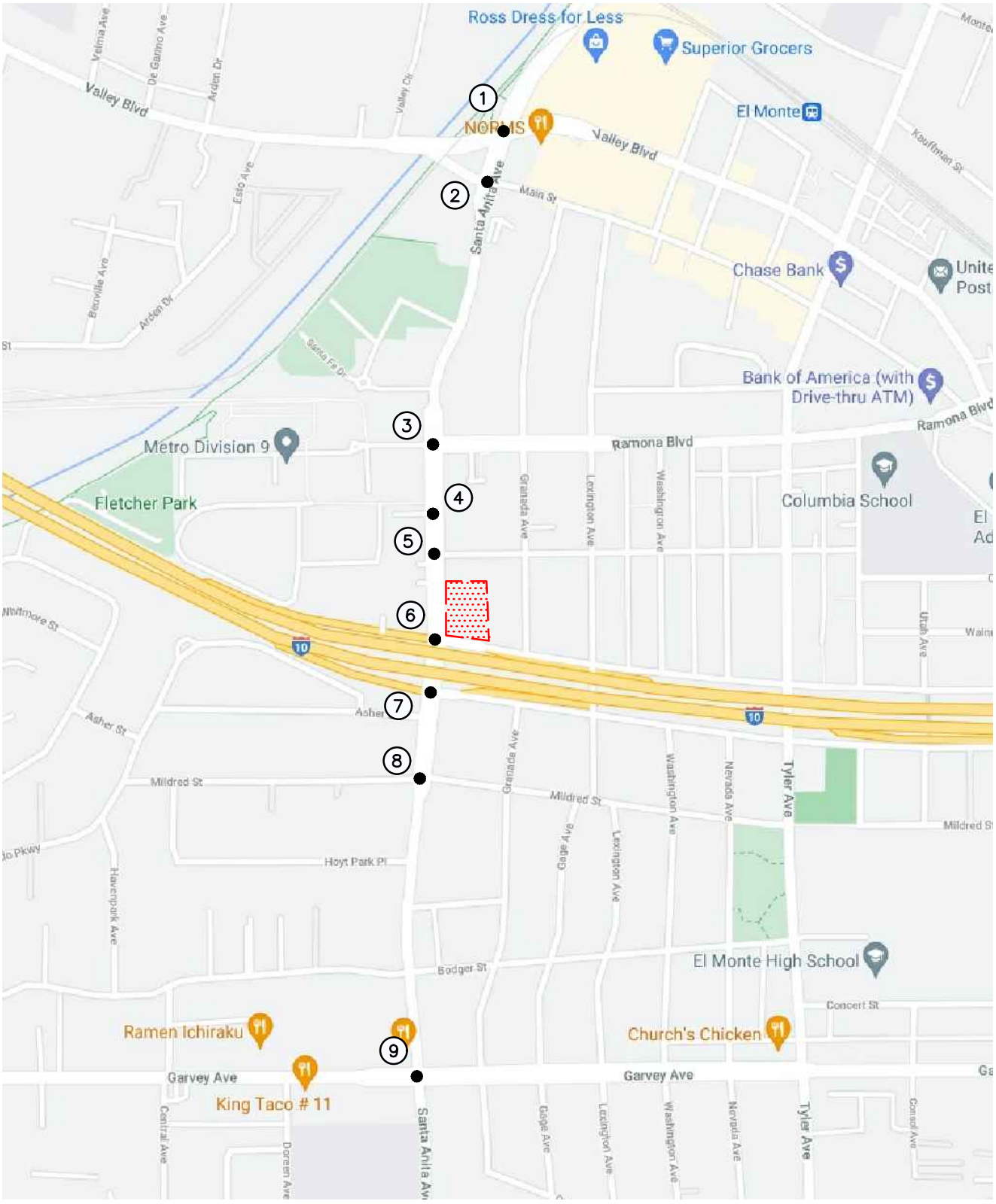
* * * * * * * * * * *

We appreciate the opportunity to provide this scope of work. Should you have any questions, please call us at (949) 825-6175. Thank you.

Approved by:

_____ _____

City of El Monte Date



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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: GOOGLE

KEY

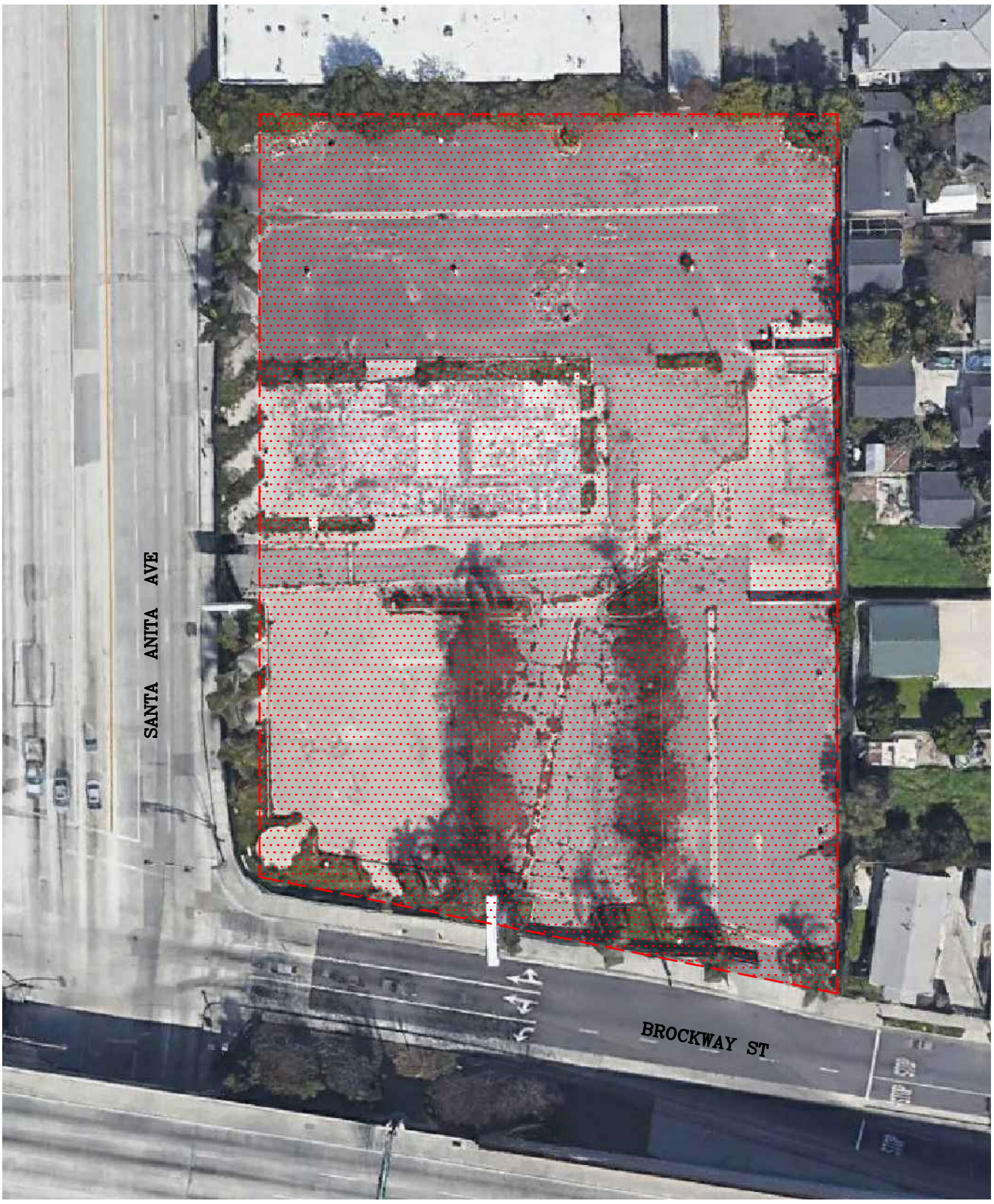
(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE



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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: GOOGLE

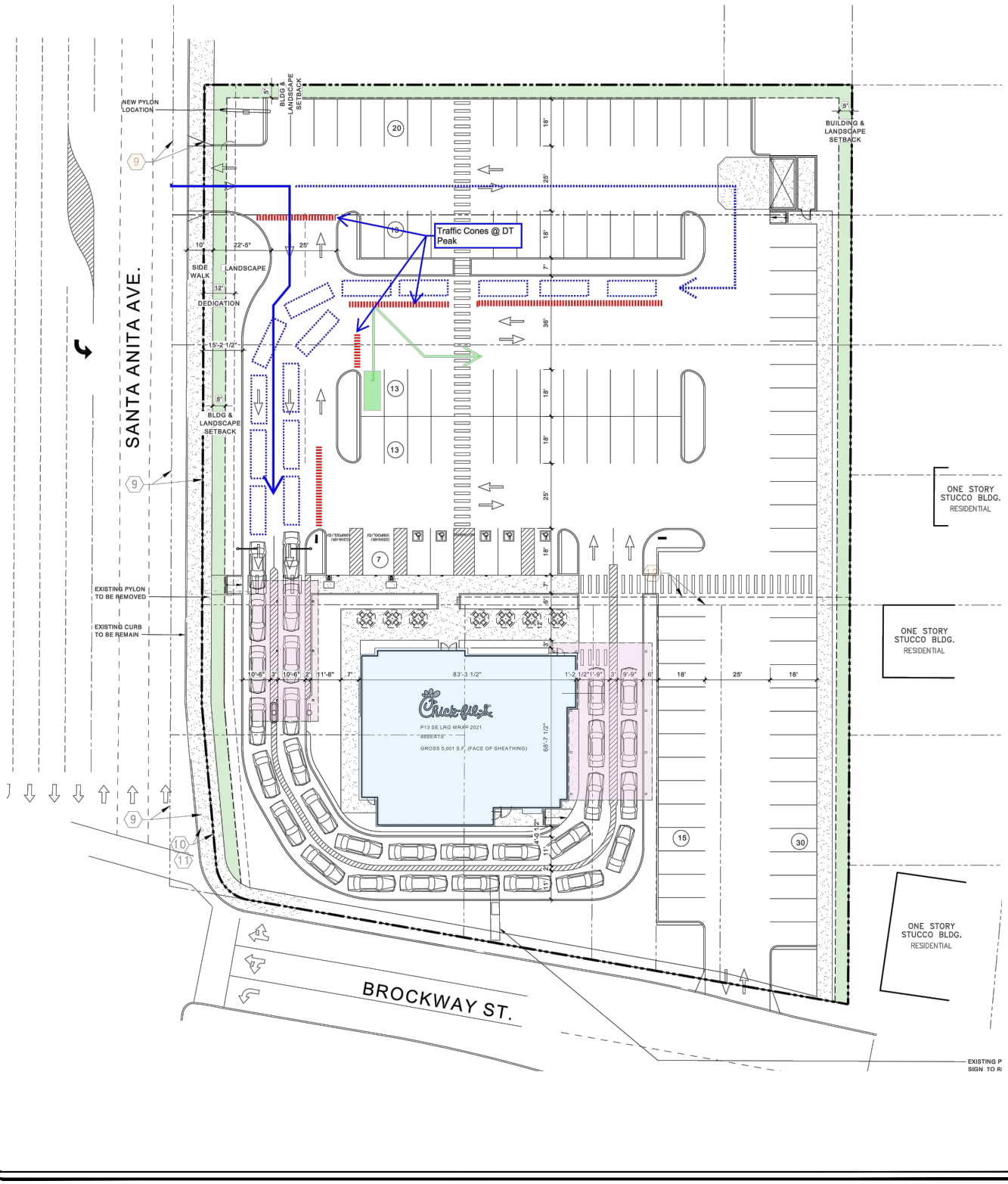
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE AERIAL

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE



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SOURCE: CRHO ARCHITECTS

LINSCOTT LAW & GREENSPAN engineers

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FIGURE 2-2

PROPOSED SITE PLAN

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

LINSCOTT LAW & GREENSPAN engineers

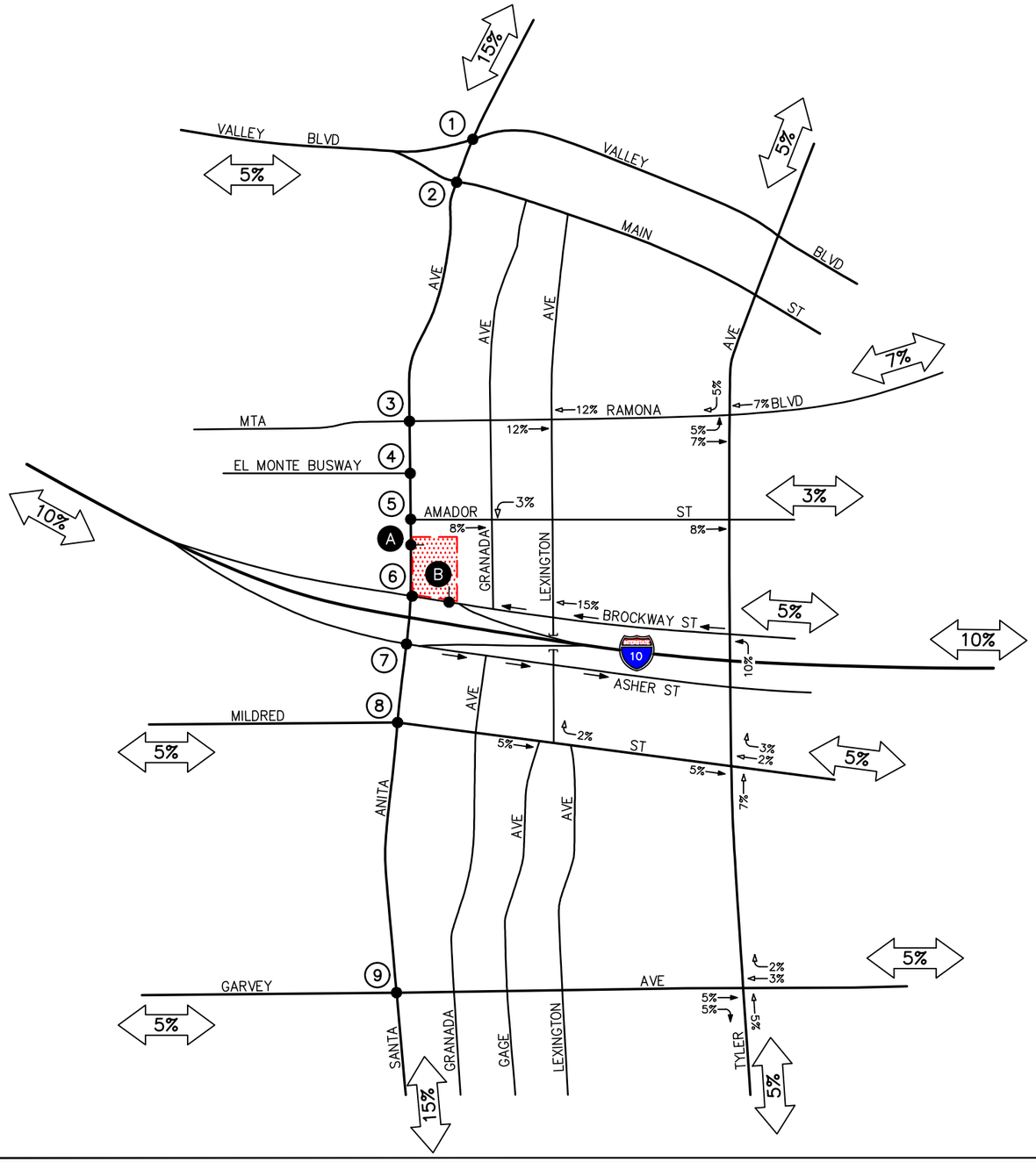
TABLE 5-1
PROJECT TRAFFIC GENERATION RATES AND FORECAST[1]
I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

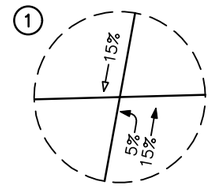
Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Trip Generation Rates:							
▪ 934: Fast Food Restaurant with Drive Through Window (TE/TSF)	470.95	51%	49%	40.19	52%	48%	32.67
Proposed Project Generation Forecasts:							
▪ Chick-fil-A with Drive-Thru Window (5,001 SF)	2,355	103	98	201	85	78	163
Pass-by Trips (25% Daily, 49% AM, 50% PM)[2]	-589	-50	-48	-98	-43	-39	-82
Total	***1,766***	***53***	***50***	***103***	***42***	***39***	***81***

Notes:
- TE/TSF = Trip End per Thousand Square Feet

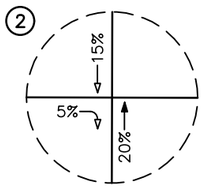
1 Source: *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

2 Source: *Trip Generation Handbook*, 3rd *Edition*, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2014)]. Based on the *Trip Generation Handbook,* the AM peak hour and PM peak hour pass-by for ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window is 49% and 50%, respectively. The daily pass-by percentage was estimated to be 25%.

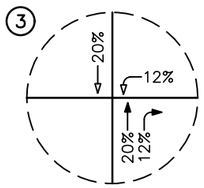




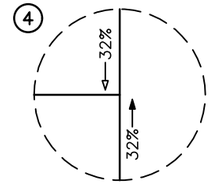
SANTA ANITA AVE @ VALLEY BLVD



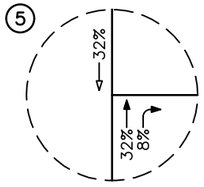
SANTA ANITA AVE @ MAIN ST



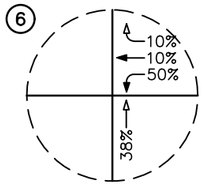
SANTA ANITA AVE @ MTA/RAMONA BLVCD



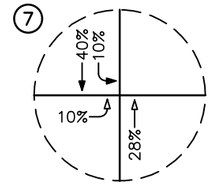
SANTA ANITA AVE @ EL MONTE BUSWAY



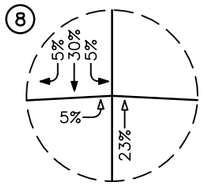
SANTA ANITA AVE @ AMADOR ST



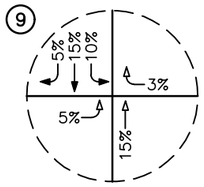
SANTA ANITA AVE @ I-10 WB ON RAMP/ BROCKWAY ST



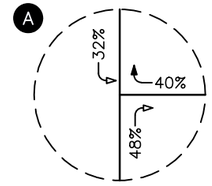
SANTA ANITA AVE @ I-10 EB OFF RAMP/ ASHER ST



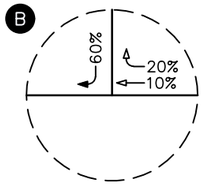
SANTA ANITA AVE @ MILDRED ST



SANTA ANITA AVE @ GARVEY AVE



SANTA ANITA AVE @ PROJECT DWY NO. 1



PROJECT DWY NO. 2 @ BROCKWAY ST

n:\4400\2214437 - i-10 & santa anita chick-fil-a, el monte\dwg\4437 f5-1.dwg LDP 08:43:17 06-24-2021 aguilar

LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

KEY

(#) = STUDY INTERSECTION
⟵ = INBOUND PERCENTAGE
⟵ = OUTBOUND PERCENTAGE
▭ = PROJECT SITE

FIGURE 5-1

PROJECT TRAFFIC DISTRIBUTION PATTERN

I-10 & SANTA ANITA CHICK-FIL-A PROJECT, EL MONTE

Justin Tucker

From: Kevin Ko <kko@elmonteca.gov>
Sent: Monday, June 28, 2021 4:26 PM
To: Dan Kloos; 'Brooke Reimer'; Leonardo Torres
Cc: 'carlos.arias2@cfacorp.com'; Leslie Clay; Sandra Mendoza; Siobhan Lester; Keil Maberry; Justin Tucker
Subject: Re: TIA Scope of Work - I-10 & Santa Anita Chick-fil-A Project, El Monte
Attachments: image001.jpg

Hi Dan,

Our traffic consultant has reviewed the TIA scope and has found it acceptable. Please proceed with the TIA study.

Thank you,

Kevin

_____
From: Dan Kloos <kloos@llgengineers.com>
Sent: Thursday, June 24, 2021 6:07 PM
To: 'Brooke Reimer'; Kevin Ko; Leonardo Torres
Cc: 'carlos.arias2@cfacorp.com'; Leslie Clay; Sandra Mendoza; Siobhan Lester; Keil Maberry; Justin Tucker
Subject: RE: TIA Scope of Work - I-10 & Santa Anita Chick-fil-A Project, El Monte

Thanks Kevin! Let us know if there are any questions. I think the most critical items in the scope of work from a schedule standpoint are the TIA study area and the traffic counts approach. If those can be reviewed first, that would help us out on the schedule. Thanks!

Dan

Dan Kloos, P.E.
Associate Principal
kloos@llgengineers.com<mailto:kloos@llgengineers.com>
[Logo]<https://urldefense.proofpoint.com/v2/url?u=http-3A__www.llgengineers.com&d=DwIGaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=6HhAwYz2lS10uruLDkXzQhzRUcFQaU5uFSQYNBXh5cc&m=NJPIGA5TZ-ekxUuPUxjtnqnhFLu-9hyTj0gaKIqiM98&s=MDvtje6BEAnH128H1BIVb_7lTTs7YO549EBiiRTd7LM&e=>

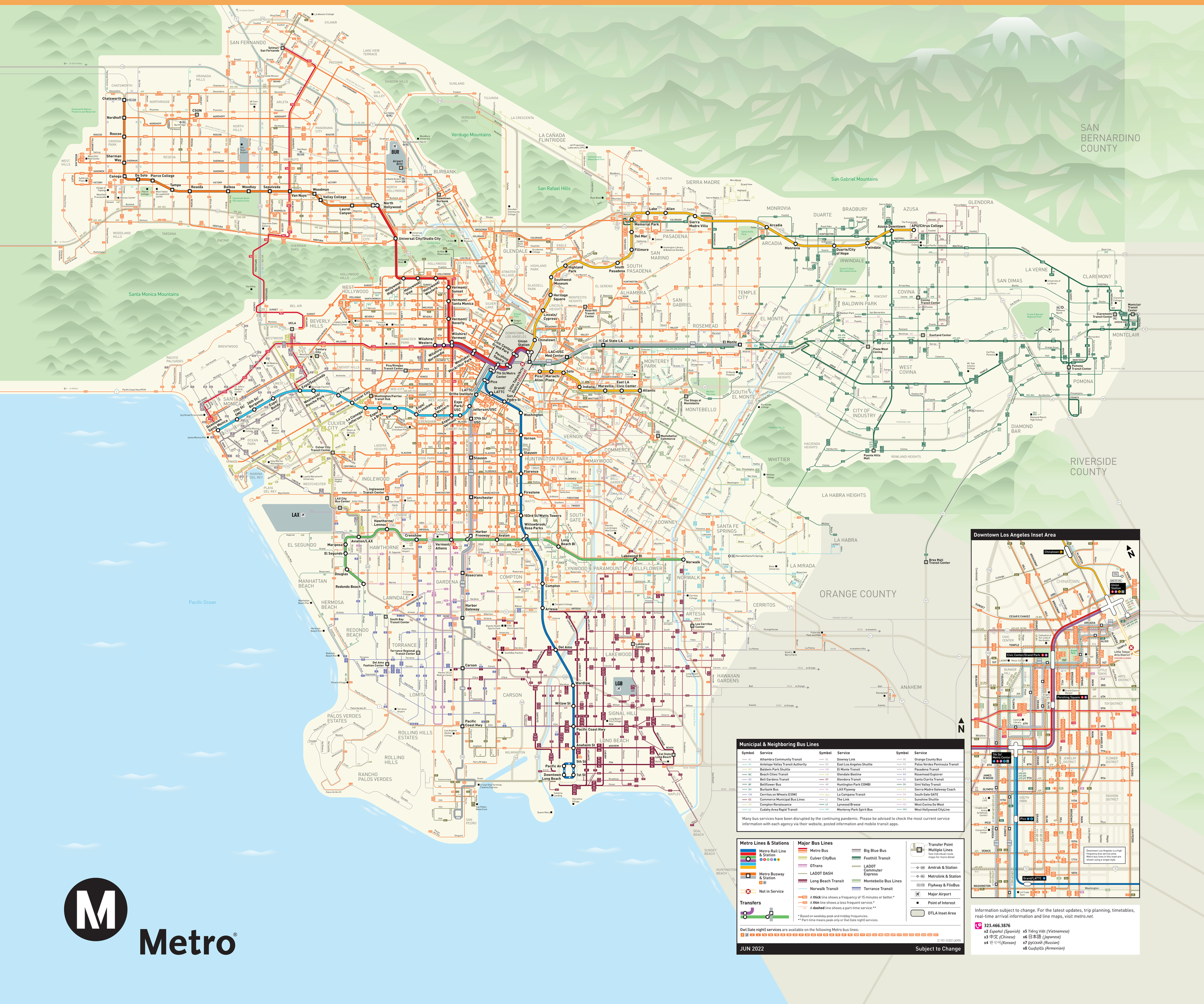
Linscott, Law & Greenspan, Engineers
2 Executive Circle, Suite 250
Irvine, CA 92614
949.825.6175 x238
https://urldefense.proofpoint.com/v2/url?u=http-3A__www.llgengineers.com&d=DwIGaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=6HhAwYz2lS10uruLDkXzQhzRUcFQaU5uFSQYNBXh5cc&m=NJPIGA5TZ-ekxUuPUxjtnqnhFLu-9hyTj0gaKIqiM98&s=MDvtje6BEAnH128H1BIVb_7lTTs7YO549EBiiRTd7LM&e=

APPENDIX B

EXISTING PUBLIC TRANSIT ROUTES

metro.net

Bus and Rail System



Downtown Los Angeles Inset Area

Municipal & Neighboring Bus Lines

Symbol	Service	Symbol	Service	Symbol	Service
AL	Alhambra Community Transit	DL	Downey Link	OC	Orange County Bus
AV	Antelope Valley Transit Authority	ES	East Los Angeles Shuttle	PV	Palos Verdes Peninsula Transit
BP	Baldwin Park Shuttle	EM	El Monte Transit	PT	Pasadena Transit
BC	Beach Cities Transit	GB	Glendale Beeline	RX	Rosemead Explorer
BG	Bell Gardens Transit	GT	Glendora Transit	SC	Santa Clarita Transit
BF	Bellflower Bus	HP	Huntington Park COMBI	SV	Simi Valley Transit
BU	Burbank Bus	FA	LAX Flyaway	SC	Sierra Madre Gateway Coach
CW	Cerritos on Wheels (COW)	BLC	La Campana Transit	SG	South Gate GATE
CC	Commerce Municipal Bus Lines	LI	The Link	SB	Sunshine Shuttle
CR	Compton Renaissance	LY	Lynwood Breeze	WC	West Covina Go West
CT	Cudahy Area Rapid Transit	MP	Monterey Park Spirit Bus	WH	West Hollywood CityLine

Many bus services have been disrupted by the continuing pandemic. Please be advised to check the most current service information with each agency via their website, posted information and mobile transit apps.

Metro Lines & Stations

- Metro Rail Line & Station
- Metro Busway & Station
- Not in Service

Transfers

Major Bus Lines

- Metro Bus
- Culver CityBus
- GTrans
- LADOT DASH
- Long Beach Transit
- Norwalk Transit
- Big Blue Bus
- Foothill Transit
- LADOT Commuter Express
- Montebello Bus Lines
- Torrance Transit

A **thick** line shows a frequency of 15 minutes or better.*
A **thin** line shows a less frequent service.*
A **dashed** line shows a part-time service.**

* Based on weekday peak and midday frequencies.
** Part-time means peak only or Owl (late night) services.

- Transfer Point
- Multiple Lines
  See individual route maps for more detail
- Amtrak & Station
- Metrolink & Station
- FlyAway & FlixBus
- Major Airport
- Point of Interest
- DTLA Inset Area

Owl (late night) services are available on the following Metro bus lines:

JUN 2022 — **Subject to Change**

Information subject to change. For the latest updates, trip planning, timetables, real-time arrival information and line maps, visit *metro.net*.

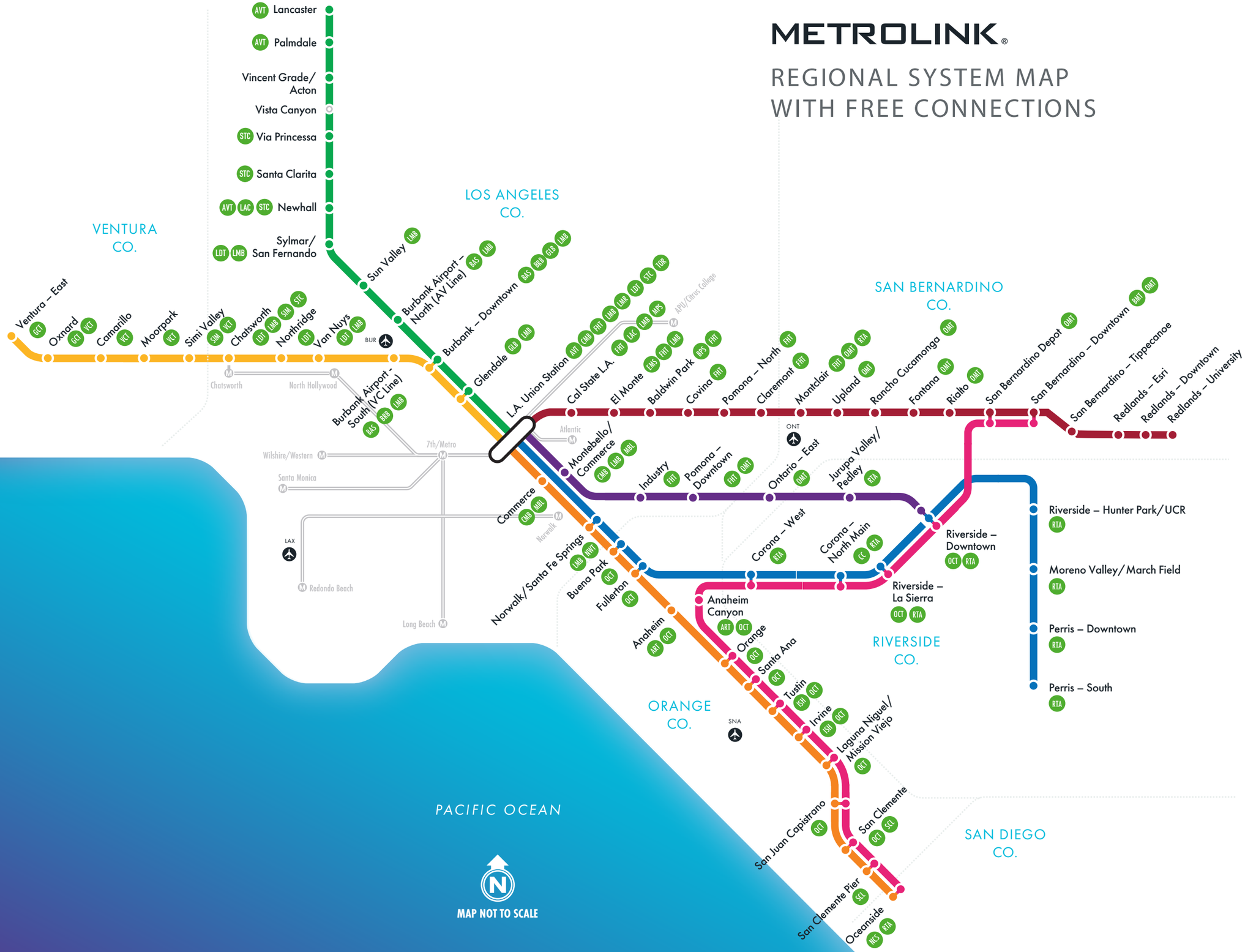
323.466.3876

x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

Metro®

METROLINK®

REGIONAL SYSTEM MAP WITH FREE CONNECTIONS



Connections to/from Metrolink

Free Connections

- ART Anaheim Resort Transit
- AVT AVTA
- BPS Baldwin Park Shuttle
- BMT Beaumont Transit
- BAS Burbank Airport Shuttle
- BRB Burbank Bus
- CMB Commerce Municipal Bus
- CC Corona Cruiser
- EMS El Monte Commuter Shuttle
- FHT Foothill Transit
- GLB Glendale Beeline
- GCT Gold Coast Transit
- ISH iShuttle
- LAC LA County DPW Shuttle
- LMB LA Metro Bus
- LMR LA Metro Rail
- LDT LADOT
- MBL Montebello Bus Lines
- MPS Monterey Park Spirit Bus
- NCS NCTD - Sprinter/Breeze
- NWT Norwalk Transit
- OCT OCTA
- OMT Omnitrans
- RTA RTA - Riverside Transit Agency
- SCL San Clemente Trolley
- STC Santa Clarita Transit
- SIM Simi Valley Transit
- TOR Torrance Transit
- VCT VCTC - Ventura County Transportation Commission

Legend

- Antelope Valley Line
- Inland Empire-Orange County Line
- Orange County Line
- Riverside Line
- San Bernardino Line
- Ventura County Line
- 91/Perris Valley Line
- Station Served by Multiple Lines
- Future Station

Updated February 2022. Please call or visit the agency website for additional details. Free transfer arrangements subject to change without notice.

METROLINK®
metrolinktrains.com

Monday through Friday

Effective Jun 26 2022

70

Eastbound (Approximate Times)

LOS ANGELES		EAST LOS ANGELES	MONTEREY PARK	EL MONTE
5	4	3	2	1
Olive & Venice	Cesar E. Chavez & Alameda	Cesar E. Chavez & Rowan	Garvey & Garfield	El Monte Station
4:52A	5:06A	5:17A	5:34A	5:56A
5:02	5:16	5:27	5:45	6:07
5:11	5:25	5:37	5:55	6:18
5:21	5:35	5:47	6:06	6:29
5:31	5:45	5:57	6:16	6:40
5:40	5:54	6:07	6:26	6:51
5:50	6:04	6:17	6:38	7:03
6:00	6:15	6:28	6:49	7:14
6:10	6:25	6:38	6:59	7:24
6:20	6:35	6:48	7:09	7:34
6:30	6:45	6:58	7:21	7:46
6:39	6:54	7:08	7:31	7:57
6:47	7:02	7:18	7:41	8:08
6:58	7:13	7:29	7:53	8:21
7:08	7:23	7:40	8:04	8:32
7:19	7:34	7:51	8:16	8:44
7:29	7:45	8:02	8:27	8:55
7:40	7:56	8:13	8:38	9:06
7:51	8:07	8:24	8:48	9:16
8:02	8:18	8:35	8:58	9:26
8:12	8:28	8:45	9:08	9:36
8:22	8:38	8:55	9:18	9:46
8:32	8:48	9:05	9:28	9:57
8:41	8:57	9:15	9:38	10:07
8:51	9:07	9:25	9:48	10:17
9:00	9:17	9:35	9:58	10:27
9:10	9:27	9:45	10:09	10:38
9:20	9:37	9:55	10:19	10:48
9:29	9:46	10:04	10:28	10:57
9:39	9:56	10:14	10:38	11:07
9:49	10:06	10:24	10:48	11:17
9:58	10:15	10:33	10:57	11:27
10:09	10:26	10:44	11:08	11:38
10:20	10:37	10:55	11:19	11:49
10:30	10:47	11:05	11:29	11:59
10:39	10:56	11:15	11:39	12:09P
10:49	11:06	11:25	11:49	12:19
10:58	11:16	11:35	11:59	12:29
11:08	11:26	11:45	12:09P	12:39
11:18	11:36	11:55	12:20	12:50
11:28	11:46	12:05P	12:30	1:00
11:37	11:55	12:15	12:40	1:10
11:47	12:05P	12:25	12:50	1:20
11:57	12:15	12:35	1:00	1:30
12:07P	12:25	12:45	1:10	1:40
12:17	12:35	12:55	1:20	1:50
12:27	12:45	1:05	1:30	2:00
12:37	12:55	1:15	1:40	2:10
12:47	1:05	1:25	1:50	2:20
12:57	1:15	1:35	2:00	2:30
1:07	1:25	1:45	2:10	2:40
1:17	1:35	1:55	2:20	2:50
1:27	1:45	2:05	2:30	3:00
1:37	1:55	2:15	2:40	3:10
1:47	2:05	2:25	2:51	3:21
1:56	2:14	2:34	3:00	3:30
2:05	2:23	2:43	3:09	3:40
2:15	2:33	2:53	3:19	3:50
2:26	2:44	3:04	3:30	4:00
2:36	2:54	3:14	3:40	4:10
2:46	3:04	3:24	3:51	4:21
2:56	3:14	3:34	4:01	4:31
3:06	3:24	3:44	4:11	4:41
3:16	3:34	3:54	4:20	4:50
3:26	3:44	4:04	4:29	4:59
3:36	3:54	4:13	4:38	5:08
3:45	4:03	4:22	4:47	5:17
3:53	4:11	4:30	4:55	5:24
4:00	4:18	4:37	5:02	5:31
4:09	4:27	4:46	5:11	5:40
4:17	4:35	4:54	5:18	5:47
4:24	4:42	5:01	5:25	5:54
4:32	4:50	5:09	5:33	6:02
4:40	4:58	5:17	5:41	6:10
4:47	5:05	5:24	5:48	6:17
4:53	5:11	5:30	5:54	6:22
5:00	5:18	5:37	6:01	6:29
5:08	5:26	5:44	6:07	6:34
5:15	5:33	5:51	6:14	6:40
5:23	5:41	5:59	6:22	6:48
5:31	5:49	6:07	6:30	6:56
5:41	5:59	6:16	6:39	7:05
5:51	6:09	6:26	6:48	7:14
6:01	6:19	6:36	6:58	7:22
6:12	6:30	6:46	7:08	7:32
6:23	6:40	6:56	7:17	7:41
6:33	6:50	7:06	7:27	7:51
6:43	7:00	7:16	7:37	8:01
6:54	7:10	7:26	7:47	8:10
7:07	7:23	7:38	7:59	8:21
7:20	7:36	7:50	8:11	8:33
7:32	7:48	8:02	8:23	8:45
7:48	8:04	8:17	8:38	9:00
8:03	8:19	8:32	8:53	9:15
8:18	8:34	8:47	9:07	9:29
8:33	8:49	9:02	9:21	9:43
B 9:09	9:22	9:34	9:54	10:15
B 9:43	9:55	10:06	10:26	10:47
B 10:10	10:22	10:33	10:53	11:13
B 11:10	11:22	11:33	11:53	12:13A
B 12:10A	12:22A	12:32A	12:50A	1:10
B 1:10	1:22	1:32	1:50	2:10
B 2:10	2:22	2:32	2:50	3:09
B 3:10	3:22	3:32	3:50	4:09
B 4:10	4:22	4:32	4:50	5:09

Westbound (Approximate Times)

EL MONTE	MONTEREY PARK	EAST LOS ANGELES	LOS ANGELES	
1	2	3	4	6
El Monte Station	Garvey & Garfield	Cesar E. Chavez & Rowan	Cesar E. Chavez & Alameda	18th & Olive
4:06A	4:26A	4:42A	4:53A	5:09A
4:34	4:54	5:12	5:23	5:39
4:47	5:08	5:27	5:39	5:55
4:56	5:18	5:37	5:49	6:06
5:06	5:28	5:47	5:59	6:17
5:16	5:38	5:57	6:11	6:29
5:26	5:48	6:07	6:21	6:39
5:36	5:58	6:17	6:31	6:49
5:45	6:08	6:27	6:43	7:01
5:52	6:16	6:36	6:52	7:10
6:03	6:27	6:47	7:03	7:21
6:13	6:37	6:57	7:14	7:32
6:21	6:46	7:07	7:24	7:42
6:30	6:55	7:17	7:34	7:52
6:36	7:02	7:25	7:42	8:00
6:46	7:14	7:37	7:54	8:13
6:56	7:24	7:47	8:04	8:23
7:04	7:32	7:55	8:12	8:31
7:15	7:44	8:07	8:24	8:43
7:24	7:54	8:17	8:34	8:53
7:34	8:04	8:27	8:44	9:03
7:44	8:15	8:38	8:55	9:14
7:55	8:26	8:49	9:06	9:25
8:06	8:37	9:00	9:17	9:36
8:15	8:47	9:10	9:27	9:47
8:24	8:56	9:20	9:37	9:57
8:34	9:06	9:30	9:47	10:07
8:42	9:15	9:39	9:56	10:16
8:52	9:26	9:50	10:07	10:27
9:02	9:36	10:00	10:16	10:36
9:12	9:46	10:10	10:26	10:47
9:22	9:56	10:20	10:36	10:57
9:32	10:06	10:30	10:46	11:07
9:41	10:16	10:40	10:56	11:17
9:51	10:26	10:50	11:06	11:27
10:01	10:36	11:00	11:16	11:37
10:11	10:46	11:10	11:26	11:47
10:21	10:56	11:20	11:36	11:57
10:31	11:06	11:30	11:46	12:07P
10:41	11:16	11:40	11:56	12:17
10:51	11:26	11:50	12:06P	12:27
11:01	11:36	11:59	12:17	12:38
11:11	11:46	12:10P	12:27	12:49
11:21	11:56	12:20	12:37	12:59
11:31	12:06P	12:30	12:47	1:09
11:41	12:16	12:40	12:57	1:19
11:51	12:26	12:50	1:07	1:29
12:02P	12:36	1:00	1:17	1:39
12:13	12:46	1:10	1:27	1:49
12:23	12:56	1:20	1:37	1:59
12:33	1:06	1:30	1:47	2:09
12:43	1:16	1:40	1:57	2:19
12:53	1:26	1:50	2:07	2:29
1:03	1:36	2:00	2:17	2:39
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1:52	2:25	2:50	3:07	3:26
2:02	2:35	3:00	3:17	3:36
2:12	2:45	3:10	3:27	3:46
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3:02	3:35	4:00	4:16	4:35
3:13	3:46	4:10	4:26	4:45
3:23	3:56	4:20	4:36	4:55
3:33	4:06	4:30	4:46	5:05
3:43	4:16	4:40	4:56	5:15
3:53	4:26	4:50	5:06	5:25
4:03	4:36	5:00	5:16	5:35
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4:34	5:07	5:30	5:46	6:05
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4:55	5:27	5:50	6:06	6:25
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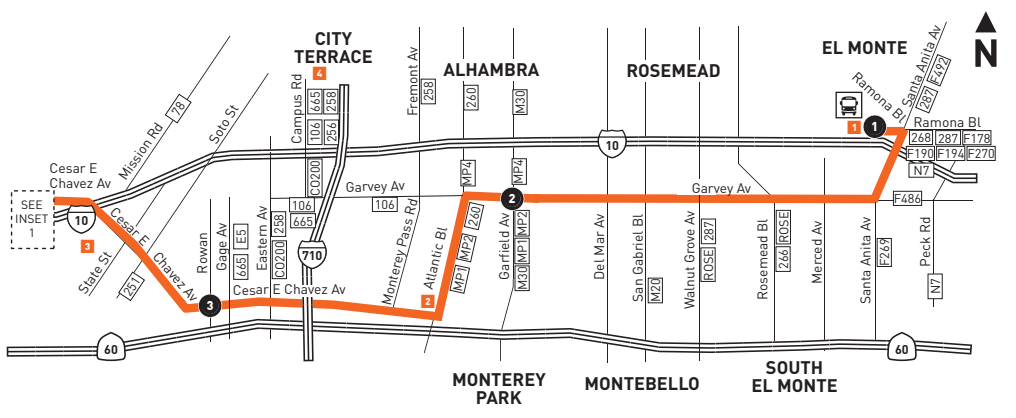
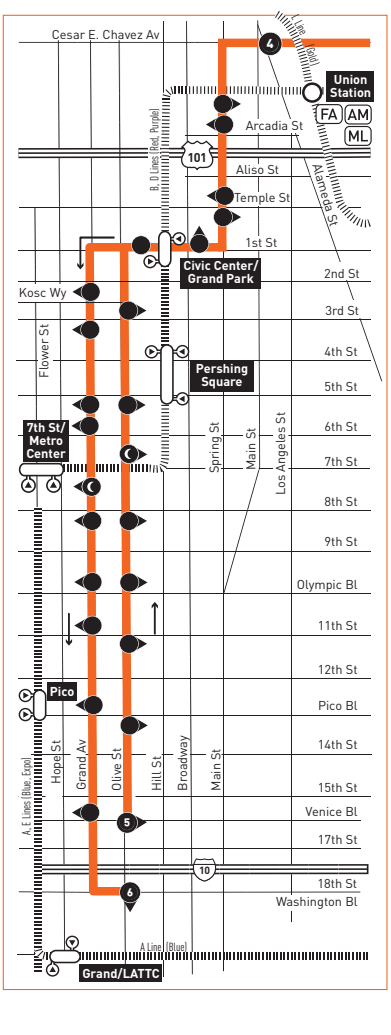
5:45	6:16	6:38	6:52	7:11
5:59	6:30	6:52	7:06	7:25
6:14	6:44	7:06	7:20	C 7:38
6:31	7:01	7:21	7:35	7:54
6:46	7:16	7:36	7:50	8:09
7:01	7:31	7:51	8:05	C 8:23
7:16	7:46	8:06	8:19	C 8:37
7:33	8:01	8:21	8:34	8:52
7:49	8:17	8:37	8:50	C 9:06
8:06	8:33	8:53	9:06	9:21
8:27	8:54	9:13	9:26	9:41
9:08	9:30	9:49	10:02	C 10:16
9:40	10:02	10:20	10:30	10:44
10:39	11:00	11:18	11:28	11:42
11:39	11:59	12:17A	12:27A	12:41A
12:39A	12:58A	1:16	1:26	1:40
1:39	1:58	2:16	2:26	2:40
2:39	2:58	3:16	3:26	3:40
3:40	3:59	4:17	4:27	C 4:40

ROUTE MAP



INSET 1 – DOWNTOWN LOS ANGELES



LEGEND

- Line 70 Route
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Owl Stop
- Transit Center
- Map Notes
- Connecting Line
- AM Amtrak
- ML Metrolink
- FA FlyAway
- LD LADOT DASH
- EL East Los Angeles Shuttle (El Sol)
- F Foothill Transit
- M Montebello Bus Lines
- MP Monterey Park Spirit Bus
- N Norwalk Transit
- ROSE Rosemead Explorer
- CO Commerce Municapal Bus

INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **El Monte Station**
   Upper Level: J Line (Silver 910/950); F486, F488, F492, Silver Streak; Greyhound; Hollywood Bowl Shuttle
   Lower Level: Metro 70, 76, 267, 268, 287, 577; F178, F190, F194, F269, F270, F282; N7
2. **East Los Angeles College**
3. **White Memorial Medical Center**
4. **Cal State LA**

150931

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Metro Local

Eastbound to El Monte Station
Westbound to Downtown Los Angeles
via Garvey Av & Ceasar E Chavez Av

metro.net 323.GO.METRO
Travel Info 511
Wheelchair Hotline 800.621.7828
California Relay Service 711

EAST LOS ANGELES
CESAR E CHAVEZ AV
ATLANTIC BL
MONTEREY PARK
ROSEMEAD
GARVEY AV
SOUTH EL MONTE

Union Station
B, D, L, J Lines (Red, Purple, Gold, Silver), Amtrak, Metrolink, LAX Flyaway, MegaBus

Civic Center/Grand Park Station
B, D Lines (Red, Purple)

Pershing Square Station
B, D Lines (Red, Purple)

7th St/Metro Center Station
A, B, D, E, J Lines (Blue, Red, Purple, Expo, Silver)

Pico Station
A, E Lines (Blue, Expo)

El Monte Station
J Line (Silver)

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday

Effective Jun 26 2022

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Eastbound (Approximate Times)

LOS ANGELES		EAST LOS ANGELES	MONTEREY PARK	EL MONTE
5	4	3	2	1
Olive & Venice	Cesar E. Chavez & Alameda	Cesar E. Chavez & Rowan	Garvey & Garfield	El Monte Station
5:05A	5:18A	5:28A	5:44A	6:01A
5:31	5:45	5:55	6:11	6:31
5:46	6:00	6:12	6:28	6:50
6:01	6:15	6:27	6:43	7:05
6:15	6:30	6:42	6:58	7:20
6:28	6:43	6:55	7:11	7:34
6:39	6:54	7:07	7:24	7:47
6:51	7:06	7:19	7:36	7:59
7:02	7:18	7:31	7:48	8:12
7:12	7:28	7:43	8:00	8:25
7:24	7:40	7:55	8:13	8:38
7:36	7:52	8:07	8:26	8:51
7:48	8:04	8:19	8:38	9:04
8:00	8:16	8:31	8:50	9:16
8:12	8:28	8:43	9:02	9:28
8:24	8:40	8:55	9:14	9:40
8:36	8:52	9:07	9:26	9:53
8:47	9:03	9:19	9:39	10:07
8:59	9:15	9:31	9:51	10:19
9:11	9:27	9:43	10:03	10:31
9:23	9:39	9:55	10:16	10:44
9:35	9:51	10:07	10:28	10:57
9:46	10:02	10:19	10:40	11:09
9:58	10:14	10:31	10:53	11:22
10:10	10:26	10:43	11:05	11:34
10:22	10:38	10:55	11:17	11:46
10:35	10:51	11:08	11:30	11:59
10:47	11:03	11:20	11:42	12:11P
10:58	11:15	11:32	11:54	12:23
11:10	11:27	11:44	12:06P	12:35
11:22	11:39	11:56	12:18	12:47
11:34	11:51	12:08P	12:30	12:59
11:46	12:03P	12:20	12:42	1:11
11:59	12:16	12:33	12:55	1:24
12:11P	12:28	12:45	1:07	1:36
12:23	12:40	12:57	1:19	1:48
12:35	12:52	1:09	1:31	2:00
12:47	1:04	1:21	1:43	2:12
12:59	1:16	1:33	1:55	2:24
1:11	1:28	1:45	2:07	2:36
1:23	1:40	1:57	2:19	2:48
1:35	1:52	2:09	2:31	3:00
1:47	2:04	2:21	2:43	3:12
1:59	2:16	2:33	2:55	3:24
2:11	2:28	2:45	3:07	3:36
2:23	2:40	2:57	3:19	3:48
2:35	2:52	3:09	3:31	3:59
2:47	3:04	3:21	3:43	4:11
2:59	3:16	3:33	3:55	4:23
3:11	3:28	3:45	4:06	4:34
3:23	3:40	3:57	4:18	4:46
3:35	3:52	4:09	4:30	4:58
3:47	4:04	4:21	4:42	5:10
3:59	4:16	4:33	4:53	5:20
4:11	4:28	4:45	5:05	5:32
4:23	4:40	4:57	5:17	5:44
4:35	4:52	5:09	5:29	5:56
4:47	5:04	5:21	5:41	6:07
4:59	5:16	5:33	5:53	6:18
5:11	5:28	5:45	6:05	6:30
5:23	5:40	5:57	6:16	6:41
5:36	5:53	6:09	6:28	6:53
5:48	6:05	6:21	6:40	7:05
6:00	6:17	6:33	6:52	7:16
6:16	6:33	6:48	7:07	7:30
6:33	6:49	7:04	7:23	7:46
6:51	7:07	7:22	7:41	8:04
7:09	7:25	7:40	7:59	8:21
7:28	7:44	7:58	8:17	8:39
7:47	8:03	8:17	8:36	8:58
8:19	8:35	8:49	9:09	9:31
B9:09	9:22	9:34	9:54	10:15
B9:43	9:55	10:06	10:26	10:47
B10:10	10:22	10:33	10:53	11:13
B11:10	11:22	11:33	11:53	12:13A
B12:10A	12:22A	12:32A	12:50A	1:10
B1:10	1:22	1:32	1:50	2:10
B2:10	2:22	2:32	2:50	3:09
B3:10	3:22	3:32	3:50	4:09
B4:10	4:22	4:32	4:50	5:09

Westbound (Approximate Times)

EL MONTE	MONTEREY PARK	EAST LOS ANGELES	LOS ANGELES	
1	2	3	4	6
El Monte Station	Garvey & Garfield	Cesar E. Chavez & Rowan	Cesar E. Chavez & Alameda	18th & Olive
4:10A	4:31A	4:46A	4:57A	5:12A
5:08	5:30	5:45	5:56	6:13
5:21	5:44	5:59	6:11	6:28
5:34	5:57	6:13	6:25	6:42
5:46	6:09	6:26	6:38	6:55
5:58	6:22	6:39	6:51	7:08
6:10	6:34	6:51	7:03	7:20
6:21	6:46	7:03	7:15	7:32
6:32	6:57	7:15	7:27	7:45
6:44	7:09	7:27	7:39	7:57
6:56	7:21	7:39	7:52	8:10
7:08	7:33	7:51	8:04	8:22
7:19	7:45	8:03	8:16	8:34
7:31	7:57	8:15	8:28	8:46
7:41	8:09	8:27	8:40	8:58
7:52	8:20	8:39	8:52	9:10
8:04	8:32	8:51	9:04	9:22
8:16	8:44	9:03	9:17	9:35
8:28	8:56	9:15	9:29	9:48
8:40	9:08	9:27	9:41	10:00
8:51	9:20	9:39	9:53	10:12
9:03	9:32	9:51	10:05	10:24
9:14	9:44	10:03	10:18	10:37
9:24	9:55	10:15	10:30	10:49
9:35	10:06	10:27	10:42	11:01
9:47	10:18	10:39	10:54	11:14
9:59	10:30	10:51	11:06	11:26
10:11	10:42	11:03	11:19	11:39
10:23	10:54	11:15	11:31	11:51
10:34	11:05	11:27	11:43	12:03P
10:45	11:17	11:39	11:55	12:15
10:56	11:29	11:51	12:07P	12:27
11:08	11:41	12:03P	12:19	12:39
11:19	11:52	12:15	12:31	12:52
11:31	12:04P	12:27	12:45	1:06
11:43	12:16	12:39	12:57	1:19
11:55	12:28	12:51	1:09	1:31
12:08P	12:40	1:03	1:21	1:43
12:20	12:52	1:15	1:33	1:55
12:32	1:04	1:27	1:44	2:06
12:44	1:16	1:39	1:56	2:16
12:56	1:28	1:51	2:08	2:28
1:08	1:40	2:03	2:20	2:40
1:20	1:52	2:15	2:32	2:52
1:33	2:05	2:27	2:44	3:04
1:46	2:17	2:39	2:56	3:16
1:58	2:29	2:51	3:08	3:28
2:11	2:41	3:03	3:20	3:40
2:24	2:54	3:15	3:32	3:52
2:36	3:06	3:27	3:44	4:04
2:48	3:18	3:39	3:56	4:16
3:00	3:30	3:51	4:08	4:28
3:12	3:42	4:03	4:19	4:39
3:24	3:54	4:15	4:31	4:51
3:36	4:06	4:27	4:43	5:03
3:48	4:18	4:39	4:55	5:15
4:01	4:30	4:51	5:06	5:26
4:13	4:42	5:03	5:17	5:37
4:25	4:54	5:15	5:29	5:49
4:37	5:06	5:27	5:41	6:01
4:50	5:18	5:39	5:53	6:12
5:02	5:30	5:51	6:04	C6:22
5:14	5:42	6:03	6:15	6:34
5:27	5:55	6:15	6:27	C6:45
5:39	6:07	6:27	6:39	6:58
5:51	6:19	6:39	6:51	7:10
6:05	6:33	6:52	7:04	C7:22
6:19	6:46	7:05	7:17	7:36
6:32	6:59	7:18	7:30	C7:47
6:46	7:13	7:32	7:44	8:02
7:02	7:28	7:47	7:59	C8:15
7:22	7:48	8:07	8:19	8:36
7:52	8:18	8:37	8:49	9:05
8:29	8:54	9:13	9:24	9:39
9:08	9:30	9:49	10:00	C10:14
9:39	10:01	10:20	10:31	10:45
10:39	11:00	11:18	11:28	11:42
11:39	11:59	12:17A	12:27A	12:41A
12:39A	12:58A	1:16	1:26	1:40
1:39	1:58	2:16	2:26	2:40
2:39	2:58	3:16	3:26	3:40
3:40	3:59	4:17	4:27	C4:40

Sunday & Holiday Schedule

Effective Jun 26 2022

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Eastbound (Approximate Times)

LOS ANGELES		EAST LOS ANGELES	MONTEREY PARK	EL MONTE
5	4	3	2	1
Olive & Venice	Cesar E. Chavez & Alameda	Cesar E. Chavez & Rowan	Garvey & Garfield	El Monte Station
5:05A	5:18A	5:27A	5:42A	5:59A
5:32	5:46	5:55	6:11	6:32
5:49	6:03	6:12	6:28	6:50
6:03	6:18	6:27	6:44	7:06
6:18	6:33	6:42	6:59	7:22
6:33	6:48	6:57	7:14	7:37
6:43	6:58	7:09	7:26	7:49
6:53	7:09	7:21	7:38	8:01
7:05	7:21	7:33	7:50	8:14
7:17	7:33	7:45	8:02	8:27
7:29	7:45	7:57	8:15	8:40
7:40	7:56	8:09	8:27	8:53
7:52	8:08	8:21	8:39	9:05
8:04	8:20	8:33	8:51	9:17
8:15	8:31	8:45	9:03	9:30
8:27	8:43	8:57	9:15	9:42
8:39	8:55	9:09	9:27	9:54
8:51	9:07	9:21	9:39	10:07
9:03	9:19	9:33	9:51	10:19
9:14	9:30	9:45	10:03	10:31
9:26	9:42	9:57	10:16	10:44
9:38	9:54	10:09	10:28	10:56
9:50	10:06	10:21	10:40	11:08
10:01	10:18	10:33	10:52	11:20
10:11	10:28	10:45	11:04	11:32
10:23	10:40	10:57	11:16	11:44
10:35	10:52	11:09	11:28	11:57
10:47	11:04	11:21	11:40	12:09P
10:59	11:16	11:33	11:52	12:21
11:11	11:28	11:45	12:04P	12:33
11:23	11:40	11:57	12:17	12:46
11:35	11:52	12:09P	12:29	12:58
11:47	12:04P	12:21	12:41	1:10
11:58	12:16	12:33	12:53	1:22
12:10P	12:28	12:45	1:05	1:34
12:22	12:40	12:57	1:17	1:46
12:34	12:52	1:09	1:29	1:57
12:46	1:04	1:21	1:41	2:09
12:58	1:16	1:33	1:53	2:20
1:11	1:29	1:45	2:05	2:32
1:22	1:41	1:57	2:17	2:44
1:34	1:53	2:09	2:29	2:56
1:46	2:05	2:21	2:41	3:08
1:59	2:17	2:33	2:52	3:19
2:11	2:29	2:45	3:04	3:31
2:24	2:41	2:57	3:16	3:43
2:35	2:52	3:09	3:28	3:55
2:47	3:04	3:21	3:40	4:07
2:59	3:16	3:33	3:52	4:19
3:11	3:28	3:45	4:04	4:31
3:23	3:40	3:57	4:15	4:42
3:35	3:52	4:09	4:27	4:54
3:47	4:04	4:21	4:39	5:06
4:00	4:16	4:33	4:51	5:18
4:13	4:29	4:45	5:03	5:29
4:25	4:41	4:57	5:16	5:42
4:37	4:53	5:09	5:28	5:53
4:49	5:05	5:21	5:40	6:05
5:00	5:17	5:33	5:52	6:16
5:13	5:30	5:45	6:04	6:29
5:25	5:42	5:57	6:15	6:40
5:37	5:54	6:09	6:27	6:51
5:49	6:06	6:21	6:38	7:02
6:02	6:18	6:33	6:50	7:13
6:18	6:34	6:48	7:05	7:28
6:34	6:49	7:03	7:20	7:43
6:51	7:05	7:19	7:36	7:59
7:10	7:23	7:37	7:54	8:18
7:28	7:43	7:57	8:14	8:38
7:49	8:05	8:17	8:34	8:58
8:20	8:37	8:49	9:07	9:29
B9:09	9:22	9:34	9:54	10:15
B9:43	9:55	10:06	10:26	10:47
B10:10	10:22	10:33	10:53	11:13
B11:10	11:22	11:33	11:53	12:13A
B12:10A	12:22A	12:32A	12:50A	1:10
B1:10	1:22	1:32	1:50	2:10
B2:10	2:22	2:32	2:50	3:09
B3:10	3:22	3:32	3:50	4:09
B4:10	4:22	4:32	4:50	5:09

Westbound (Approximate Times)

EL MONTE	MONTEREY PARK	EAST LOS ANGELES	LOS ANGELES	
1	2	3	4	6
El Monte Station	Garvey & Garfield	Cesar E. Chavez & Rowan	Cesar E. Chavez & Alameda	18th & Olive
4:10A	4:32A	4:47A	4:58A	5:13A
5:07	5:30	5:45	5:56	6:13
5:21	5:45	6:00	6:11	6:28
5:36	6:00	6:15	6:26	6:43
5:48	6:12	6:27	6:39	6:56
5:59	6:24	6:39	6:51	7:08
6:10	6:35	6:51	7:03	7:20
6:21	6:47	7:03	7:15	7:32
6:33	6:59	7:15	7:27	7:45
6:45	7:11	7:27	7:39	7:57
6:56	7:22	7:39	7:51	8:09
7:08	7:34	7:51	8:03	8:21
7:19	7:46	8:03	8:15	8:33
7:31	7:58	8:15	8:27	8:45
7:42	8:10	8:27	8:40	8:58
7:54	8:22	8:39	8:52	9:10
8:06	8:34	8:51	9:04	9:22
8:18	8:46	9:03	9:17	9:35
8:30	8:58	9:15	9:29	9:48
8:41	9:10	9:27	9:41	10:00
8:53	9:22	9:39	9:53	10:12
9:04	9:33	9:51	10:05	10:24
9:15	9:45	10:03	10:17	10:36
9:25	9:56	10:15	10:29	10:48
9:37	10:08	10:27	10:41	11:00
9:48	10:20	10:39	10:53	11:13
10:00	10:32	10:51	11:05	11:25
10:11	10:44	11:03	11:17	11:37
10:22	10:55	11:15	11:29	11:49
10:34	11:07	11:27	11:43	12:03P
10:46	11:19	11:39	11:55	12:15
10:58	11:31	11:51	12:07P	12:27
11:09	11:43	12:03P	12:19	12:39
11:21	11:55	12:15	12:31	12:52
11:33	12:07P	12:27	12:43	1:04
11:45	12:19	12:39	12:55	1:17
11:56	12:30	12:51	1:07	1:29
12:08P	12:42	1:03	1:20	1:42
12:19	12:53	1:15	1:32	1:54
12:31	1:05	1:27	1:44	2:06
12:44	1:17	1:39	1:56	2:16
12:56	1:29	1:51	2:08	2:28
1:08	1:41	2:03	2:20	2:40
1:22	1:55	2:15	2:32	2:52
1:34	2:07	2:27	2:44	3:04
1:47	2:19	2:39	2:56	3:16
1:59	2:31	2:51	3:08	3:28
2:11	2:43	3:03	3:20	3:40
2:23	2:55	3:15	3:32	3:52
2:35	3:07	3:27	3:44	4:04
2:47	3:19	3:39	3:56	4:16
2:59	3:31	3:51	4:08	4:28
3:11	3:43	4:03	4:19	4:39
3:23	3:55	4:15	4:31	4:51
3:35	4:07	4:27	4:43	5:03
3:47	4:19	4:39	4:55	5:15
3:59	4:31	4:51	5:06	5:26
4:11	4:43	5:03	5:17	5:37
4:23	4:55	5:15	5:29	5:49
4:36	5:07	5:27	5:41	6:01
4:48	5:19	5:39	5:53	6:12
5:00	5:31	5:51	6:04	C6:22
5:13	5:43	6:03	6:15	6:34
5:26	5:56	6:15	6:27	C6:45
5:38	6:08	6:27	6:39	6:58
5:51	6:20	6:39	6:51	7:10
6:05	6:33	6:51	7:03	C7:21
6:17	6:45	7:03	7:15	7:34
6:31	6:59	7:17	7:29	C7:46
6:46	7:14	7:32	7:44	8:02
7:01	7:29	7:47	7:59	C8:15
7:21	7:49	8:07	8:19	8:36
7:52	8:19	8:37	8:49	9:05
8:29	8:55	9:13	9:24	9:39
9:07	9:30	9:49	10:00	C10:14
9:39	10:02	10:20	10:30	10:44
10:39	11:00	11:18	11:28	11:42
11:39	11:59	12:17A	12:27A	12:41A
12:39A	12:58A	1:16	1:26	1:40
1:39	1:58	2:16	2:26	2:40
2:39	2:58	3:16	3:26	3:40
3:40	3:59	4:17	4:27	C4:40

Sunday and Holiday Schedules

Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingos y días feriados

Se usara horario del Domingos y dias feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

B Waits at Olive St & 7th St with other lines for connecting passengers

C Terminates at Grand & Venice at time shown.

Avisos especiales

B *Espera en Olive St y 7th St con otras líneas para pasajeros en conexión*

C *Termina en Grand & Venice a la hora indicada.*

Monday through Friday

Effective Feb 20 2022

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Eastbound (Approximate Times)

DOWNTOWN LOS ANGELES			LINCOLN HEIGHTS	ALHAMBRA	ROSEMEAD	EL MONTE
9	7	5	4	3	2	1
Olive & Venice	Olive & 7th	Vignes & Cesar E. Chavez	Main & Griffin	Valley & Garfield	Valley & Rosemead	El Monte Station
5:11A	5:16A	5:24A	5:31A	5:49A	5:59A	6:08A
5:37	5:42	5:50	5:57	6:15	6:25	6:34
5:58	6:03	6:13	6:21	6:40	6:51	7:00
6:17	6:23	6:33	6:41	7:01	7:13	7:23
6:37	6:43	6:53	7:01	7:22	7:34	7:44
6:56	7:02	7:13	7:21	7:43	7:56	8:07
7:15	7:21	7:32	7:40	8:03	8:18	8:29
7:35	7:41	7:53	8:01	8:25	8:40	8:51
7:55	8:01	8:13	8:21	8:45	9:00	9:12
8:15	8:21	8:33	8:41	9:06	9:23	9:35
8:35	8:41	8:53	9:01	9:26	9:44	9:56
8:55	9:01	9:13	9:21	9:46	10:04	10:17
9:15	9:21	9:33	9:41	10:06	10:24	10:37
9:34	9:41	9:53	10:01	10:26	10:45	10:58
9:54	10:01	10:13	10:21	10:46	11:05	11:18
10:14	10:21	10:33	10:41	11:06	11:25	11:38
10:33	10:40	10:53	11:01	11:26	11:46	11:59
10:53	11:00	11:13	11:21	11:46	12:06P	12:19P
11:13	11:20	11:33	11:41	12:06P	12:27	12:40
11:33	11:40	11:53	12:01P	12:26	12:48	1:01
11:53	11:59	12:13P	12:21	12:46	1:08	1:21
12:13P	12:20P	12:33	12:41	1:06	1:28	1:41
12:33	12:40	12:53	1:01	1:26	1:49	2:02
12:53	1:00	1:13	1:21	1:46	2:09	2:22
1:13	1:20	1:33	1:41	2:06	2:28	2:41
1:33	1:40	1:53	2:01	2:26	2:47	3:00
1:53	2:00	2:13	2:21	2:46	3:07	3:20
2:14	2:21	2:34	2:42	3:06	3:26	3:39
2:34	2:41	2:54	3:02	3:26	3:44	3:57
2:54	3:01	3:14	3:22	3:46	4:04	4:17
3:13	3:20	3:33	3:41	4:05	4:23	4:36
3:33	3:40	3:53	4:01	4:25	4:43	4:55
3:53	4:00	4:13	4:21	4:45	5:03	5:15
4:13	4:20	4:33	4:41	5:05	5:22	5:34
4:33	4:40	4:53	5:01	5:25	5:42	5:54
4:53	5:00	5:13	5:21	5:45	6:02	6:13
5:14	5:21	5:34	5:42	6:05	6:22	6:33
5:35	5:42	5:54	6:02	6:25	6:42	6:53
5:59	6:06	6:18	6:26	6:49	7:05	7:15
6:25	6:31	6:43	6:51	7:13	7:28	7:38
6:59	7:05	7:16	7:24	7:45	7:59	8:09
7:36	7:42	7:52	7:59	8:20	8:34	8:44
8:13	8:19	8:29	8:36	8:56	9:09	9:18
C 9:06	9:12	9:23	9:30	9:50	10:01	10:11
C 10:06	10:12	10:23	10:30	10:50	11:01	11:11
C 11:06	11:12	11:23	11:30	11:50	12:01A	12:11A
C 12:06A	12:12A	12:23A	12:30A	12:50A	1:01	1:11
C 1:06	1:12	1:23	1:30	1:50	2:01	2:11
C 2:06	2:12	2:23	2:30	2:50	3:01	3:11
C 3:06	3:12	3:23	3:30	3:50	4:01	4:11
C 4:06	4:12	4:23	4:30	4:50	5:01	5:11

Westbound (Approximate Times)

EL MONTE	ROSEMEAD	ALHAMBRA	LINCOLN HEIGHTS	DOWNTOWN LOS ANGELES		
1	2	3	4	6	8	10
El Monte Station	Valley & Rosemead	Valley & Garfield	Main & Griffin	Spring & Cesar E. Chavez	Grand & 7th	18th & Olive
3:56A	4:05A	4:16A	4:32A	4:42A	4:49A	4:54A
4:42	4:51	5:02	5:18	5:28	5:36	5:41
5:10	5:21	5:32	5:48	5:59	6:07	6:12
5:29	5:40	5:52	6:08	6:20	6:28	6:33
5:48	5:59	6:11	6:28	6:40	6:48	6:53
6:06	6:18	6:30	6:49	7:01	7:09	7:15
6:25	6:37	6:50	7:09	7:21	7:29	7:35
6:44	6:56	7:10	7:29	7:41	7:49	7:55
7:01	7:15	7:29	7:50	8:02	8:11	8:17
7:20	7:34	7:49	8:10	8:23	8:32	8:38
7:39	7:53	8:09	8:30	8:43	8:52	8:58
7:59	8:13	8:29	8:50	9:03	9:12	9:19
8:18	8:32	8:49	9:11	9:24	9:33	9:39
8:37	8:51	9:09	9:31	9:43	9:52	9:58
8:56	9:10	9:29	9:51	10:03	10:12	10:18
9:16	9:30	9:49	10:11	10:24	10:33	10:40
9:36	9:50	10:09	10:31	10:44	10:53	11:00
9:54	10:09	10:29	10:51	11:04	11:14	11:21
10:14	10:29	10:49	11:11	11:24	11:34	11:41
10:34	10:49	11:09	11:31	11:45	11:55	12:02P
10:54	11:09	11:30	11:53	12:07P	12:17P	12:24
11:15	11:30	11:51	12:14P	12:27	12:37	12:44
11:34	11:49	12:10P	12:34	12:48	12:58	1:05
11:55	12:10P	12:31	12:54	1:08	1:17	1:24
12:15P	12:30	12:51	1:13	1:27	1:36	1:43
12:35	12:50	1:11	1:33	1:47	1:56	2:03
12:55	1:10	1:31	1:53	2:07	2:16	2:22
1:16	1:31	1:51	2:12	2:26	2:35	2:42
1:36	1:51	2:11	2:32	2:46	2:55	3:02
1:56	2:11	2:31	2:52	3:06	3:16	3:23
2:17	2:32	2:51	3:13	3:26	3:35	3:42
2:36	2:51	3:11	3:33	3:46	3:55	4:02
2:56	3:11	3:31	3:53	4:06	4:15	4:21
3:16	3:31	3:51	4:13	4:26	4:35	4:42
3:36	3:51	4:11	4:33	4:46	4:55	5:02
3:56	4:11	4:31	4:53	5:06	B 5:15	—
4:17	4:32	4:51	5:13	5:26	5:35	5:41
4:37	4:52	5:11	5:33	5:45	5:54	6:00
4:57	5:12	5:31	5:53	6:05	B 6:14	—
5:17	5:32	5:51	6:12	6:25	6:34	6:40
5:41	5:56	6:15	6:35	6:47	6:56	7:02
6:07	6:21	6:40	7:01	7:13	B 7:22	—
6:38	6:52	7:10	7:30	7:42	B 7:51	—
7:14	7:26	7:43	8:02	8:14	8:23	8:29
7:53	8:05	8:20	8:37	8:49	B 8:58	—
8:40	8:51	9:05	9:23	9:34	9:41	9:47
9:38	9:47	9:59	10:15	10:26	10:32	10:38
10:35	10:44	10:55	11:10	11:21	11:27	11:33
11:37	11:45	11:55	12:10A	12:21A	12:27A	12:33A
12:38A	12:45A	12:55A	1:10	1:21	1:27	1:33
1:38	1:45	1:55	2:11	2:22	2:28	2:34
2:38	2:45	2:55	3:11	3:22	3:28	3:34
3:39	3:45	3:55	4:11	4:22	B 4:28	—

Sunday and Holiday Schedules

Sunday and Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

Special Notes

B Terminates at Grand & Venice 4-8 minutes after time shown.

C Waits at Olive St & 7th St with other lines for connecting passengers

Avisos especiales

B *Termina en Grand y Venice 4-8 minutos después de la hora mostrada.*

C *Espera en Olive St y 7th St con otras líneas para pasajeros en conexión*

Effective Feb 20 2022

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Metro Local

Eastbound to El Monte
Westbound to Downtown Los Angeles
via Valley Bl

LINCOLN HEIGHTS — ALHAMBRA — SAN GABRIEL — ROSEMEAD

MAIN ST — VALLEY BL

- **Chinatown Station** — L Line (Gold)
- **Union Station** — B, D, L, J Lines (Red, Purple, Gold, Silver), Amtrak, Metrolink, LAX Flyaway
- **Civic Center/Grand Park Station** — B, D Lines (Red, Purple)
- **Pershing Square Station** — B, D Lines (Red, Purple)
- **7th St/Metro Center Station** — B, D, A, E, J Lines (Red, Purple, Blue, Expo, Silver)
- **Pico Station** — A, E Lines (Blue, Expo)

DOWNTOWN LOS ANGELES

El Monte Station — J Line (Silver)

metro.net 323.GO.METRO
Wheelchair Hotline 800.621.7828
511 Travel Info 511
California Relay Service 711

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday, Sunday & Holiday

Effective Feb 20 2022

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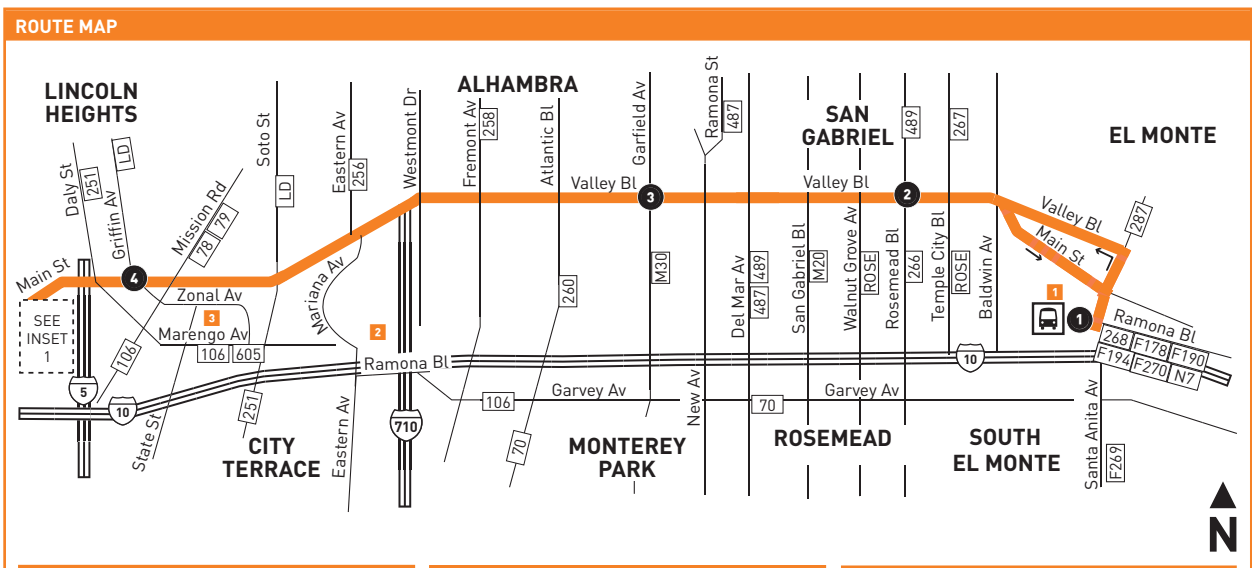
Eastbound (Approximate Times)

DOWNTOWN LOS ANGELES			LINCOLN HEIGHTS	ALHAMBRA	ROSEMEAD	EL MONTE
9	7	5	4	3	2	1
Olive & Venice	Olive & 7th	Vignes & Cesar E. Chavez	Main & Griffin	Valley & Garfield	Valley & Rosemead	El Monte Station
5:09A	5:14A	5:24A	5:30A	5:47A	5:56A	6:06A
6:03	6:08	6:18	6:24	6:43	6:54	7:04
6:42	6:48	6:58	7:06	7:27	7:40	7:51
7:18	7:24	7:34	7:42	8:03	8:16	8:28
7:52	7:58	8:09	8:17	8:39	8:54	9:06
8:24	8:30	8:42	8:50	9:12	9:28	9:39
8:50	8:56	9:08	9:16	9:38	9:54	10:05
9:12	9:18	9:30	9:38	10:00	10:16	10:27
9:34	9:40	9:52	10:00	10:22	10:38	10:52
9:56	10:02	10:14	10:22	10:45	11:01	11:15
10:18	10:24	10:36	10:44	11:07	11:23	11:37
10:40	10:46	10:58	11:06	11:29	11:45	11:59
11:02	11:08	11:20	11:28	11:51	12:07P	12:21P
11:24	11:30	11:42	11:50	12:13P	12:29	12:43
11:44	11:50	12:02P	12:11P	12:35	12:52	1:06
12:06P	12:12P	12:24	12:33	12:57	1:14	1:28
12:28	12:34	12:46	12:55	1:18	1:35	1:49
12:50	12:56	1:08	1:17	1:40	1:57	2:11
1:12	1:18	1:30	1:39	2:02	2:18	2:32
1:34	1:40	1:52	2:01	2:24	2:40	2:54
1:57	2:03	2:15	2:23	2:46	3:02	3:16
2:19	2:25	2:37	2:45	3:08	3:24	3:37
2:41	2:47	2:59	3:07	3:30	3:45	3:58
3:02	3:09	3:21	3:29	3:52	4:07	4:20
3:24	3:31	3:43	3:51	4:14	4:29	4:42
3:46	3:53	4:05	4:13	4:36	4:51	5:04
4:09	4:15	4:27	4:35	4:58	5:13	5:26
4:31	4:37	4:49	4:57	5:19	5:34	5:47
4:53	4:59	5:11	5:19	5:41	5:56	6:08
5:18	5:24	5:36	5:44	6:06	6:20	6:31
5:44	5:50	6:02	6:10	6:32	6:46	6:57
6:13	6:19	6:31	6:39	7:02	7:16	7:27
6:48	6:54	7:06	7:14	7:35	7:49	8:00
7:28	7:34	7:44	7:52	8:13	8:26	8:36
8:13	8:19	8:29	8:36	8:57	9:09	9:18
C 9:06	9:12	9:23	9:30	9:50	10:01	10:11
C 10:06	10:12	10:23	10:30	10:50	11:01	11:11
C 11:06	11:12	11:23	11:30	11:50	12:01A	12:11A
C 12:06A	12:12A	12:23A	12:30A	12:50A	1:01	1:11
C 1:06	1:12	1:23	1:30	1:50	2:01	2:11
C 2:06	2:12	2:23	2:30	2:50	3:01	3:11
C 3:06	3:12	3:23	3:30	3:50	4:01	4:11
C 4:06	4:12	4:23	4:30	4:50	5:01	5:11

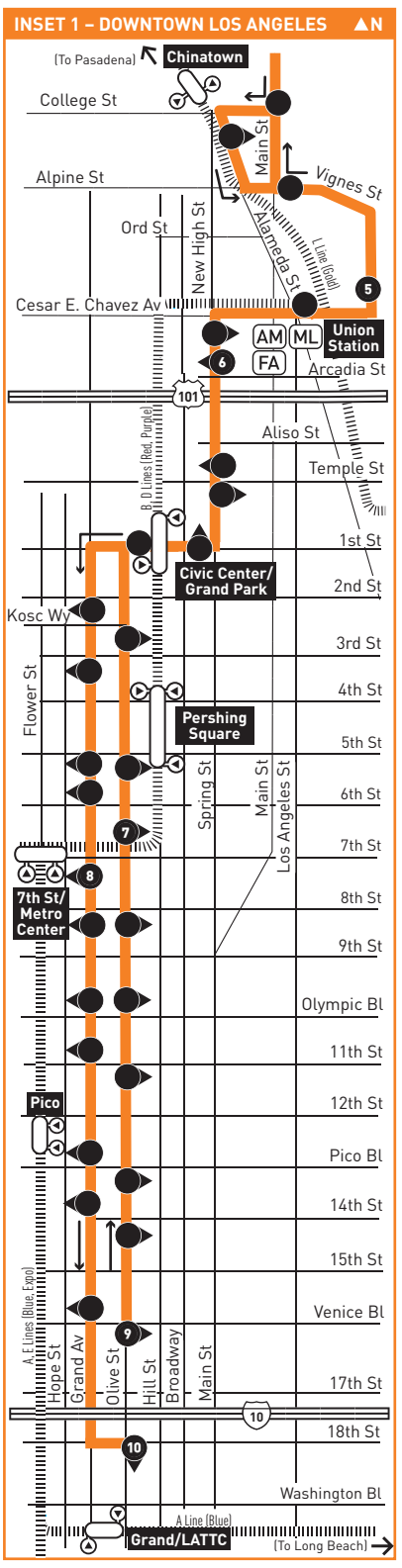
Westbound (Approximate Times)

EL MONTE	ROSEMEAD	ALHAMBRA	LINCOLN HEIGHTS	DOWNTOWN LOS ANGELES		
1	2	3	4	6	8	10
El Monte Station	Valley & Rosemead	Valley & Garfield	Main & Griffin	Spring & Cesar E. Chavez	Grand & 7th	18th & Olive
3:58A	4:07A	4:16A	4:32A	4:42A	4:49A	4:54A
4:51	5:00	5:09	5:25	5:35	5:43	5:48
5:43	5:53	6:04	6:22	6:33	6:41	6:46
6:26	6:37	6:48	7:06	7:18	7:26	7:31
7:04	7:17	7:28	7:48	8:00	8:08	8:13
7:35	7:48	8:01	8:21	8:33	8:41	8:46
7:57	8:10	8:23	8:43	8:55	9:03	9:09
8:17	8:31	8:45	9:05	9:17	9:25	9:31
8:38	8:53	9:07	9:28	9:40	9:48	9:54
8:59	9:14	9:29	9:50	10:02	10:10	10:16
9:21	9:36	9:51	10:12	10:24	10:33	10:39
9:43	9:58	10:13	10:34	10:47	10:56	11:02
10:04	10:19	10:35	10:56	11:09	11:18	11:24
10:25	10:40	10:57	11:18	11:31	11:40	11:46
10:48	11:02	11:19	11:40	11:53	12:02P	12:08P
11:10	11:24	11:41	12:02P	12:15P	12:24	12:30
11:32	11:46	12:03P	12:24	12:37	12:46	12:52
11:54	12:08P	12:25	12:46	12:59	1:08	1:14
12:16P	12:30	12:47	1:08	1:21	1:30	1:36
12:38	12:52	1:09	1:30	1:43	1:52	1:58
1:00	1:14	1:31	1:52	2:05	2:14	2:20
1:22	1:36	1:53	2:14	2:27	2:36	2:42
1:44	1:58	2:15	2:36	2:49	2:58	3:04
2:06	2:20	2:37	2:58	3:11	3:20	3:26
2:28	2:42	2:59	3:20	3:33	3:42	3:48
2:50	3:04	3:21	3:42	3:55	4:04	4:10
3:12	3:26	3:43	4:04	4:17	4:26	4:32
3:34	3:48	4:05	4:26	4:38	4:46	4:52
3:56	4:10	4:27	4:47	4:59	5:07	5:13
4:18	4:32	4:49	5:09	5:21	5:29	5:35
4:40	4:54	5:11	5:31	5:43	B 5:51	—
5:02	5:16	5:33	5:53	6:05	6:13	6:19
5:26	5:40	5:57	6:17	6:29	B 6:37	—
5:53	6:07	6:24	6:44	6:56	7:04	7:09
6:29	6:43	6:59	7:19	7:30	B 7:38	—
7:10	7:23	7:39	7:59	8:10	8:18	8:23
7:53	8:05	8:20	8:39	8:50	B 8:58	—
8:37	8:48	9:02	9:20	9:31	9:38	9:44
9:38	9:47	9:59	10:15	10:26	10:32	10:38
10:35	10:44	10:55	11:10	11:21	11:27	11:33
11:37	11:45	11:55	12:10A	12:21A	12:27A	12:33A
12:38A	12:45A	12:55A	1:10	1:21	1:27	1:33
1:38	1:45	1:55	2:11	2:22	2:28	2:34
2:38	2:45	2:55	3:11	3:22	3:28	3:34
3:39	3:45	3:55	4:11	4:22	B 4:28	—

ROUTE MAP



INSET 1 – DOWNTOWN LOS ANGELES ▲N



LEGEND

- Line 76 Route
- Metro Rail
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Transit Center
- # Map Notes
- ### Connecting Line
- AM Amtrak
- ML Metrolink
- FA FlyAway
- F Foothill Transit
- LD LADOT DASH
- M Montebello Bus Lines
- N Norwalk Transit
- ROSE Rosemead Explorer

INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **El Monte Station**
   Upper Level: J Line (Silver 910/950); F486, F488, F492, Silver Streak; Greyhound; Hollywood Bowl Shuttle
   Lower Level: Metro 70, 76, 267, 268 , 287, 577; F178, F190, F194, F269, F270, F282; N7
2. **Cal State LA**
3. **LA County + USC Med Ctr**

150933

Monday through Friday

Effective Jun 26 2022

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Northbound (Approximate Times)

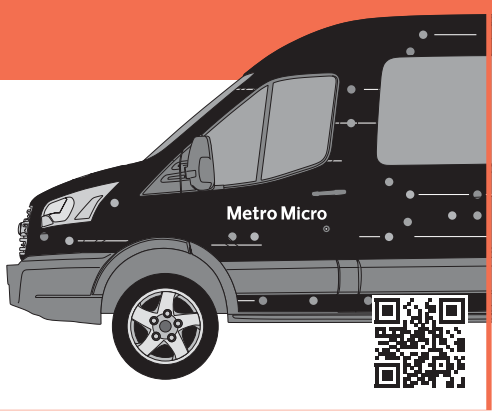
EL MONTE		TEMPLE CITY	ARCADIA	PASADENA	
6	5	4	3	2	1
El Monte Station	Santa Anita & Ramona	Temple City & Lower Azusa	Huntington & Sunset	Del Mar & Lake	Raymond & Del Mar
5:31A	5:34A	5:43A	5:54A	6:10A	6:15A
6:01	6:04	6:13	6:24	6:40	6:45
6:31	6:34	6:43	6:54	7:11	7:16
7:01	7:04	7:13	7:24	7:41	7:46
7:31	7:34	7:45	7:56	8:13	8:18
8:01	8:04	8:15	8:26	8:43	8:48
8:41	8:44	8:55	9:06	9:23	9:28
9:31	9:34	9:45	9:56	10:13	10:18
10:31	10:34	10:45	10:56	11:13	11:18
11:30	11:33	11:44	11:55	12:12P	12:17P
12:30P	12:33P	12:44P	12:55P	1:12	1:17
1:31	1:34	1:45	1:56	2:13	2:18
2:25	2:28	2:39	2:50	3:07	3:12
3:00	3:03	3:14	3:25	3:42	3:47
3:30	3:33	3:44	3:55	4:12	4:17
4:00	4:03	4:14	4:25	4:42	4:47
4:30	4:33	4:44	4:55	5:12	5:17
5:01	5:04	5:15	5:26	5:42	5:47
5:31	5:34	5:45	5:56	6:12	6:17
6:01	6:04	6:15	6:26	6:42	6:47
6:31	6:34	6:43	6:54	7:09	7:14
7:06	7:09	7:18	7:28	7:43	7:48
7:56	7:59	8:08	8:18	8:32	8:37

Southbound (Approximate Times)

PASADENA		ARCADIA	TEMPLE CITY	EL MONTE
1	2	3	4	6
Raymond & Del Mar	Del Mar & Lake	Huntington & Sunset	Temple City & Lower Azusa	El Monte Station
6:00A	6:05A	6:17A	6:25A	6:33A
6:34	6:39	6:51	6:59	7:08
7:04	7:09	7:22	7:31	7:40
7:34	7:39	7:52	8:01	8:10
8:04	8:09	8:22	8:31	8:40
8:44	8:49	9:02	9:11	9:20
9:38	9:43	9:56	10:05	10:15
10:36	10:41	10:56	11:05	11:15
11:36	11:41	11:56	12:05P	12:15P
12:34P	12:39P	12:55P	1:05	1:15
1:34	1:39	1:55	2:05	2:15
2:23	2:29	2:45	2:55	3:05
3:03	3:09	3:25	3:35	3:45
3:34	3:40	3:56	4:05	4:15
4:04	4:10	4:26	4:35	4:45
4:34	4:40	4:56	5:05	5:15
5:04	5:10	5:26	5:35	5:45
5:35	5:41	5:57	6:06	6:15
6:07	6:13	6:28	6:36	6:45
6:37	6:43	6:58	7:06	7:15
7:12	7:18	7:32	7:40	7:48
8:05	8:10	8:23	8:31	8:39

Meet Metro Micro.

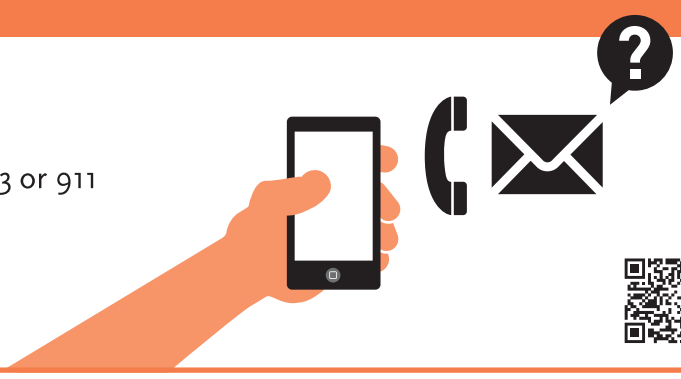
Metro's on-demand rideshare service is safe and affordable for local trips. Find your zone and download the app at *metro.net/micro* or call 323.466.3876.



Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.



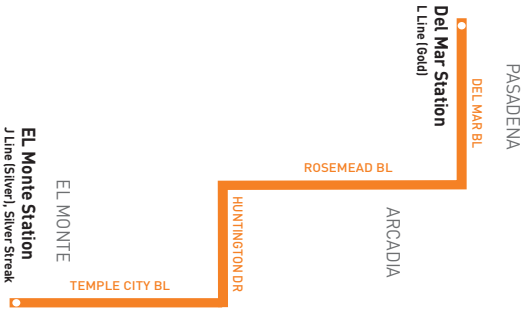
Effective Jun 26 2022

267

Metro Local

Northbound to Del Mar Station
Southbound to El Monte Station
via Temple City Bl & Del Mar Bl

metro.net 323.GO.METRO
Travel Info 511
Wheelchair Hotline 800.621.7828
California Relay Service 711



Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

Saturday, Sunday & Holiday

Effective Jun 26 2022

267

Northbound (Approximate Times)

EL MONTE		TEMPLE CITY	ARCADIA	PASADENA	
6	5	4	3	2	1
El Monte Station	Santa Anita & Ramona	Temple City & Lower Azusa	Huntington & Sunset	Del Mar & Lake	Raymond & Del Mar
6:01A	6:04A	6:13A	6:22A	6:35A	6:40A
7:01	7:04	7:13	7:22	7:36	7:41
8:01	8:04	8:13	8:23	8:38	8:43
9:01	9:04	9:13	9:23	9:39	9:44
10:01	10:04	10:13	10:23	10:39	10:44
11:01	11:04	11:13	11:23	11:39	11:44
12:01P	12:04P	12:13P	12:23P	12:39P	12:44P
1:01	1:04	1:13	1:23	1:39	1:44
2:01	2:04	2:13	2:23	2:39	2:44
3:01	3:04	3:13	3:23	3:39	3:44
4:01	4:04	4:13	4:23	4:39	4:44
5:01	5:04	5:13	5:23	5:39	5:44
6:01	6:04	6:13	6:23	6:39	6:44
7:01	7:04	7:13	7:23	7:37	7:42

Southbound (Approximate Times)

PASADENA		ARCADIA	TEMPLE CITY	EL MONTE
1	2	3	4	6
Raymond & Del Mar	Del Mar & Lake	Huntington & Sunset	Temple City & Lower Azusa	El Monte Station
6:03A	6:06A	6:16A	6:24A	6:32A
7:03	7:07	7:19	7:28	7:37
8:03	8:07	8:19	8:28	8:37
9:04	9:09	9:22	9:31	9:41
10:04	10:09	10:23	10:32	10:42
11:04	11:09	11:23	11:32	11:42
12:04P	12:09P	12:24P	12:33P	12:43P
1:04	1:09	1:24	1:33	1:43
2:04	2:09	2:24	2:33	2:43
3:04	3:09	3:24	3:33	3:43
4:04	4:09	4:24	4:33	4:43
5:04	5:09	5:24	5:33	5:43
6:03	6:08	6:23	6:31	6:39
7:02	7:05	7:17	7:25	7:33

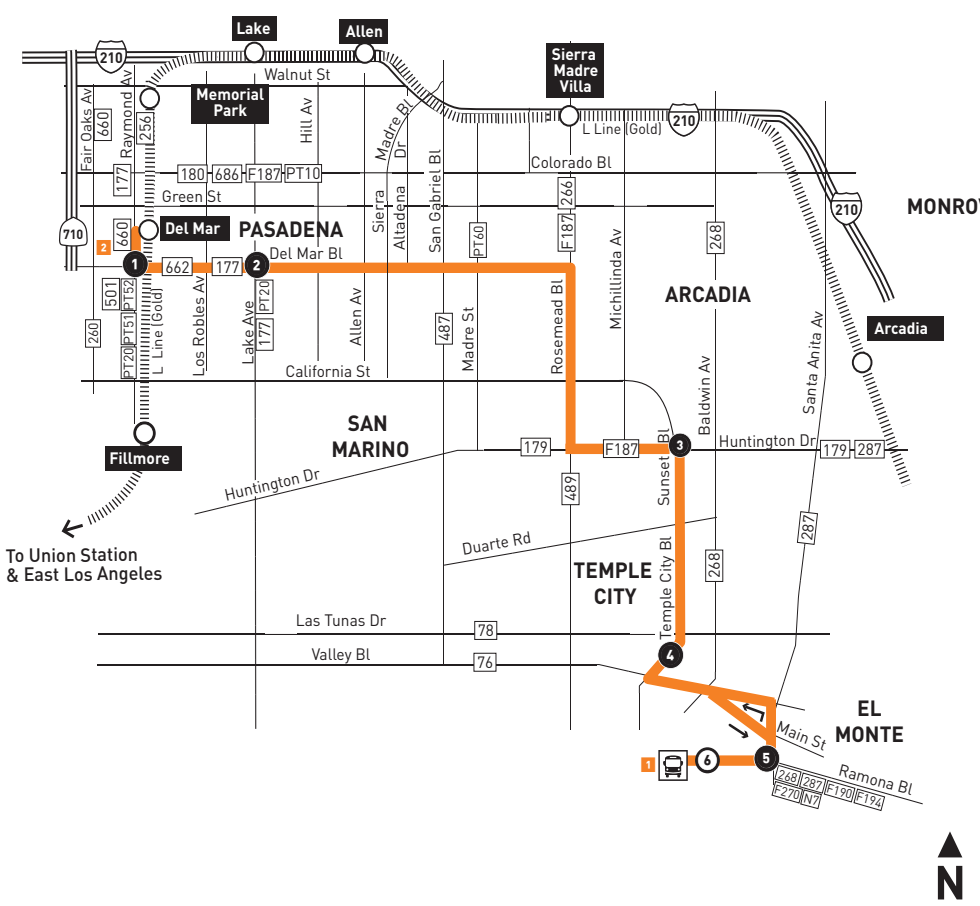
Saturday, Sunday and Holiday Schedule

Saturday, Sunday and Holiday Schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, días feriados

Se usara horarios de sábado, domingo, y días feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

ROUTE MAP



LEGEND

- Line 267 Route
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Metro Rail / Busway Station & Timepoint
- Metro Rail / Busway Station
- Transit Center
- Map Notes
- Connecting Line
- F — Foothill Transit
- N — Norwalk Transit
- PT — Pasadena Transit

MAP NOTES

1. **El Monte Station**
   Upper Level: J Line (Silver 910/950); F486, F488, F492, Silver Streak; Greyhound; Hollywood Bowl
   Lower Level: Metro 70, 76, 267, 268, 287, 577; F190, F194, F269, F270, F282; N7
2. **Del Mar Station**
   Metro 177, 260, 267, 501, 660, 662, 686; PT20, PT51, PT52

151018

Lose something?

Learn more about Metro's Lost & Found service. Visit *metro.net/lostandfound* or call 323.937.8920.

Monday through Friday

Effective Feb 20 2022

268

Northbound (Approximate Times)

EL MONTE			TEMPLE CITY	ARCADIA	PASADENA
6	5	4	3	2	1
El Monte Station	Ramona & Santa Anita	Lower Azusa & Santa Anita	Baldwin & Las Tunas	Baldwin & Huntington	Sierra Madre Villa Station
5:10A	5:14A	5:21A	5:27A	5:32A	5:46A
5:55	5:59	6:06	6:12	6:17	6:31
6:40	6:44	6:51	6:57	7:02	7:16
7:28	7:32	7:40	7:47	7:52	8:06
8:26	8:30	8:39	8:47	8:52	9:06
9:24	9:28	9:37	9:45	9:52	10:06
10:24	10:28	10:37	10:45	10:52	11:06
11:21	11:25	11:35	11:44	11:52	12:06P
12:21P	12:25P	12:35P	12:44P	12:52P	1:06
1:21	1:25	1:35	1:44	1:52	2:06
2:21	2:25	2:35	2:44	2:52	3:06
3:21	3:25	3:35	3:44	3:52	4:06
4:23	4:27	4:36	4:45	4:52	5:06
5:23	5:27	5:36	5:45	5:52	6:06
6:24	6:28	6:37	6:45	6:52	7:06
7:26	7:30	7:38	7:46	7:52	8:06
8:21	8:25	8:33	8:41	8:47	9:01

Southbound (Approximate Times)

PASADENA	ARCADIA	TEMPLE CITY	EL MONTE		
1	2	3	4	5	6
Sierra Madre Villa Station	Baldwin & Huntington	Baldwin & Las Tunas	Santa Anita & Lower Azusa	Ramona & Lexington	El Monte Station
5:52A	6:06A	6:13A	6:21A	6:26A	6:29A
6:40	6:54	7:01	7:10	7:16	7:19
7:26	7:40	7:48	7:57	8:03	8:06
8:26	8:40	8:48	8:57	9:04	9:07
9:26	9:40	9:49	9:59	10:06	10:09
10:26	10:40	10:49	10:59	11:06	11:09
11:26	11:40	11:50	11:59	12:07P	12:10P
12:26P	12:40P	12:50P	1:00P	1:07	1:10
1:26	1:40	1:50	2:01	2:08	2:11
2:26	2:40	2:51	3:02	3:09	3:12
3:26	3:40	3:50	4:01	4:08	4:11
4:26	4:40	4:50	4:59	5:06	5:09
5:26	5:40	5:50	5:59	6:06	6:09
6:26	6:40	6:50	6:59	7:05	7:08
7:26	7:40	7:49	7:58	8:04	8:07
8:26	8:40	8:47	8:55	9:01	9:04
9:26	9:40	9:47	9:55	10:01	10:04

Saturday, Sunday & Holiday

268

Northbound (Approximate Times)

EL MONTE			TEMPLE CITY	ARCADIA	PASADENA
6	5	4	3	2	1
El Monte Station	Ramona & Santa Anita	Lower Azusa & Santa Anita	Baldwin & Las Tunas	Baldwin & Huntington	Sierra Madre Villa Station
7:14A	7:18A	7:26A	7:33A	7:38A	7:52A
8:12	8:16	8:25	8:33	8:38	8:52
9:10	9:14	9:23	9:31	9:38	9:52
10:10	10:14	10:23	10:31	10:38	10:52
11:07	11:11	11:21	11:30	11:38	11:52
12:07P	12:11P	12:21P	12:30P	12:38P	12:52P
1:07	1:11	1:21	1:30	1:38	1:52
2:07	2:11	2:21	2:30	2:38	2:52
3:07	3:11	3:21	3:30	3:38	3:52
4:09	4:13	4:22	4:31	4:38	4:52
5:09	5:13	5:22	5:31	5:38	5:52
6:10	6:14	6:23	6:31	6:38	6:52
7:12	7:16	7:24	7:32	7:38	7:52
8:12	8:16	8:24	8:32	8:38	8:52
9:12	9:16	9:24	9:32	9:38	9:52

Southbound (Approximate Times)

PASADENA	ARCADIA	TEMPLE CITY	EL MONTE		
1	2	3	4	5	6
Sierra Madre Villa Station	Baldwin & Huntington	Baldwin & Las Tunas	Santa Anita & Lower Azusa	Ramona & Lexington	El Monte Station
6:08A	6:22A	6:29A	6:37A	6:42A	6:45A
7:08	7:22	7:30	7:39	7:45	7:48
8:08	8:22	8:30	8:39	8:45	8:48
9:08	9:22	9:31	9:41	9:48	9:51
10:08	10:22	10:31	10:41	10:48	10:51
11:08	11:22	11:31	11:41	11:48	11:51
12:08P	12:22P	12:32P	12:42P	12:49P	12:52P
1:08	1:22	1:32	1:43	1:50	1:53
2:08	2:22	2:33	2:44	2:51	2:54
3:08	3:22	3:32	3:43	3:50	3:53
4:08	4:22	4:32	4:41	4:48	4:51
5:08	5:22	5:32	5:41	5:48	5:51
6:08	6:22	6:32	6:41	6:48	6:51
7:08	7:22	7:31	7:40	7:46	7:49
8:08	8:22	8:29	8:37	8:43	8:46
9:08	9:22	9:29	9:37	9:43	9:46

Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Horarios de sábado, domingo, y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Connect to Metro Security 24/7.

Call: 888.950.7233
Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Effective Feb 20 2022

268

Metro Local

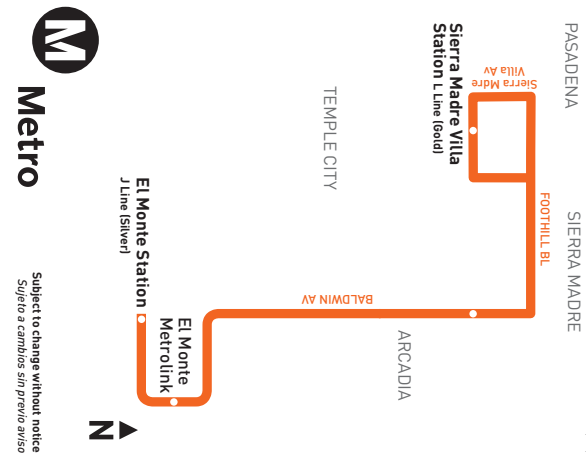
Northbound to Sierra Madre Villa Station
Southbound to El Monte Station
via Baldwin Av & Foothill Bl

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

California Relay Service
711



ROUTE MAP

LEGEND

- Line 268 Route
- Metro Rail
- Local Stop Timepoint
- Metro Rail / Busway Station & Timepoint
- Metro Rail / Busway Station
- Transit Center
- Map Notes
- ### Connecting Line
- ML Metrolink
- F Foothill Transit
- N Norwalk Transit
- PT Pasadena Transit

MAP NOTES

1. **Sierra Madre Villa L Line (Gold) Station**
   Metro 256, 266, 268, 487; PT31/32, PT40, PT60
   Street Level: F187
2. **Hastings Ranch Shopping Center**
3. **Santa Anita Park Racetrack**
4. **Westfield Santa Anita**
   Metro 79; F187
5. **El Monte Metrolink Station**
   El Monte Commuter Shuttle; El Monte Transit - Blue, Green, Orange, Red, Yellow; Metrolink - San Bernardino Line
6. **El Monte Station**
   Upper Level: J Line (Silver 910/950); F486, F488, F492, Silver Streak; Greyhound; Hollywood Bowl
   Lower Level: Metro 70, 76, 267, 268, 287, 577; F190, F194, F269, F270, F282; N7

151022

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Monday through Friday

Effective Feb 20 2022

287

Northbound (Approximate Times)

1 The Shops at Montebello	2 Garvey & Lee	3 Rush & Santa Anita	4 El Monte Station	5 Santa Anita & Live Oak	6 Arcadia Station
—	—	—	5:24A	5:36A	5:46A
5:43A	5:55A	6:03A	6:14	6:27	6:37
6:38	6:51	7:01	7:14	7:29	7:39
7:35	7:48	8:00	8:14	8:29	8:40
8:36	8:50	9:00	9:14	9:28	9:39
9:37	9:51	10:01	10:14	10:28	10:39
10:35	10:51	11:01	11:14	11:28	11:39
11:35	11:51	12:01P	12:14P	12:28P	12:39P
12:35P	12:51P	1:01	1:14	1:28	1:40
1:33	1:49	1:59	2:14	2:28	2:40
2:31	2:47	2:59	3:14	3:28	3:40
3:31	3:47	3:59	4:14	4:29	4:41
4:31	4:46	4:59	5:14	5:29	5:41
5:32	5:47	6:00	6:14	6:27	6:37
6:36	6:51	7:03	7:14	7:26	7:36
7:39	7:52	8:03	8:14	8:26	8:36
—	—	—	9:14	9:26	9:36
—	—	—	10:14	10:26	10:36

Southbound (Approximate Times)

6 Arcadia Station	5 Santa Anita & Live Oak	4 El Monte Station	3 Rush & Santa Anita	2 Garvey & Rosemead	1 The Shops at Montebello
4:31A	4:39A	4:51A	5:02A	5:11A	5:25A
5:13	5:21	5:33	5:44	5:53	6:07
5:56	6:04	6:16	6:27	6:37	6:51
6:55	7:03	7:16	7:29	7:40	7:56
7:53	8:01	8:16	8:29	8:39	8:57
8:54	9:02	9:16	9:28	9:38	9:56
9:55	10:03	10:16	10:28	10:38	10:56
10:55	11:03	11:16	11:28	11:38	11:56
11:55	12:03P	12:16P	12:28P	12:38P	12:56P
12:54P	1:03	1:16	1:28	1:38	1:56
1:53	2:03	2:16	2:28	2:38	2:56
2:53	3:03	3:16	3:28	3:38	3:56
3:53	4:03	4:16	4:29	4:39	4:57
4:53	5:03	5:16	5:28	5:38	5:56
5:53	6:03	6:16	6:27	6:36	6:54
6:54	7:03	7:16	7:26	7:35	7:51
7:45	7:53	8:06	8:16	8:25	8:41
8:46	8:54	9:06	—	—	—
9:46	9:54	10:06	—	—	—
10:38	10:46	10:58	—	—	—

Saturday , Sunday and Holiday

287

Northbound (Approximate Times)

4 El Monte Station	5 Santa Anita & Live Oak	6 Arcadia Station
6:00A	6:12A	6:22A
7:00	7:12	7:22
8:00	8:13	8:23
9:00	9:13	9:24
10:00	10:13	10:24
11:00	11:13	11:24
11:59	12:13P	12:24P
1:00P	1:14	1:26
2:00	2:14	2:26
3:00	3:14	3:26
4:00	4:14	4:26
5:00	5:14	5:26
6:00	6:12	6:22
7:00	7:12	7:22
8:00	8:12	8:22
9:00	9:12	9:22
10:00	10:12	10:22

Southbound (Approximate Times)

6 Arcadia Station	5 Santa Anita & Live Oak	4 El Monte Station
6:27A	6:34A	6:47A
7:27	7:35	7:49
8:27	8:35	8:49
9:27	9:35	9:49
10:27	10:35	10:48
11:27	11:35	11:48
12:27P	12:35P	12:48P
1:27	1:36	1:49
2:27	2:37	2:50
3:27	3:37	3:50
4:27	4:37	4:50
5:27	5:37	5:50
6:27	6:35	6:48
7:27	7:34	7:47
8:27	8:34	8:46
9:27	9:34	9:46
10:27	10:34	10:46

Saturday, Sunday and Holiday Schedule

Saturday, Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado dias feriados

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Text: 213.788.2777
App: LA Metro Transit Watch

Call 911 for emergencies.

Effective Feb 20 2022

287

Metro Local

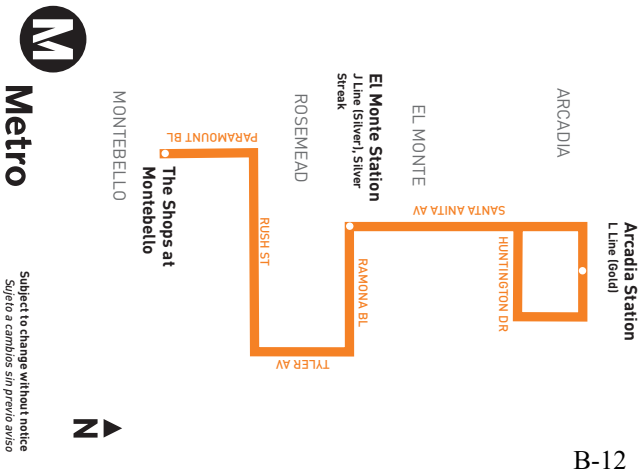
Northbound to Arcadia Station
Southbound to The Shops at Montebello
via Santa Anita Av & Paramount Bl

metro.net
323.GO.METRO

Travel Info
511

Wheelchair Hotline
800.621.7828

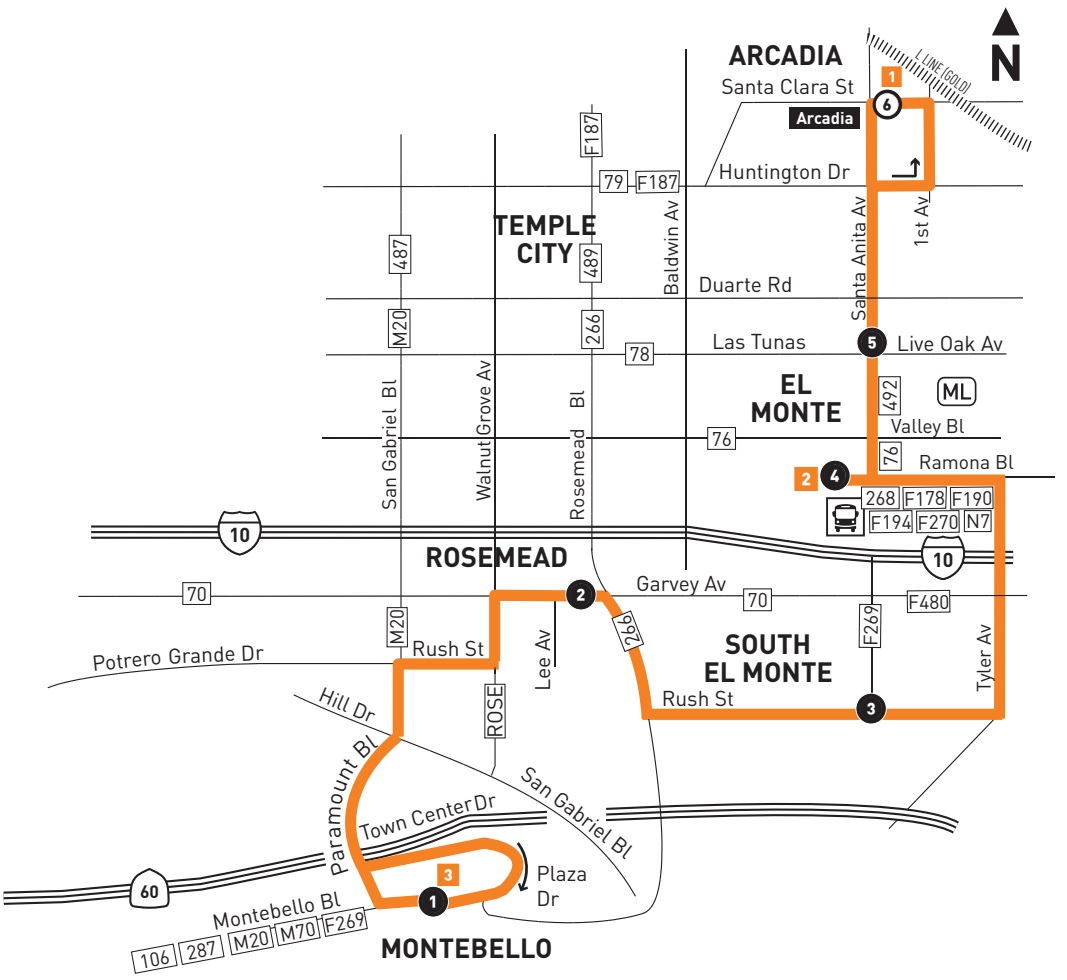
California Relay Service
711



Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

ROUTE MAP



LEGEND

- Line 287 Route
- Metro Rail
- # Local Stop Timepoint
- # Local Stop Timepoint - Single Direction Only
- Metro Rail / Busway Station
- Transit Center
- # Map Notes
- ### Connecting Line
- ML Metrolink
- F Foothill Transit
- M Montebello Bus Lines
- N Norwalk Transit
- ROSE Rosemead Explorer

MAP NOTES

1 **Arcadia Station**
Metro 79, 287; F187;
Arcadia Transit Blue, Green Red Lines

2 **El Monte Station**
Upper Level: J Line (Silver 910/950) F486, F488, F492, Silver Streak; Greyhound, Hollywood Bowl Shuttle
Lower Level: Metro 70, 76, 267, 268 287, 577; F178, F190, F194, F269, F282; N7

3 **The Shops at Montebello**
Metro 106, 287; F269; M20, M70
Rosemead Explorer

182071

Need information?

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Customer Relations: 213.922.6235
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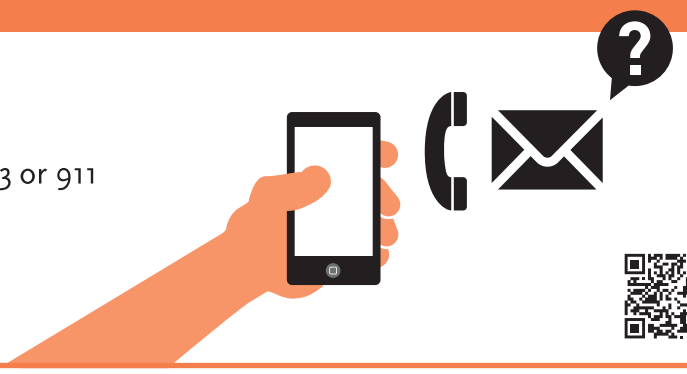


Lose something?

Learn more about Metro's Lost & Found service. Visit *metro.net/lostandfound* or call 323.937.8920.

Monday through Friday

Effective Jun 26 2022

487/489

Eastbound (Approximate Times)

Route	LOS ANGELES			SAN GABRIEL	TEMPLE CITY	SAN MARINO	PASADENA
	8	6	5	4	3	2	1
	Flower & 5th	Patsaouras Bus Plaza Station B	Cal State LA Station B	Del Mar & Marshall	Rosemead & Huntington	San Gabriel & Huntington	Sierra Madre Villa Station
487	4:57A	5:07A	5:13A	5:19A	—	5:39A	5:47A
487	5:38	5:49	5:55	6:01	—	6:22	6:30
487	6:17	6:29	6:35	6:41	—	7:02	7:12
487	6:54	7:06	7:12	7:18	—	7:40	7:50
487	7:31	7:43	7:49	7:55	—	8:21	8:32
487	8:11	8:23	8:29	8:35	—	9:00	9:11
487	8:50	9:02	9:08	9:15	—	9:40	9:51
487	9:30	9:42	9:48	9:55	—	10:20	10:31
487	—	10:22	10:28	10:35	—	11:00	11:11
487	—	11:07	11:13	11:20	—	11:45	11:56
487	—	11:52	11:58	12:05P	—	12:30P	12:41P
487	—	12:37P	12:43P	12:50	—	1:15	1:26
487	—	1:22	1:28	1:35	—	2:00	2:11
487	—	2:07	2:13	2:20	—	2:45	2:56
487	—	2:52	2:58	3:05	—	3:30	3:42
489	3:01P	3:13	3:19	3:25	3:49P	—	—
487	3:21	3:34	3:40	3:46	—	4:11	4:23
489	3:41	3:54	4:00	4:06	4:30	—	—
487	4:01	4:14	4:20	4:26	—	4:52	5:04
489	4:21	4:35	4:41	4:47	5:11	—	—
487	4:41	4:55	5:01	5:07	—	5:33	5:45
489	5:01	5:15	5:21	5:27	5:51	—	—
487	5:21	5:35	5:41	5:47	—	6:13	6:24
489	5:41	5:55	6:01	6:07	6:31	—	—
487	6:03	6:15	6:21	6:27	—	6:52	7:02
487	6:42	6:54	7:00	7:06	—	7:28	7:37
487	7:21	7:33	7:39	7:45	—	8:07	8:16
487	8:01	8:12	8:18	8:24	—	8:46	8:55
487	8:40	8:51	8:57	9:03	—	9:23	9:32
487	9:21	9:31	9:37	9:43	—	10:03	10:12

Monday through Friday

487/489

Westbound (Approximate Times)

Route	PASADENA	SAN MARINO	TEMPLE CITY	SAN GABRIEL	LOS ANGELES		
	1	2	3	4	5	6	7
	Sierra Madre Villa Station	San Gabriel & Huntington	Rosemead & Huntington	Del Mar & Marshall	Cal State LA Station B	Patsaouras Bus Plaza Station B	5th & Flower
487	5:41A	5:49A	—	6:07A	6:12A	6:18A	6:28A
489	—	—	6:08A	6:27	6:32	6:38	6:48
487	6:21	6:29	—	6:47	6:52	6:58	7:08
489	—	—	6:42	7:07	7:12	7:18	7:28
487	6:59	7:08	—	7:27	7:32	7:38	7:48
489	—	—	7:21	7:47	7:52	7:58	8:08
487	7:37	7:46	—	8:07	8:12	8:18	8:28
489	—	—	7:59	8:27	8:33	8:39	8:49
487	8:17	8:26	—	8:47	8:53	8:59	9:09
489	—	—	8:39	9:07	9:13	9:19	9:29
487	8:56	9:05	—	9:27	9:33	9:39	—
487	9:25	9:34	—	9:57	10:03	10:09	—
487	10:03	10:13	—	10:37	10:43	10:49	—
487	10:46	10:56	—	11:21	11:27	11:33	—
487	11:30	11:40	—	12:06P	12:12P	12:18P	—
487	12:12P	12:23P	—	12:51	12:57	1:03	—
487	12:57	1:08	—	1:36	1:42	1:49	—
487	1:42	1:53	—	2:21	2:27	2:34	—
487	2:27	2:38	—	3:06	3:12	3:19	3:29P
487	3:12	3:23	—	3:50	3:56	4:03	4:13
487	3:56	4:07	—	4:33	4:39	4:45	4:55
487	4:38	4:48	—	5:13	5:19	5:25	5:35
487	5:18	5:28	—	5:53	5:59	6:05	6:15
487	5:58	6:08	—	6:33	6:39	6:45	6:55
487	6:40	6:50	—	7:13	7:18	7:24	7:34
487	7:23	7:32	—	7:53	7:58	8:04	8:14
487	8:03	8:12	—	8:33	8:38	8:44	8:54
487	8:43	8:52	—	9:13	9:18	9:24	9:34

Saturday, Sunday & Holiday

487

Eastbound (Approximate Times)

LOS ANGELES			SAN GABRIEL	TEMPLE CITY	SAN MARINO	PASADENA
8	6	5	4	3	2	1
Flower & 5th	Patsaouras Bus Plaza Station B	Cal State LA Station B	Del Mar & Marshall	Rosemead & Huntington	San Gabriel & Huntington	Sierra Madre Villa Station
—	6:26A	6:32A	6:39A	—	6:58A	7:08A
—	7:26	7:32	7:39	—	8:00	8:10
—	8:26	8:32	8:39	—	9:01	9:12
—	9:26	9:32	9:39	—	10:03	10:14
—	10:26	10:32	10:39	—	11:03	11:14
—	11:24	11:30	11:37	—	12:02P	12:13P
—	12:25P	12:31P	12:38P	—	1:03	1:14
—	1:25	1:31	1:38	—	2:03	2:14
—	2:26	2:32	2:39	—	3:04	3:15
—	3:26	3:32	3:39	—	4:04	4:15
—	4:27	4:33	4:40	—	5:05	5:16
—	5:26	5:32	5:39	—	6:04	6:15
—	6:27	6:33	6:40	—	7:04	7:14
—	7:26	7:32	7:39	—	8:01	8:10
—	8:26	8:32	8:39	—	8:59	9:08
—	9:26	9:32	9:39	—	9:59	10:08

Need information?

Transit Information: 323.466.3876
Customer Relations: 213.922.6235
In an Emergency: 1.888.950.7233 or 911

And for all you need to know, visit *metro.net*.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso

DOWNTOWN LA

7th St/Metro Center Station
A, B, D, E, J Lines (Blue, Red, Purple, Expo, Silver)

Civic Center/Grand Park Station
B, D Lines (Red, Purple)

Union Station
B, D, L, J Lines (Red, Purple, Gold, Silver), Amtrak, Metrolink, LAX Flyaway, MegaBus

487
489

LAC+USC Medical Center
Cal State LA

SAN GABRIEL BL 487
ROSEMEAD BL 489

PASADENA

Sierra Madre Villa Station
L Line (Gold)

metro.net 323.GO.METRO
Travel Info 511
Wheelchair Hotline 800.621.7828
California Relay Service 711

Effective Jun 26 2022

Metro Express

487
489

Eastbound to Sierra Madre Villa Station/ Temple City
Westbound to 7th St/Metro Center Station

Saturday, Sunday & Holiday

Effective Jun 26 2022

487

Westbound (Approximate Times)

PASADENA	SAN MARINO	TEMPLE CITY	SAN GABRIEL	LOS ANGELES		
1	2	3	4	5	6	7
Sierra Madre Villa Station	San Gabriel & Huntington	Rosemead & Huntington	Del Mar & Marshall	Cal State LA Station B	Patsaouras Bus Plaza Station B	5th & Flower
6:31A	6:39A	—	6:58A	7:04A	7:11A	—
7:30	7:38	—	7:58	8:04	8:11	—
8:27	8:36	—	8:58	9:04	9:11	—
9:26	9:35	—	9:58	10:04	10:11	—
10:25	10:34	—	10:58	11:04	11:11	—
11:24	11:34	—	11:59	12:05P	12:12P	—
12:23P	12:34P	—	12:59P	1:05	1:12	—
1:24	1:35	—	2:00	2:06	2:13	—
2:24	2:35	—	3:00	3:06	3:13	—
3:25	3:36	—	4:01	4:07	4:14	—
4:25	4:36	—	5:00	5:06	5:13	—
5:26	5:37	—	6:01	6:07	6:14	—
6:30	6:39	—	7:00	7:06	7:12	—
7:30	7:39	—	8:00	8:06	8:12	—
8:30	8:39	—	9:00	9:06	9:12	—

Saturday, Sunday and Holiday Schedules

Saturday, Sunday and Holiday Schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

Se usara horario del sabado domingo y dias feriados para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day

Special Notes

B Arrivals and departures are subject to freeway conditions and may arrive or leave 5-6 minutes before or after time shown.

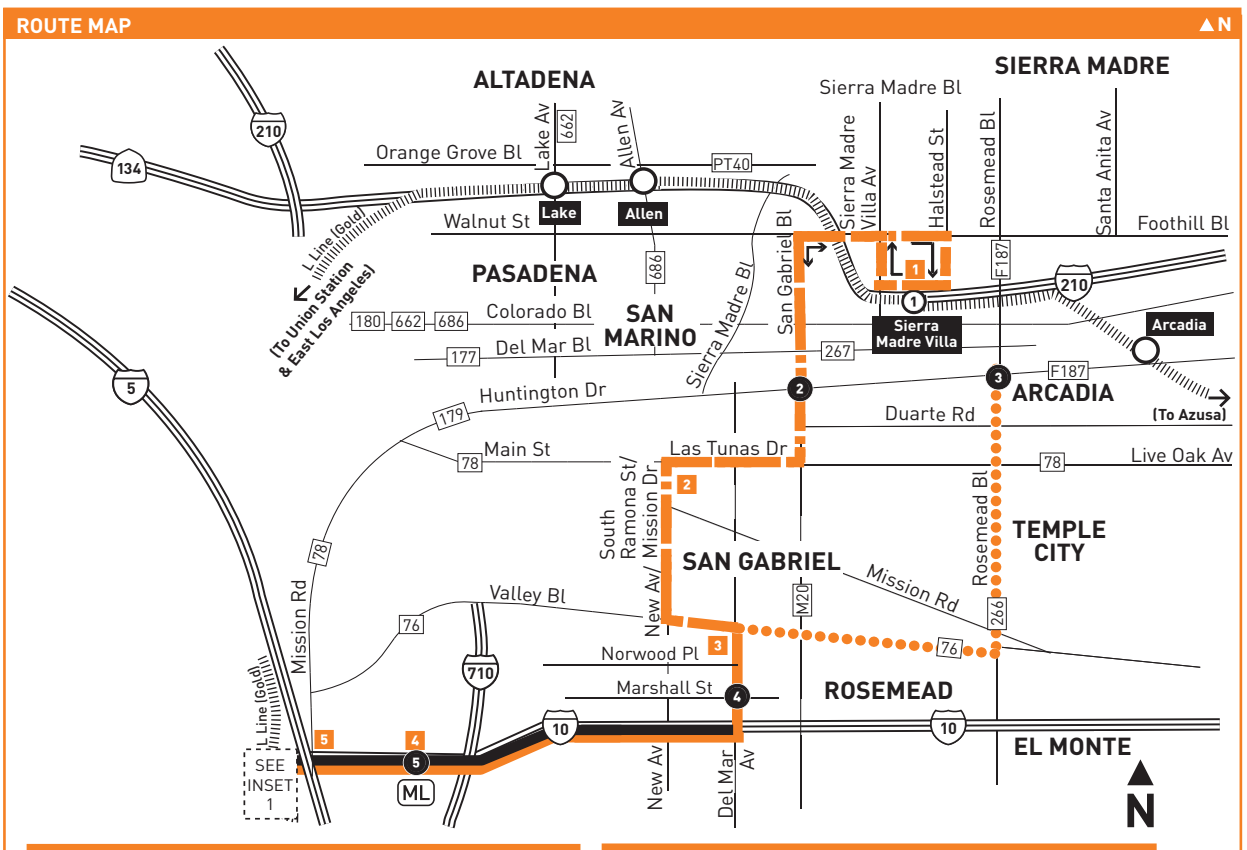
Avisos especiales

B *La hora mostrada esta sujeto a condiciones de trafico y puede llegar ó salir 5-6 minutos antes ó despues de la hora mostrada.*

Freeway Express Zone Fares

Tarifas Para Zonas En Las Autopistas

ROUTE MAP ▲N



LEGEND

- Line 487 & 489 Route
- Line 487 Route Only
- Line 489 Route Only
- Metro El Monte Busway
- Metro Rail
- Local Stop Timepoint
- Local Stop Timepoint - Single Direction Only
- Local Stop
- Local Stop - Single Direction Only
- Metro Rail / Busway Station & Timepoint
- Metro Rail / Busway Station
- Transit Center
- Map Notes
- Fare Zone
- ### Connecting Line
- AM Amtrak
- ML Metrolink
- ACT Alhambra Community Transit
- AV Antelope Valley Transit Authority
- CE LADOT Commuter Express
- CCS Children's Court Shuttle
- CO Commerce Municipal Bus Lines
- ES El Sol Shuttle
- F Foothill Transit
- LD LADOT DASH
- M Montebello Bus Lines
- MP Monterey Park Spirit
- N Norwalk Transit
- PT Pasadena Transit
- SC Santa Clarita Transit

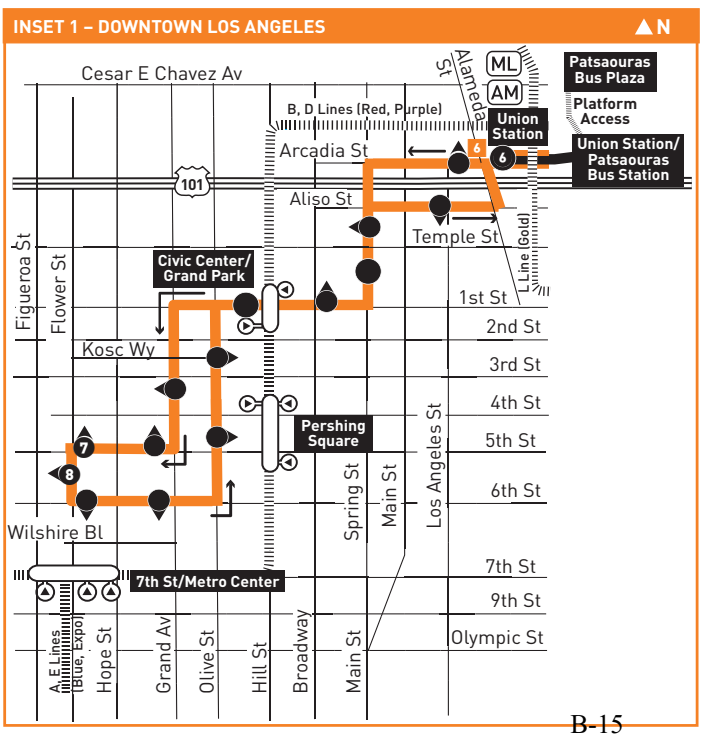
INSET 1 - DOWNTOWN LOS ANGELES

- Metro Rail Station
- Metro Rail Station Entrance

MAP NOTES

1. **Sierra Madre Villa Station**
   Metro 256, 266, 268, 487; Gold Line; PT31/32, PT40, PT60
   Street Level: F187
2. **Mission & Broadway Park & Ride Lot**
   Metro 487
3. **Del Mar Park & Ride Lot**
   Metro 487, 489
4. **Cal State LA Station**
   Street Level: Metro 106, 256, 665; CO200 ES City Terrace/ELAC, CCS, ACT Blue Line; MP 5
   Freeway Level: J Line (Silver 910/950), Metro 487, 489; F490, F493, F495, F498, F499, F699; Silver Streak
   Lower Level: Metrolink San Bernardino Line
5. **LA County + USC Medical Center Station**
   Freeway Level: J Line (Silver 910/950), Metro 487, 489; F490, F493, F495, F498, F499, F699, Silver Streak
   Street Level: Metro 106, 251, 605; LD Boyle Heights/East LA, Lincoln Heights/Chinatown
6. **Union Station / Patsaouras Busway Station**
   Freeway Level: J Line (Silver 910/950), Metro 487, 489; F490, F493, F495, F498, F499, F699, Silver Streak
   Patsaouras Bus Plaza: Metro 30, 33, 40, L Line (Gold) Shuttle;
   Other Operators: AV785, Bunker Hill Shuttle, CE431, CE438, CE439, CE534, Citadel Express, DASH D, LAX FlyAway, Megabus, Mt St Mary's College, SC794, USC Shuttle;

INSET 1 – DOWNTOWN LOS ANGELES ▲N



151044

Monday through Friday

Effective Jun 26 2022

577

Northbound *Al Norte* (Approximate Times / Tiempos Aproximados)

LONG BEACH		NORWALK	WHITTIER	EL MONTE
5	4	3	2	1
V.A. Medical Center Long Beach	Cal State Univ. Long Beach	Norwalk C Line (Green) Station	Rio Hondo College	El Monte Bus Station
5:39A	5:40A	6:03A	6:19A	6:35A
6:29	6:30	6:53	7:13	7:30
7:14	7:15	7:38	7:58	8:15
7:59	8:00	8:23	8:42	8:58
8:44	8:45	9:08	9:26	9:42
9:29	9:30	9:53	10:11	10:27
10:14	10:15	10:38	10:56	11:12
10:59	11:00	11:23	11:41	11:57
11:44	11:45	12:08P	12:26P	12:42P
12:29P	12:30P	12:53	1:11	1:28
1:14	1:15	1:38	1:57	2:14
1:59	2:00	2:23	2:43	3:00
2:44	2:45	3:08	3:31	3:49
3:29	3:30	3:53	4:17	4:35
4:14	4:15	4:38	5:02	5:21
4:59	5:00	5:23	5:47	6:06
5:44	5:45	6:08	6:29	6:46
6:29	6:30	6:53	7:11	7:27
7:14	7:15	7:38	7:54	8:08
7:54	7:55	8:18	8:33	8:47
8:44	8:45	9:08	9:22	9:36
9:34	9:35	9:58	10:12	10:26
10:24	10:25	10:48	11:02	11:16

Southbound *Al Sur* (Approximate Times / Tiempos Aproximados)

EL MONTE	WHITTIER	NORWALK	LONG BEACH	
1	2	3	4	5
El Monte Bus Station	Rio Hondo College	Norwalk C Line (Green) Station	Cal State Univ. Long Beach	V.A. Medical Center Long Beach
4:22A	4:36A	4:53A	5:17A	5:20A
5:07	5:21	5:38	6:02	6:05
5:49	6:04	6:23	6:47	6:50
6:31	6:46	7:08	7:32	7:35
7:12	7:31	7:53	8:17	8:20
7:56	8:16	8:38	9:02	9:05
8:48	9:03	9:23	9:47	9:50
9:33	9:48	10:08	10:32	10:35
10:18	10:33	10:53	11:17	11:20
11:03	11:18	11:38	12:02P	12:05P
11:48	12:03P	12:23P	12:47	12:50
12:33P	12:48	1:08	1:32	1:35
1:18	1:33	1:53	2:17	2:20
2:01	2:17	2:38	3:02	3:05
2:44	3:00	3:23	3:47	3:50
3:24	3:42	4:08	4:32	4:35
4:06	4:24	4:53	5:17	5:20
4:51	5:09	5:38	6:02	6:05
5:39	5:57	6:23	6:47	6:50
6:30	6:47	7:08	7:32	7:35
7:20	7:36	7:55	8:19	8:22
8:12	8:28	8:45	9:09	9:12
9:02	9:18	9:35	9:59	10:02

Saturday, Sunday and Holiday Schedules

No service on Saturday, Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de sábado, domingo y días feriados

No hay servicio en sábado, domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.

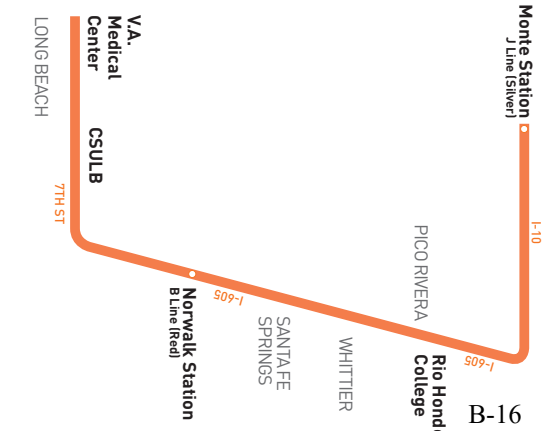
Freeway Express Zone Fares/*Tarifas Para Zonas En Las Autopistas*

Additional fare may be required for travel on freeway.
Please call 1.323.GOMETRO for more information.

Tarifa adicional puede ser requerida para viajar en las autopistas.
Por favor llame al 1.323.GOMETRO para mas información.

Metro

Subject to change without notice
Sujeto a cambios sin previo aviso



metro.net
323.GO.METRO

Wheelchair Hotline
800.621.7828

Travel Info
511

California Relay Service
711

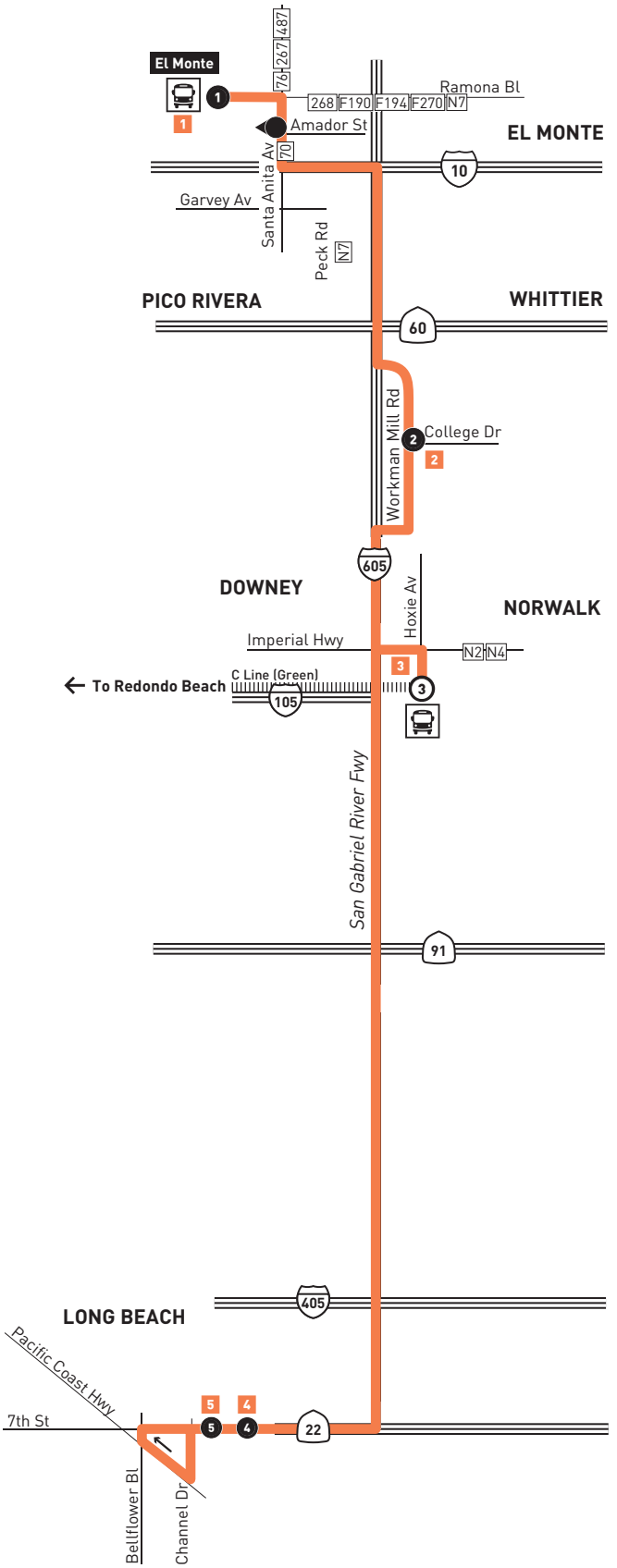
Effective Jun 26 2022

Metro Local

Northbound to El Monte Station
Southbound to Long Beach Va Med. Ctr.
via I-605 Fwy

577

ROUTE MAP



N

LEGEND

- Line 577 Route
- Metro Rail
- # Local Stop Timepoint
- Local Stop
- Local Stop - Southbound Direction Only
- # Metro Rail / Busway Station & Timepoint
- Metro Rail / Busway Station
- Transit Center
- # Map Notes
- ### Connecting Line
- F Foothill Transit
- LB Long Beach Transit
- N Norwak Transit
- OC Orange County Transportation Authority (OCTA)

MAP NOTES

1 **El Monte Station**
Upper Level: Metro J Line (Silver 910/950); F486, F488, F492, Silver Streak; Greyhound; Hollywood Bowl Shuttle
Lower Level: Metro 70, 76, 267, 268, 287, 577; F178, F190, F194, F269, F270, F282; N7

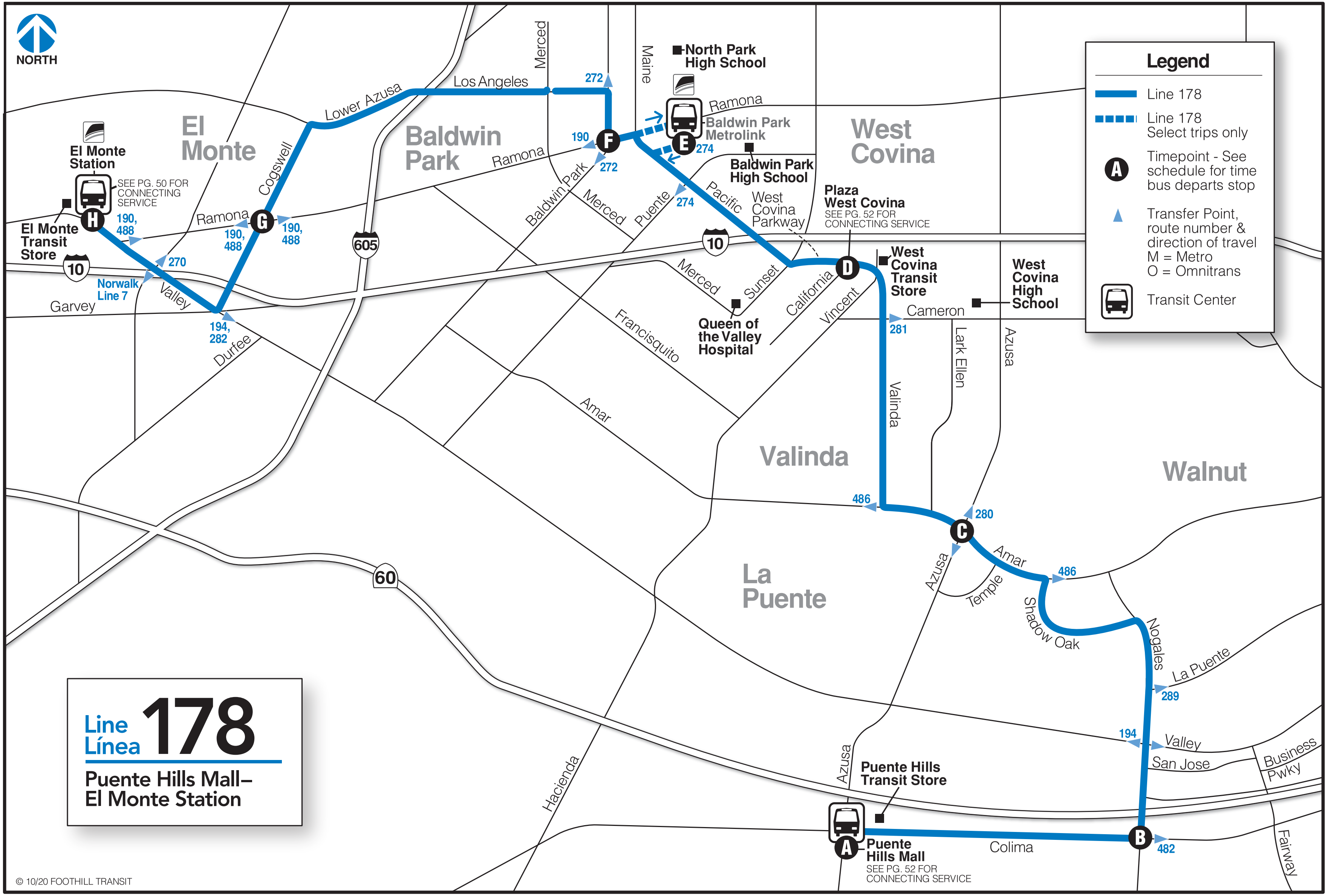
2 **Rio Hondo College**
Metro 577; N1, N7; F274

3 **Norwalk Station**
Metro 111, 115, 120, 125, 460, 577, C Line (Green); N2, N4, N5, N7; LB172, LB173

4 **Cal State Long Beach**
Metro 577; LB45, LB46, LB81, LB91, LB92, LB93,LB94, LB96, LB121, LB171, LB175; OC1, OC50, OC60, OC560

5 **VA Medical Center**
Metro 577; LB81, LB91, LB92, LB93, LB94, LB96, LB121, LB171, LB175; OC1, OC50, OC60, OC560

178604


Line 178
Línea
Puente Hills Mall–
El Monte Station
Legend
Line 178
Line 178 Select trips only
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
NORTH
El Monte
Baldwin Park
West Covina
Valinda
La Puente
Walnut
El Monte Station
SEE PG. 50 FOR CONNECTING SERVICE
El Monte Transit Store
North Park High School
Baldwin Park Metrolink
Baldwin Park High School
Plaza West Covina
SEE PG. 52 FOR CONNECTING SERVICE
West Covina Transit Store
West Covina High School
Queen of the Valley Hospital
Puente Hills Transit Store
Puente Hills Mall
SEE PG. 52 FOR CONNECTING SERVICE
Norwalk Line 7
Garvey
Valley
Durfee
Ramona
Cogswell
Lower Azusa
Los Angeles
Merced
Maine
Baldwin Park
Puente
Pacific
West Covina Parkway
Sunset
California
Vincent
Francisquito
Amar
Cameron
Lark Ellen
Azusa
Valinda
Temple
Shadow Oak
Nogales
La Puente
San Jose
Business Pkwy
Fairway
Colima
Hacienda
10
605
60
190, 488
270
194, 282
272
190
274
281
486
280
289
194
482
© 10/20 FOOTHILL TRANSIT

Line-Línea

178

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

INDUSTRY TO EL MONTE
INDUSTRY HACIA EL MONTE

Puente Hills Mall Ⓐ	Colima Rd. & Nogales St. Ⓑ	Amar Rd. & Azusa Ave. Ⓒ	W. Covina Pkwy. & California Ave. Ⓓ	Baldwin Park Metrolink Ⓔ	Baldwin Park Blvd. & Ramona Blvd. Ⓕ	Cogswell Rd. & Ramona Blvd. Ⓖ	El Monte Station Ⓗ
5:00	5:12	5:33	5:48	.....	6:01	6:16	6:30
5:30	5:42	6:03	6:18	6:31	6:36	6:51	7:06
6:00	6:13	6:34	6:49	7:02	7:07	7:22	7:37
6:30	6:43	7:05	7:20	7:33	7:38	7:53	8:08
7:00	7:17	7:41	7:56	8:09	8:14	8:29	8:44
7:30	7:47	8:11	8:26	.....	8:39	8:54	9:09
8:00	8:17	8:41	8:56	9:09	9:14	9:29	9:44
8:30	8:47	9:11	9:27	.....	9:40	9:55	10:10
9:00	9:17	9:41	9:57	10:10	10:15	10:30	10:45
9:30	9:47	10:11	10:27	.....	10:40	10:55	11:10
10:00	10:17	10:41	10:57	.....	11:10	11:25	11:40
10:30	10:47	11:11	11:27	11:40	11:45	**12:00**	**12:15**
11:00	11:17	11:41	11:57	.....	**12:10**	**12:25**	**12:40**
11:30	11:47	**12:11**	**12:27**	**12:40**	**12:45**	**1:00**	**1:15**
12:00	**12:18**	**12:42**	**12:58**	**1:13**	**1:18**	**1:33**	**1:48**
12:30	**12:48**	**1:12**	**1:27**	**1:42**	**1:47**	**2:02**	**2:17**
1:00	**1:18**	**1:42**	**1:57**	.....	**2:10**	**2:25**	**2:40**
1:30	**1:48**	**2:12**	**2:27**	**2:42**	**2:47**	**3:02**	**3:17**
2:00	**2:18**	**2:42**	**2:57**	.....	**3:10**	**3:25**	**3:40**
2:30	**2:48**	**3:12**	**3:27**	**3:42**	**3:47**	**4:02**	**4:17**
2:58	**3:16**	**3:40**	**3:55**	**4:10**	**4:15**	**4:30**	**4:45**
3:26	**3:44**	**4:08**	**4:23**	**4:38**	**4:43**	**4:58**	**5:13**
4:03	**4:21**	**4:45**	**5:00**	.....	**5:13**	**5:28**	**5:43**
4:35	**4:53**	**5:17**	**5:32**	**5:47**	**5:52**	**6:07**	**6:22**
5:05	**5:25**	**5:49**	**6:04**	**6:19**	**6:24**	**6:39**	**6:54**
5:35	**5:55**	**6:19**	**6:33**	**6:48**	**6:53**	**7:08**	**7:23**
6:05	**6:25**	**6:49**	**7:03**	**7:18**	**7:23**	**7:38**	**7:53**
6:35	**6:55**	**7:19**	**7:33**	.....	**7:46**	**8:01**	**8:16**
7:05	**7:23**	**7:47**	**8:01**	.....	**8:14**	**8:29**	**8:44**
7:35	**7:53**	**8:16**	**8:30**	.....	**8:43**	**8:58**	**9:13**
8:05	**8:21**	**8:44**	**8:58**	.....	**9:11**	**9:26**	**9:41**
8:35	**8:51**	**9:14**	**9:28**	.....	**9:41**	**9:56**	**10:11**
9:05	**9:21**	**9:44**	**9:58**	.....	**10:11**	**10:26**	**10:41**
9:35	**9:51**	**10:14**	**10:28**	.....	**10:41**	**10:56**	**11:11**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

178

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO INDUSTRY
EL MONTE HACIA INDUSTRY

El Monte Station (H)	Cogswell Rd. & Ramona Blvd. (G)	Baldwin Park Blvd. & Ramona Blvd. (F)	Baldwin Park Metrolink (E)	W. Covina Pkwy. & California Ave. (D)	Amar Rd. & Azusa Ave. (C)	Colima Rd. & Nogales St. (B)	Puente Hills Mall (A)
5:00	5:15	5:28	.....	5:47	6:00	6:18	6:34
5:30	5:45	5:58	.....	6:17	6:30	6:48	7:04
6:00	6:15	6:28	6:32	6:44	6:57	7:15	7:31
6:30	6:45	6:58	7:02	7:14	7:27	7:45	8:01
7:00	7:15	7:28	7:32	7:44	7:57	8:15	8:31
7:30	7:45	7:58	8:02	8:14	8:27	8:45	9:01
8:00	8:15	8:28	8:32	8:44	8:57	9:15	9:31
8:30	8:45	8:58	9:02	9:14	9:27	9:45	10:01
9:00	9:15	9:28	9:32	9:44	9:57	10:17	10:34
9:30	9:45	9:58	.....	10:17	10:30	10:50	11:07
10:00	10:15	10:30	10:34	10:46	10:59	11:19	11:36
10:30	10:45	11:00	.....	11:19	11:32	11:52	**12:10**
11:00	11:15	11:30	11:34	11:46	11:59	**12:19**	**12:38**
11:30	11:45	**12:00**	**12:04**	**12:16**	**12:30**	**12:50**	**1:09**
12:00	**12:15**	**12:30**	**12:34**	**12:46**	**1:00**	**1:20**	**1:38**
12:30	**12:45**	**1:00**	**1:04**	**1:16**	**1:30**	**1:50**	**2:08**
1:00	**1:15**	**1:30**	**1:34**	**1:46**	**2:00**	**2:21**	**2:38**
1:30	**1:45**	**2:00**	.....	**2:19**	**2:33**	**2:54**	**3:11**
2:00	**2:15**	**2:30**	**2:34**	**2:48**	**3:02**	**3:23**	**3:40**
2:30	**2:45**	**3:00**	**3:04**	**3:18**	**3:32**	**3:53**	**4:10**
3:00	**3:15**	**3:30**	**3:34**	**3:48**	**4:02**	**4:23**	**4:40**
3:30	**3:45**	**4:00**	**4:04**	**4:18**	**4:32**	**4:53**	**5:10**
4:00	**4:15**	**4:30**	**4:34**	**4:48**	**5:02**	**5:23**	**5:40**
4:30	**4:45**	**5:00**	**5:04**	**5:18**	**5:32**	**5:53**	**6:10**
5:00	**5:15**	**5:30**	**5:34**	**5:48**	**6:02**	**6:23**	**6:40**
5:30	**5:45**	**6:00**	**6:04**	**6:18**	**6:32**	**6:53**	**7:10**
6:00	**6:15**	**6:30**	**6:34**	**6:48**	**7:02**	**7:23**	**7:40**
6:30	**6:45**	**7:00**	**7:04**	**7:18**	**7:32**	**7:53**	**8:10**
7:00	**7:15**	**7:30**	.....	**7:49**	**8:03**	**8:23**	**8:40**
7:30	**7:45**	**8:00**	.....	**8:19**	**8:32**	**8:52**	**9:09**
8:00	**8:15**	**8:30**	.....	**8:49**	**9:02**	**9:22**	**9:39**
8:30	**8:45**	**9:00**	.....	**9:19**	**9:32**	**9:52**	**10:09**
9:00	**9:15**	**9:30**	.....	**9:49**	**10:02**	**10:22**	**10:39**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

178

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

INDUSTRY TO EL MONTE
INDUSTRY HACIA EL MONTE

Puente Hills Mall Ⓐ	Colima Rd. & Nogales St. Ⓑ	Amar Rd. & Azusa Ave. Ⓒ	W. Covina Pkwy. & California Ave. Ⓓ	Baldwin Park Metrolink Ⓔ	Baldwin Park Blvd. & Ramona Blvd. Ⓕ	Cogswell Rd. & Ramona Blvd. Ⓖ	El Monte Station Ⓗ
6:20	6:31	6:55	7:09	.....	7:19	7:32	7:43
7:40	7:53	8:17	8:31	.....	8:44	8:57	9:10
8:20	8:33	8:57	9:11	9:21	9:26	9:40	9:53
8:50	9:03	9:27	9:41	.....	9:55	10:09	10:23
9:20	9:35	9:59	10:13	.....	10:25	10:39	10:53
9:50	10:05	10:29	10:43	10:53	10:58	11:12	11:27
10:20	10:36	11:00	11:15	.....	11:26	11:40	11:55
10:50	11:06	11:30	11:45	.....	11:56	**12:09**	**12:23**
11:20	11:36	**12:00**	**12:14**	**12:24**	**12:29**	**12:42**	**12:56**
11:50	**12:06**	**12:31**	**12:45**	.....	**12:58**	**1:11**	**1:25**
12:20	**12:36**	**1:01**	**1:15**	.....	**1:28**	**1:41**	**1:55**
12:50	**1:06**	**1:31**	**1:45**	**1:55**	**2:00**	**2:13**	**2:28**
1:20	**1:36**	**2:01**	**2:15**	.....	**2:26**	**2:39**	**2:54**
1:50	**2:06**	**2:31**	**2:45**	.....	**2:56**	**3:09**	**3:23**
2:20	**2:36**	**3:01**	**3:15**	.....	**3:25**	**3:38**	**3:52**
2:50	**3:06**	**3:28**	**3:42**	.....	**3:52**	**4:05**	**4:18**
3:20	**3:36**	**3:58**	**4:12**	**4:22**	**4:27**	**4:40**	**4:53**
3:50	**4:07**	**4:29**	**4:43**	.....	**4:56**	**5:09**	**5:22**
4:20	**4:38**	**5:00**	**5:14**	.....	**5:24**	**5:37**	**5:50**
4:50	**5:08**	**5:30**	**5:44**	**5:54**	**5:59**	**6:12**	**6:25**
5:20	**5:37**	**5:59**	**6:13**	.....	**6:23**	**6:36**	**6:49**
6:20	**6:37**	**6:59**	**7:13**	**7:23**	**7:28**	**7:41**	**7:55**
7:20	**7:35**	**7:59**	**8:14**	.....	**8:24**	**8:37**	**8:51**
8:20	**8:35**	**8:57**	**9:12**	.....	**9:22**	**9:35**	**9:49**
9:20	**9:34**	**9:56**	**10:11**	.....	**10:21**	**10:34**	**10:48**
10:20	**10:34**	**10:56**	**11:11**	.....	**11:21**	**11:34**	**11:48**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

178

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO INDUSTRY
EL MONTE HACIA INDUSTRY

El Monte Station (H)	Cogswell Rd. & Ramona Blvd. (G)	Ramona Blvd. & Baldwin Park Blvd. (F)	Baldwin Park Metrolink (E)	W. Covina Pkwy. & California Ave. (D)	Amar Rd. & Azusa Ave. (C)	Colima Rd. & Nogales St. (B)	Puente Hills Mall (A)
6:00	6:13	6:27	.....	6:38	6:48	7:06	7:20
7:00	7:13	7:27	.....	7:38	7:50	8:12	8:26
8:00	8:13	8:27	.....	8:42	8:55	9:19	9:36
8:30	8:43	8:57	9:00	9:10	9:22	9:46	10:03
9:00	9:14	9:29	.....	9:44	9:56	10:18	10:34
9:30	9:44	9:59	.....	10:12	10:24	10:46	11:02
10:05	10:20	10:35	10:38	10:48	11:00	11:22	11:38
10:35	10:50	11:05	.....	11:18	11:30	11:52	**12:09**
11:05	11:21	11:36	.....	11:49	**12:01**	**12:23**	**12:41**
11:35	11:51	**12:06**	**12:09**	**12:19**	**12:31**	**12:53**	**1:12**
12:05	**12:21**	**12:37**	.....	**12:51**	**1:03**	**1:25**	**1:45**
12:35	**12:51**	**1:07**	.....	**1:21**	**1:33**	**1:55**	**2:11**
1:05	**1:21**	**1:37**	.....	**1:51**	**2:03**	**2:24**	**2:39**
1:35	**1:51**	**2:07**	**2:10**	**2:20**	**2:32**	**2:53**	**3:08**
2:05	**2:18**	**2:33**	.....	**2:46**	**2:58**	**3:19**	**3:34**
2:35	**2:48**	**3:03**	.....	**3:16**	**3:29**	**3:50**	**4:05**
3:03	**3:17**	**3:32**	.....	**3:45**	**3:58**	**4:19**	**4:34**
3:33	**3:47**	**4:02**	**4:05**	**4:15**	**4:29**	**4:50**	**5:05**
4:03	**4:18**	**4:33**	.....	**4:46**	**5:00**	**5:21**	**5:36**
4:33	**4:48**	**5:03**	.....	**5:16**	**5:29**	**5:50**	**6:06**
5:13	**5:30**	**5:45**	**5:48**	**5:58**	**6:11**	**6:32**	**6:50**
6:13	**6:28**	**6:43**	.....	**6:56**	**7:10**	**7:31**	**7:45**
7:13	**7:28**	**7:41**	**7:44**	**7:54**	**8:08**	**8:32**	**8:46**
8:13	**8:26**	**8:39**	.....	**8:52**	**9:05**	**9:29**	**9:43**
9:13	**9:26**	**9:39**	.....	**9:52**	**10:04**	**10:28**	**10:42**
10:13	**10:26**	**10:39**	.....	**10:52**	**11:04**	**11:28**	**11:42**

LIGHT TYPE = AM
BOLD TYPE = PM

Line 190
Línea
El Monte-West Covina-Pomona
Legend
Line 190
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
Park & Ride Lot
NORTH
© 10/20 FOOTHILL TRANSIT
Baldwin Park
El Monte
West Covina
Covina
Pomona
Cal Poly
Mt San Antonio College
Diamond Bar
Walnut
Valinda
La Puente
Industry
Baldwin Park Park-Park & Ride
El Monte Metrolink
Baldwin Park Metrolink
El Monte Station
El Monte Transit Store
Eastland Center
Norwalk Line 7
SEE PG. 49 FOR CONNECTING SERVICE
SEE PG. 50 FOR CONNECTING SERVICE

Line-Línea

190

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. Ⓐ	Eastland Center (Workman Ave. & Palmetto Ave.) Ⓑ	Azusa Ave. & San Bernardino Rd. Ⓒ	Ramona Blvd. & Francisquito Ave. Ⓓ	El Monte Station Ⓔ
.....	4:40	4:47	5:04	5:19
.....	5:10	5:19	5:37	5:52
.....	5:30	5:39	5:57	6:12
.....	5:50	5:59	6:19	6:35
5:50	6:07	6:16	6:36	6:53
.....	6:25	6:34	6:54	7:10
6:21	6:40	6:49	7:09	7:27
.....	6:55	7:02	7:23	7:42
.....	7:10	7:20	7:41	7:59
.....	7:25	7:33	7:54	8:14
7:17	7:40	7:50	8:11	8:29
.....	7:55	8:06	8:27	8:45
7:50	8:13	8:24	8:45	9:03
8:05	8:28	8:39	9:00	9:18
8:35	8:58	9:09	9:30	9:48
9:05	9:28	9:40	10:02	10:20
9:35	9:59	10:13	10:35	10:53
10:05	10:29	10:43	11:05	11:23
10:35	10:59	11:13	11:35	11:53
11:05	11:29	11:43	**12:05**	**12:23**
11:35	11:59	**12:13**	**12:35**	**12:53**
12:05	**12:29**	**12:43**	**1:05**	**1:23**
12:35	**12:59**	**1:13**	**1:35**	**1:53**
1:05	**1:29**	**1:43**	**2:05**	**2:23**
1:35	**1:59**	**2:13**	**2:35**	**2:53**
2:05	**2:29**	**2:43**	**3:05**	**3:23**
2:20	**2:44**	**2:58**	**3:20**	**3:38**
2:35	**2:59**	**3:13**	**3:35**	**3:53**
2:50	**3:14**	**3:28**	**3:50**	**4:08**
3:05	**3:29**	**3:43**	**4:05**	**4:23**
3:25	**3:49**	**4:03**	**4:25**	**4:43**
3:55	**4:19**	**4:33**	**4:55**	**5:13**
4:25	**4:49**	**5:03**	**5:25**	**5:43**
4:55	**5:19**	**5:33**	**5:55**	**6:13**
5:15	**5:40**	**5:52**	**6:14**	**6:31**
5:45	**6:10**	**6:22**	**6:44**	**7:01**
6:15	**6:40**	**6:51**	**7:11**	**7:28**
6:45	**7:07**	**7:18**	**7:36**	**7:52**
7:45	**8:07**	**8:18**	**8:36**	**8:52**
8:45	**9:05**	**9:14**	**9:30**	**9:44**
10:00	**10:20**	**10:29**	**10:45**	**10:59**
11:00	**11:16**	**11:24**	**11:38**	**11:50**
12:00	12:16	12:24	12:38	12:50

Line-Línea

190

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station (E)	Ramona Blvd. & Francisquito Ave. (D)	Azusa Ave. & San Bernardino Rd. (C)	Eastland Center (B)	S. Campus Dr. & Temple Ave. (A)
5:10	5:25	5:44	5:52	6:12
5:45	6:00	6:19	6:26	.....
6:10	6:27	6:47	6:56	7:18
6:30	6:47	7:07	7:14	.....
6:45	7:02	7:22	7:31	7:53
7:00	7:17	7:38	7:49	8:11
7:20	7:38	7:59	8:10	8:32
7:40	7:58	8:19	8:30	8:52
8:00	8:19	8:40	8:51	9:13
8:20	8:41	9:02	9:13	9:34
8:40	9:01	9:22	9:33	9:54
9:00	9:21	9:42	9:53	10:14
9:25	9:46	10:07	10:18	10:39
10:05	10:26	10:48	10:59	11:20
10:45	11:06	11:28	11:39	**12:00**
11:25	11:46	**12:08**	**12:19**	**12:40**
12:05	**12:25**	**12:51**	**1:02**	**1:23**
12:45	**1:05**	**1:31**	**1:42**	**2:03**
1:20	**1:40**	**2:06**	**2:17**	**2:38**
1:45	**2:05**	**2:31**	**2:42**	**3:03**
2:10	**2:30**	**2:56**	**3:07**	**3:28**
2:30	**2:50**	**3:16**	**3:27**	**3:48**
2:50	**3:11**	**3:37**	**3:48**	.....
3:10	**3:36**	**4:04**	**4:15**	**4:36**
3:30	**3:56**	**4:24**	**4:35**	.....
3:50	**4:16**	**4:44**	**4:55**	**5:16**
4:05	**4:31**	**4:59**	**5:10**	.....
4:20	**4:46**	**5:14**	**5:25**	**5:46**
4:35	**5:01**	**5:29**	**5:40**	**6:01**
4:50	**5:16**	**5:44**	**5:55**	.....
5:05	**5:30**	**5:55**	**6:06**	**6:26**
5:20	**5:45**	**6:10**	**6:21**	.....
5:35	**6:00**	**6:26**	**6:37**	**6:57**
5:50	**6:15**	**6:41**	**6:52**	**7:11**
6:05	**6:30**	**6:56**	**7:07**	.....
6:20	**6:45**	**7:11**	**7:22**	**7:41**
6:40	**7:05**	**7:31**	**7:42**	.....
7:20	**7:40**	**8:02**	**8:11**	**8:29**
8:00	**8:16**	**8:33**	**8:42**	**8:59**
9:05	**9:20**	**9:35**	**9:42**	**9:58**
10:10	**10:25**	**10:40**	**10:47**	**11:03**
11:10	**11:25**	**11:40**	**11:47**	.....
12:10	12:25	12:40	12:47	.....

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

190

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

SATURDAY / SÁBADO

Temple Ave. & S. Campus Dr.	Eastland Center (Workman Ave. & Palmetto Ave.)	Azusa Ave. & San Bernardino Rd.	Ramona Blvd. & Francisquito Ave.	El Monte Station
A	B	C	D	E
.....	5:55	6:03	6:21	6:36
.....	6:25	6:33	6:51	7:06
6:40	6:56	7:04	7:23	7:38
.....	7:31	7:39	7:58	8:13
7:40	7:57	8:06	8:26	8:41
8:10	8:27	8:37	8:57	9:12
8:45	9:02	9:12	9:33	9:48
.....	9:41	9:51	10:12	10:27
9:50	10:09	10:20	10:41	10:56
10:30	10:49	11:00	11:21	11:36
11:30	11:49	**12:00**	**12:21**	**12:36**
12:30	**12:49**	**1:00**	**1:21**	**1:36**
1:30	**1:49**	**2:00**	**2:21**	**2:36**
2:30	**2:49**	**3:00**	**3:21**	**3:36**
3:30	**3:49**	**4:00**	**4:21**	**4:36**
4:30	**4:49**	**5:00**	**5:21**	**5:36**
5:30	**5:49**	**5:59**	**6:19**	**6:34**
6:35	**6:54**	**7:04**	**7:22**	**7:37**
7:40	**7:57**	**8:05**	**8:21**	**8:34**
8:50	**9:06**	**9:14**	**9:30**	**9:43**
10:00	**10:15**	**10:22**	**10:36**	**10:47**
11:05	**11:20**	**11:27**	**11:41**	**11:52**

SUNDAY/HOLIDAY / DOMINGO Y DÍA FESTIVO

A	B	C	D	E
.....	6:09	6:17	6:35	6:50
6:55	7:11	7:19	7:38	7:53
7:45	8:02	8:11	8:31	8:46
8:45	9:02	9:12	9:33	9:48
9:40	9:57	10:07	10:28	10:43
10:35	10:54	11:05	11:26	11:41
11:35	11:54	**12:05**	**12:26**	**12:41**
12:35	**12:54**	**1:05**	**1:26**	**1:41**
1:35	**1:54**	**2:05**	**2:26**	**2:41**
2:35	**2:54**	**3:05**	**3:26**	**3:41**
3:35	**3:54**	**4:05**	**4:26**	**4:41**
4:35	**4:54**	**5:05**	**5:26**	**5:41**
5:35	**5:54**	**6:04**	**6:24**	**6:39**
6:45	**7:04**	**7:14**	**7:32**	**7:47**
7:45	**8:02**	**8:10**	**8:26**	**8:39**
8:50	**9:06**	**9:14**	**9:30**	**9:43**
10:05	**10:20**	**10:27**	**10:41**	**10:52**
11:05	**11:20**	**11:27**	**11:41**	**11:52**

LIGHT TYPE = AM
BOLD TYPE = PM
84

Line-Línea

190

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

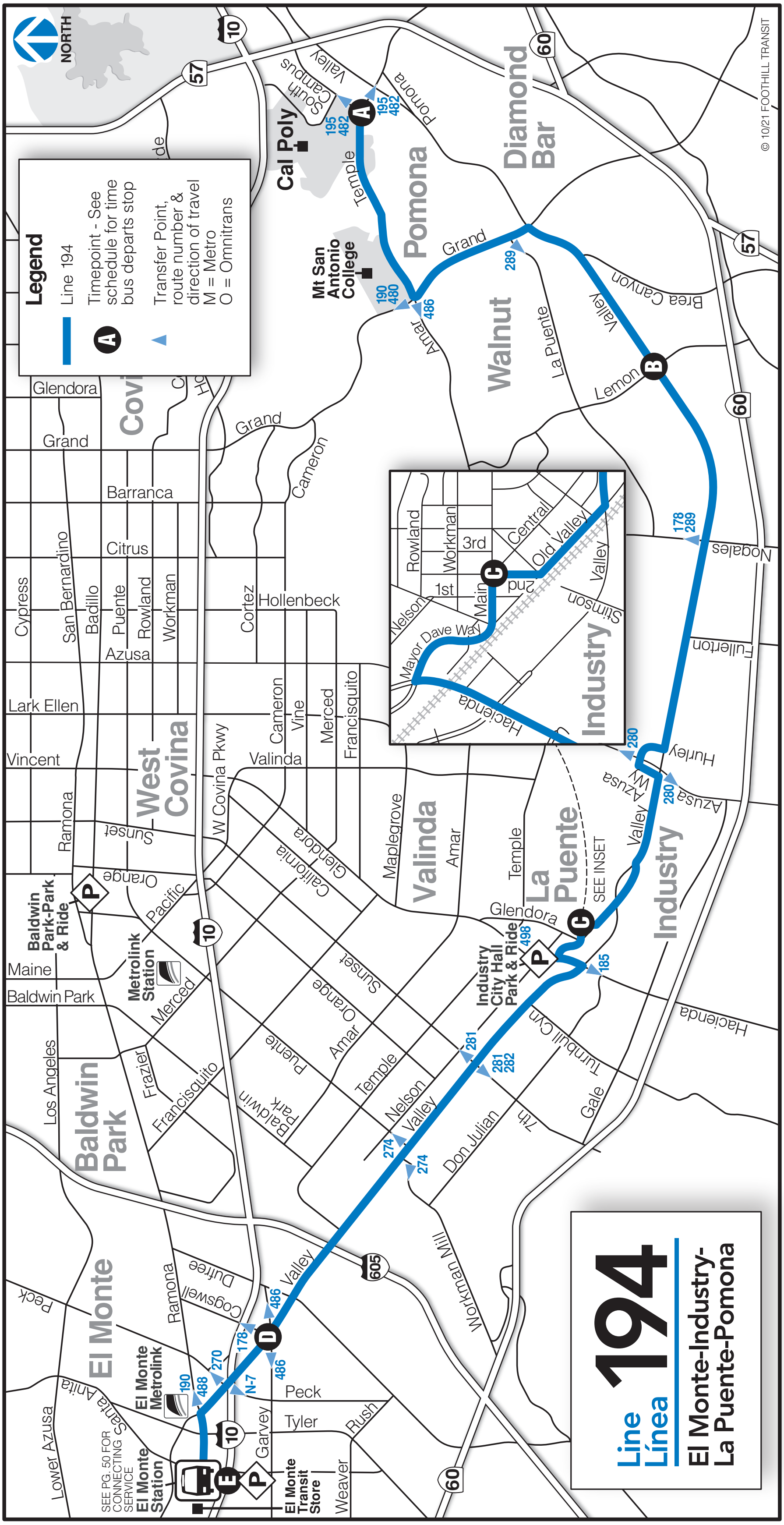
SATURDAY / SÁBADO

El Monte Station (E)	Ramona Blvd. & Francisquito Ave. (D)	Azusa Ave. & San Bernardino Rd. (C)	Eastland Center (B)	S. Campus Dr. & Temple Ave. (A)
5:29	5:42	5:59	6:07	6:25
6:20	6:35	6:52	7:00	7:18
7:10	7:25	7:44	7:52	8:10
8:10	8:26	8:47	8:56	9:15
9:10	9:28	9:49	9:58	10:17
10:10	10:28	10:49	10:58	11:17
11:10	11:28	11:49	11:58	**12:17**
12:10	**12:28**	**12:49**	**12:58**	**1:17**
1:00	**1:18**	**1:39**	**1:48**	**2:07**
2:05	**2:23**	**2:44**	**2:53**	**3:12**
2:55	**3:13**	**3:34**	**3:43**	**4:02**
3:30	**3:48**	**4:09**	**4:19**	**4:38**
4:05	**4:23**	**4:45**	**4:55**	**5:13**
4:40	**4:58**	**5:20**	**5:30**	.....
5:15	**5:33**	**5:55**	**6:05**	**6:24**
5:55	**6:12**	**6:33**	**6:42**	**7:00**
6:40	**6:57**	**7:16**	**7:25**	**7:43**
7:25	**7:41**	**8:00**	**8:09**	**8:27**
8:10	**8:26**	**8:42**	**8:51**	**9:07**
9:05	**9:20**	**9:35**	**9:42**	**9:57**
10:10	**10:25**	**10:40**	**10:47**	**11:02**
11:10	**11:25**	**11:40**	**11:47**	.....
12:10	12:25	12:40	12:47	.....

SUNDAY/HOLIDAY / DOMINGO Y DÍA FESTIVO

(E)	(D)	(C)	(B)	(A)
6:15	6:30	6:47	6:55	7:13
7:20	7:35	7:54	8:02	8:20
8:20	8:36	8:57	9:06	9:25
9:20	9:38	9:59	10:08	10:27
10:20	10:38	10:59	11:08	11:27
11:20	11:38	11:59	**12:08**	**12:27**
12:20	**12:38**	**12:59**	**1:08**	**1:27**
1:20	**1:38**	**1:59**	**2:08**	**2:27**
2:20	**2:38**	**2:59**	**3:08**	**3:27**
3:20	**3:38**	**3:59**	**4:09**	**4:28**
4:20	**4:38**	**5:00**	**5:10**	**5:28**
5:00	**5:18**	**5:40**	**5:50**	**6:08**
5:40	**5:58**	**6:20**	**6:30**	**6:48**
6:30	**6:47**	**7:08**	**7:17**	**7:35**
7:20	**7:36**	**7:55**	**8:04**	**8:22**
8:20	**8:36**	**8:52**	**9:01**	**9:17**
9:05	**9:20**	**9:35**	**9:42**	**9:57**
10:10	**10:25**	**10:40**	**10:47**	**11:02**
11:10	**11:25**	**11:40**	**11:47**	.....
12:10	12:25	12:40	12:47	.....

LIGHT TYPE = AM
BOLD TYPE = PM


Line Línea 194
El Monte-Industry-La Puente-Pomona
Legend
Line 194
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
NORTH
El Monte
Baldwin Park
West Covina
Valinda
La Puente
Industry
Walnut
Pomona
Diamond Bar
Cal Poly
Mt San Antonio College
El Monte Station
El Monte Transit Store
El Monte Metrolink
Baldwin Park Park-&-Ride
Metrolink Station
Industry City Hall Park & Ride
SEE INSET
SEE PG. 50 FOR CONNECTING SERVICE
© 10/21 FOOTHILL TRANSIT

Line-Línea

194

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. Ⓐ	Valley Blvd. & Lemon Ave. Ⓑ	Old Valley Blvd. & Stimson Ave. Ⓒ	Valley Blvd. & Garvey Ave. Ⓓ	El Monte Station Ⓔ
4:15	4:28	4:42	4:58	5:08
4:45	4:58	5:12	5:28	5:38
5:15	5:28	5:42	5:58	6:08
5:35	5:51	6:07	6:28	6:39
5:55	6:11	6:27	6:48	6:59
.....	6:27	6:43	7:07	7:22
6:25	6:39	6:55	7:19	7:34
.....	6:47	7:08	7:32	7:47
6:45	7:00	7:21	7:45	8:00
.....	7:13	7:34	7:58	8:13
7:10	7:25	7:46	8:10	8:25
.....	7:40	8:02	8:26	8:41
7:35	7:50	8:11	8:35	8:50
.....	8:16	8:38	9:02	9:17
8:25	8:45	9:07	9:31	9:46
9:05	9:25	9:47	10:11	10:26
9:45	10:05	10:27	10:51	11:06
10:25	10:46	11:08	11:32	11:47
11:05	11:26	11:48	**12:12**	**12:27**
11:45	**12:06**	**12:28**	**12:52**	**1:07**
12:25	**12:46**	**1:08**	**1:32**	**1:47**
12:55	**1:16**	**1:38**	**2:02**	**2:17**
1:20	**1:41**	**2:03**	**2:27**	**2:42**
1:40	**2:01**	**2:20**	**2:46**	**3:01**
1:55	**2:16**	**2:35**	**3:01**	**3:16**
2:15	**2:36**	**2:55**	**3:21**	**3:36**
2:50	**3:11**	**3:30**	**3:56**	**4:11**
3:15	**3:36**	**3:55**	**4:21**	**4:36**
3:35	**3:56**	**4:15**	**4:41**	**4:56**
3:50	**4:12**	**4:31**	**4:57**	**5:12**
4:00	**4:24**	**4:43**	**5:09**	**5:24**
4:15	**4:39**	**4:58**	**5:24**	**5:39**
.....	**4:54**	**5:13**	**5:39**	**5:54**
4:55	**5:19**	**5:38**	**6:04**	**6:19**
.....	**5:34**	**5:51**	**6:16**	**6:31**
5:35	**5:59**	**6:16**	**6:41**	**6:56**
6:00	**6:21**	**6:38**	**7:04**	**7:18**
6:20	**6:41**	**6:58**	**7:24**	**7:38**
7:00	**7:21**	**7:38**	**8:04**	**8:18**
7:40	**7:59**	**8:15**	**8:37**	**8:51**
8:50	**9:07**	**9:20**	**9:36**	**9:45**
10:00	**10:17**	**10:30**	**10:46**	**10:55**
11:05	**11:21**	**11:34**	**11:50**	**11:59**
12:05	12:21	12:34	12:50	12:59
1:05	1:21	1:34	1:50	1:59

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

194

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station E	Valley Blvd. & Garvey Ave. D	Old Valley Blvd. & Stimson Ave. C	Valley Blvd. & Lemon Ave. B	S. Campus Dr. & Temple Ave. A
4:25	4:34	4:52	5:05	5:20
4:50	4:59	5:17	5:30	5:45
5:20	5:30	5:51	6:05	6:22
5:35	5:45	6:06	6:20	6:37
5:50	6:00	6:21	6:35	6:52
6:02	6:14	6:35	6:51	7:10
6:14	6:26	6:47	7:03	7:22
6:25	6:37	6:58	7:14	7:33
6:40	6:52	7:16	7:34	7:53
6:55	7:07	7:31	7:49	8:08
7:10	7:22	7:46	8:04	8:23
7:25	7:37	8:01	8:19	8:38
7:40	7:52	8:16	8:34	8:53
7:55	8:07	8:31	8:49	9:08
8:10	8:22	8:46	9:04	9:23
8:30	8:42	9:06	9:24	9:43
9:05	9:18	9:46	10:04	10:23
9:45	9:58	10:26	10:44	11:03
10:25	10:38	11:06	11:24	11:43
11:05	11:18	11:46	**12:04**	**12:23**
11:45	11:58	**12:26**	**12:44**	**1:03**
12:25	**12:38**	**1:06**	**1:24**	**1:43**
1:05	**1:18**	**1:46**	**2:04**	**2:23**
1:30	**1:43**	**2:11**	**2:29**	**2:48**
1:55	**2:08**	**2:36**	**2:54**	**3:13**
2:20	**2:33**	**3:01**	**3:19**	**3:38**
2:40	**2:54**	**3:22**	**3:40**	**3:59**
3:00	**3:14**	**3:42**	**4:00**	**4:19**
3:20	**3:34**	**4:02**	**4:20**	**4:39**
3:40	**3:54**	**4:22**	**4:40**	.....
4:05	**4:19**	**4:47**	**5:05**	**5:24**
4:25	**4:39**	**5:07**	**5:25**	.....
4:40	**4:54**	**5:22**	**5:40**	**5:59**
4:55	**5:09**	**5:37**	**5:55**	.....
5:10	**5:24**	**5:52**	**6:10**	.....
5:25	**5:39**	**6:07**	**6:25**	**6:44**
5:40	**5:54**	**6:22**	**6:40**	.....
6:05	**6:19**	**6:47**	**7:05**	**7:24**
6:30	**6:43**	**7:08**	**7:26**	**7:45**
7:00	**7:12**	**7:32**	**7:48**	.....
7:40	**7:52**	**8:12**	**8:28**	**8:47**
8:20	**8:31**	**8:48**	**9:02**	.....
9:00	**9:11**	**9:28**	**9:42**	**9:58**
10:10	**10:19**	**10:34**	**10:46**	**10:56**
11:10	**11:19**	**11:34**	**11:46**	**11:56**
12:10	12:19	12:34	12:46	12:56
1:10	1:19	1:34	1:46	1:56

LIGHT TYPE = AM
BOLD TYPE = PM
88

Line-Línea

194

SATURDAY
SÁBADO

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. Ⓐ	Valley Blvd. & Lemon Ave. Ⓑ	Old Valley Blvd. & Stimson Ave. Ⓒ	Valley Blvd. & Garvey Ave. Ⓓ	El Monte Station Ⓔ
5:05	5:16	5:31	5:46	6:01
5:55	6:09	6:25	6:42	6:57
6:25	6:37	6:53	7:10	7:25
.....	7:06	7:22	7:39	7:54
7:10	7:25	7:41	7:58	8:13
.....	7:43	7:59	8:17	8:32
7:45	8:00	8:16	8:34	8:49
.....	8:20	8:36	8:54	9:09
8:25	8:40	8:56	9:14	9:29
.....	9:01	9:17	9:36	9:51
9:05	9:20	9:36	9:55	10:10
.....	9:41	9:57	10:16	10:31
9:45	10:00	10:16	10:35	10:50
.....	10:21	10:37	10:56	11:11
10:25	10:40	10:56	11:15	11:30
.....	11:00	11:17	11:36	11:51
11:05	11:21	11:38	11:57	**12:12**
.....	11:40	11:57	**12:16**	**12:31**
11:45	**12:00**	**12:18**	**12:37**	**12:52**
.....	**12:16**	**12:33**	**12:52**	**1:07**
12:25	**12:41**	**12:58**	**1:17**	**1:32**
.....	**1:00**	**1:17**	**1:36**	**1:51**
1:05	**1:21**	**1:38**	**1:57**	**2:12**
.....	**1:40**	**1:57**	**2:16**	**2:31**
1:45	**2:01**	**2:18**	**2:37**	**2:52**
.....	**2:23**	**2:40**	**2:59**	**3:14**
2:25	**2:41**	**2:58**	**3:17**	**3:32**
.....	**3:04**	**3:20**	**3:38**	**3:53**
3:00	**3:16**	**3:32**	**3:50**	**4:05**
3:20	**3:33**	**3:49**	**4:07**	**4:22**
.....	**3:48**	**4:04**	**4:22**	**4:37**
3:50	**4:06**	**4:22**	**4:40**	**4:55**
4:10	**4:26**	**4:42**	**5:00**	**5:15**
.....	**4:46**	**5:02**	**5:19**	**5:34**
4:50	**5:06**	**5:22**	**5:39**	**5:54**
5:15	**5:31**	**5:46**	**6:03**	**6:18**
.....	**6:20**	**6:34**	**6:50**	**7:05**
6:55	**7:11**	**7:25**	**7:41**	**7:56**
7:55	**8:09**	**8:22**	**8:36**	**8:51**
8:55	**9:08**	**9:21**	**9:33**	**9:45**
10:00	**10:13**	**10:26**	**10:38**	**10:50**
11:05	**11:18**	**11:31**	**11:43**	**11:55**
12:05	12:18	12:31	12:43	12:55
1:05	1:18	1:31	1:43	1:55

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

194

SATURDAY
SÁBADO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station (E)	Valley Blvd. & Garvey Ave. (D)	Old Valley Blvd. & Stimson Ave. (C)	Valley Blvd. & Lemon Ave. (B)	S. Campus Dr. & Temple Ave. (A)
4:50	5:00	5:18	5:33	5:45
5:45	5:55	6:13	6:28	6:41
6:25	6:35	6:54	7:09	7:23
6:55	7:05	7:24	7:39	7:53
7:20	7:30	7:49	8:04	.....
7:40	7:50	8:09	8:24	8:38
8:00	8:10	8:29	8:44	.....
8:20	8:30	8:49	9:04	9:18
8:40	8:50	9:10	9:25	.....
9:00	9:10	9:31	9:46	10:00
9:20	9:30	9:51	10:06	.....
9:40	9:50	10:12	10:28	10:42
10:00	10:10	10:32	10:48	.....
10:20	10:30	10:52	11:08	11:23
10:40	10:50	11:12	11:28	.....
11:00	11:10	11:33	11:49	**12:04**
11:20	11:30	11:53	**12:09**	.....
11:40	11:50	**12:13**	**12:29**	**12:44**
12:00	**12:10**	**12:34**	**12:50**	.....
12:20	**12:30**	**12:53**	**1:09**	**1:24**
12:40	**12:50**	**1:13**	**1:29**	.....
1:00	**1:10**	**1:33**	**1:49**	**2:04**
1:25	**1:35**	**1:58**	**2:14**	.....
1:45	**1:55**	**2:18**	**2:34**	**2:50**
2:05	**2:15**	**2:38**	**2:54**	.....
2:25	**2:35**	**2:58**	**3:14**	**3:30**
2:45	**2:55**	**3:18**	**3:34**	.....
3:05	**3:15**	**3:38**	**3:54**	**4:10**
3:25	**3:35**	**3:58**	**4:14**	.....
3:45	**3:55**	**4:18**	**4:34**	**4:47**
4:05	**4:15**	**4:38**	**4:54**	**5:10**
4:25	**4:35**	**4:58**	**5:14**	**5:30**
4:45	**4:55**	**5:18**	**5:34**	.....
5:05	**5:15**	**5:38**	**5:54**	**6:06**
5:25	**5:35**	**5:58**	**6:13**	.....
5:45	**5:55**	**6:17**	**6:33**	**6:48**
6:05	**6:15**	**6:36**	**6:52**	**7:04**
6:25	**6:35**	**6:56**	**7:11**	**7:25**
7:00	**7:10**	**7:29**	**7:44**	**7:56**
7:45	**7:55**	**8:13**	**8:26**	**8:39**
8:30	**8:40**	**8:57**	**9:09**	**9:18**
9:05	**9:15**	**9:28**	**9:40**	**9:52**
10:10	**10:20**	**10:33**	**10:45**	**10:57**
11:10	**11:20**	**11:33**	**11:45**	**11:57**
12:10	12:20	12:33	12:45	12:57
1:10	1:20	1:33	1:45	1:54

LIGHT TYPE = AM
BOLD TYPE = PM
90

Line-Línea

194

SUNDAY/HOLIDAY
DOMINGO Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. Ⓐ	Valley Blvd. & Lemon Ave. Ⓑ	Old Valley Blvd. & Stimson Ave. Ⓒ	Valley Blvd. & Garvey Ave. Ⓓ	El Monte Station Ⓔ
.....	4:45	5:00	5:15	5:30
5:15	5:26	5:41	5:56	6:11
6:20	6:34	6:50	7:07	7:22
7:20	7:35	7:51	8:08	8:23
8:00	8:15	8:31	8:49	9:04
8:20	8:35	8:51	9:09	9:24
9:00	9:15	9:31	9:50	10:05
9:20	9:35	9:51	10:10	10:25
10:00	10:15	10:31	10:50	11:05
10:20	10:35	10:51	11:10	11:25
11:00	11:16	11:33	11:52	**12:07**
11:20	11:36	11:53	**12:12**	**12:27**
12:00	**12:17**	**12:33**	**12:52**	**1:07**
12:20	**12:36**	**12:53**	**1:12**	**1:27**
1:00	**1:16**	**1:33**	**1:52**	**2:07**
1:20	**1:36**	**1:53**	**2:12**	**2:27**
2:00	**2:16**	**2:33**	**2:52**	**3:07**
2:20	**2:36**	**2:53**	**3:12**	**3:27**
3:00	**3:16**	**3:32**	**3:50**	**4:05**
3:20	**3:36**	**3:52**	**4:10**	**4:25**
4:00	**4:16**	**4:32**	**4:50**	**5:05**
4:20	**4:36**	**4:52**	**5:09**	**5:24**
5:00	**5:16**	**5:31**	**5:48**	**6:03**
5:20	**5:36**	**5:51**	**6:08**	**6:23**
6:00	**6:16**	**6:31**	**6:48**	**7:03**
6:25	**6:41**	**6:55**	**7:11**	**7:26**
7:10	**7:25**	**7:39**	**7:54**	**8:09**
8:00	**8:14**	**8:27**	**8:41**	**8:56**
8:55	**9:08**	**9:21**	**9:33**	**9:45**
10:00	**10:13**	**10:26**	**10:38**	**10:50**
11:05	**11:18**	**11:31**	**11:40**	**11:50**
12:05	12:18	12:31	12:43	12:55
1:05	1:18	1:31	1:43	1:55

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

194

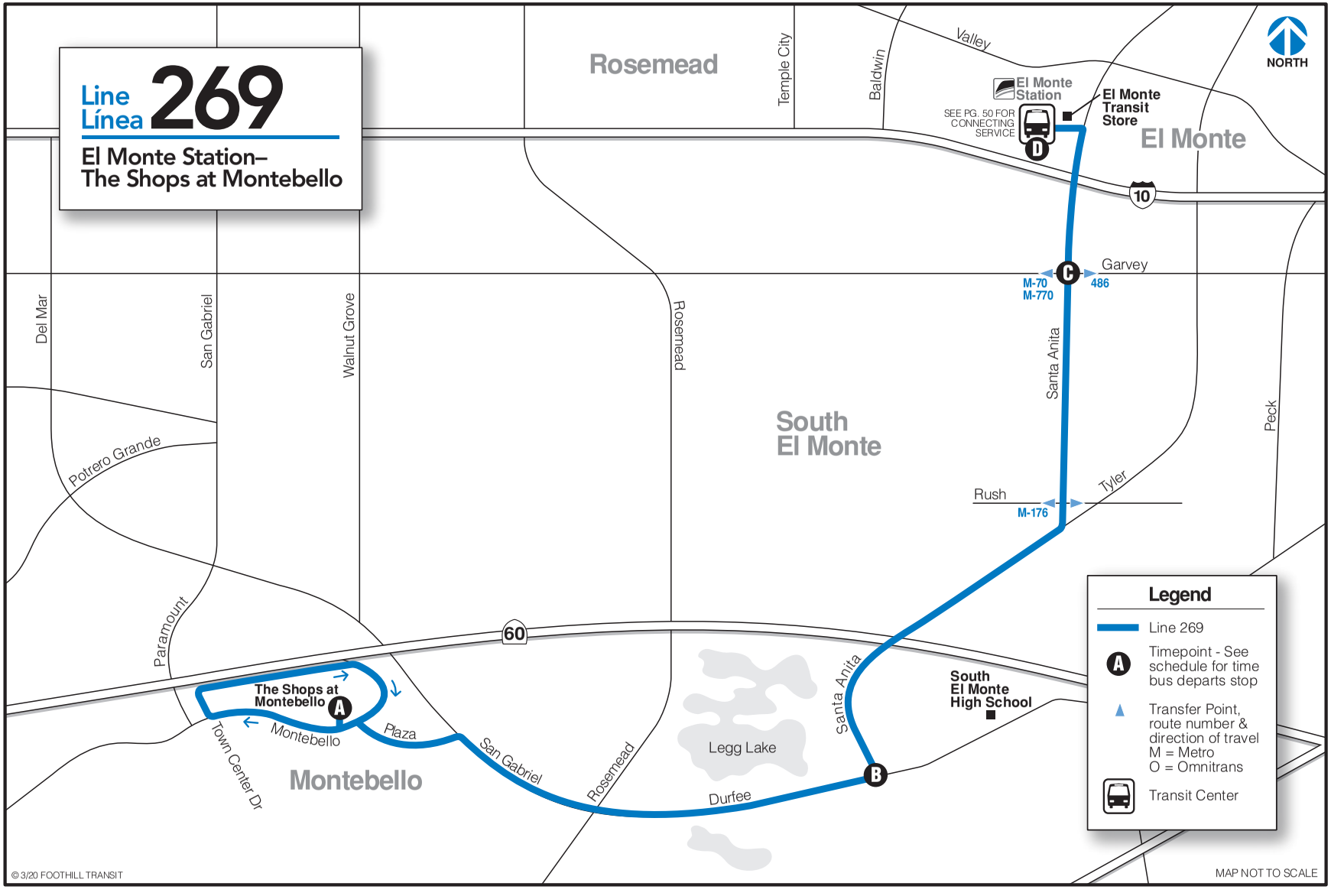
SUNDAY/HOLIDAY
DOMINGO Y DÍA FESTIVO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station E	Valley Blvd. & Garvey Ave. D	Old Valley Blvd. & Stimson Ave. C	Valley Blvd. & Lemon Ave. B	S. Campus Dr. & Temple Ave. A
5:40	5:50	6:08	6:23	6:35
6:40	6:50	7:09	7:24	7:38
7:05	7:15	7:34	7:49	8:03
7:40	7:50	8:09	8:24	8:38
8:00	8:10	8:29	8:44	8:58
8:40	8:50	9:10	9:25	9:39
9:00	9:10	9:31	9:46	10:00
9:40	9:50	10:12	10:28	10:42
10:00	10:10	10:32	10:48	11:03
10:40	10:50	11:12	11:28	11:43
11:00	11:10	11:33	11:49	**12:04**
11:40	11:50	**12:13**	**12:29**	**12:44**
12:00	**12:10**	**12:34**	**12:50**	**1:05**
12:40	**12:50**	**1:13**	**1:29**	**1:44**
1:00	**1:10**	**1:33**	**1:49**	**2:04**
1:40	**1:50**	**2:13**	**2:29**	**2:44**
2:00	**2:10**	**2:33**	**2:49**	**3:05**
2:40	**2:50**	**3:13**	**3:29**	**3:45**
3:00	**3:10**	**3:33**	**3:49**	**4:05**
3:40	**3:50**	**4:13**	**4:29**	**4:45**
4:00	**4:10**	**4:33**	**4:49**	**5:05**
4:40	**4:50**	**5:13**	**5:29**	**5:45**
5:20	**5:30**	**5:53**	**6:09**	**6:25**
6:05	**6:15**	**6:36**	**6:52**	**7:07**
6:55	**7:05**	**7:26**	**7:41**	**7:55**
7:55	**8:05**	**8:23**	**8:36**	**8:49**
9:00	**9:10**	**9:23**	**9:35**	**9:47**
10:10	**10:20**	**10:33**	**10:45**	**10:57**
11:10	**11:20**	**11:33**	**11:45**	**11:57**
12:10	12:20	12:33	12:45	12:57
1:10	1:20	1:33	1:45	1:54

LIGHT TYPE = AM
BOLD TYPE = PM
92


Line 269
Línea
El Monte Station–
The Shops at Montebello
Rosemead
Temple City
Baldwin
Valley
NORTH
El Monte Station
SEE PG. 50 FOR CONNECTING SERVICE
D
El Monte Transit Store
El Monte
10
Garvey
C
M-70
M-770
486
Del Mar
San Gabriel
Walnut Grove
Rosemead
Santa Anita
Peck
South El Monte
Potrero Grande
Rush
M-176
Tyler
Paramount
60
The Shops at Montebello
A
Montebello
Plaza
Town Center Dr
San Gabriel
Rosemead
Legg Lake
Durfee
Santa Anita
South El Monte High School
B
Montebello
Legend
Line 269
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
© 3/20 FOOTHILL TRANSIT
MAP NOT TO SCALE

Line-Línea

269

NORTHBOUND/EN DIRECCíON NORTE

MONTEBELLO TO EL MONTE
MONTEBELLO HACIA EL MONTE

WEEKDAY
ENTRE SEMANA

The Shops at Montebello	Santa Anita Ave. & Durfee Ave.	Santa Anita Ave. & Garvey Ave.	El Monte Station
A	B	C	D
5:55	6:01	6:07	6:18
6:25	6:31	6:37	6:48
6:55	7:01	7:07	7:18
7:25	7:31	7:37	7:48
7:55	8:01	8:07	8:18
8:25	8:31	8:37	8:48
8:55	9:01	9:07	9:18
9:25	9:31	9:37	9:48
9:55	10:01	10:07	10:18
10:55	11:01	11:08	11:19
11:55	**12:01**	**12:08**	**12:19**
12:55	**1:01**	**1:08**	**1:19**
1:25	**1:31**	**1:38**	**1:49**
1:55	**2:01**	**2:08**	**2:19**
2:25	**2:31**	**2:38**	**2:49**
2:55	**3:01**	**3:08**	**3:19**
3:25	**3:31**	**3:38**	**3:49**
3:55	**4:01**	**4:08**	**4:19**
4:25	**4:31**	**4:38**	**4:49**
4:55	**5:01**	**5:08**	**5:19**
5:25	**5:31**	**5:38**	**5:49**
5:55	**6:01**	**6:08**	**6:19**
6:25	**6:31**	**6:38**	**6:49**
6:55	**7:01**	**7:07**	**7:18**
7:25	**7:32**	**7:38**	**7:49**
7:55	**8:02**	**8:08**	**8:19**
8:55	**9:02**	**9:08**	**9:19**
9:55	**10:02**	**10:08**	**10:19**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

A	B	C	D
6:30	6:37	6:46	6:52
7:30	7:37	7:46	7:52
8:30	8:37	8:46	8:52
9:30	9:38	9:47	9:53
10:30	10:39	10:48	10:54
11:31	11:39	11:48	11:54
12:30	**12:38**	**12:47**	**12:53**
1:31	**1:39**	**1:48**	**1:54**
2:30	**2:39**	**2:48**	**2:54**
3:30	**3:39**	**3:48**	**3:54**
4:30	**4:37**	**4:46**	**4:52**
5:30	**5:37**	**5:46**	**5:52**
6:30	**6:38**	**6:47**	**6:53**
7:30	**7:37**	**7:46**	**7:52**

LIGHT TYPE = AM
BOLD TYPE = PM
100

Line-Línea

269

SOUTHBOUND/EN DIRECCíON SUR

EL MONTE TO MONTEBELLO
EL MONTE HACIA MONTEBELLO

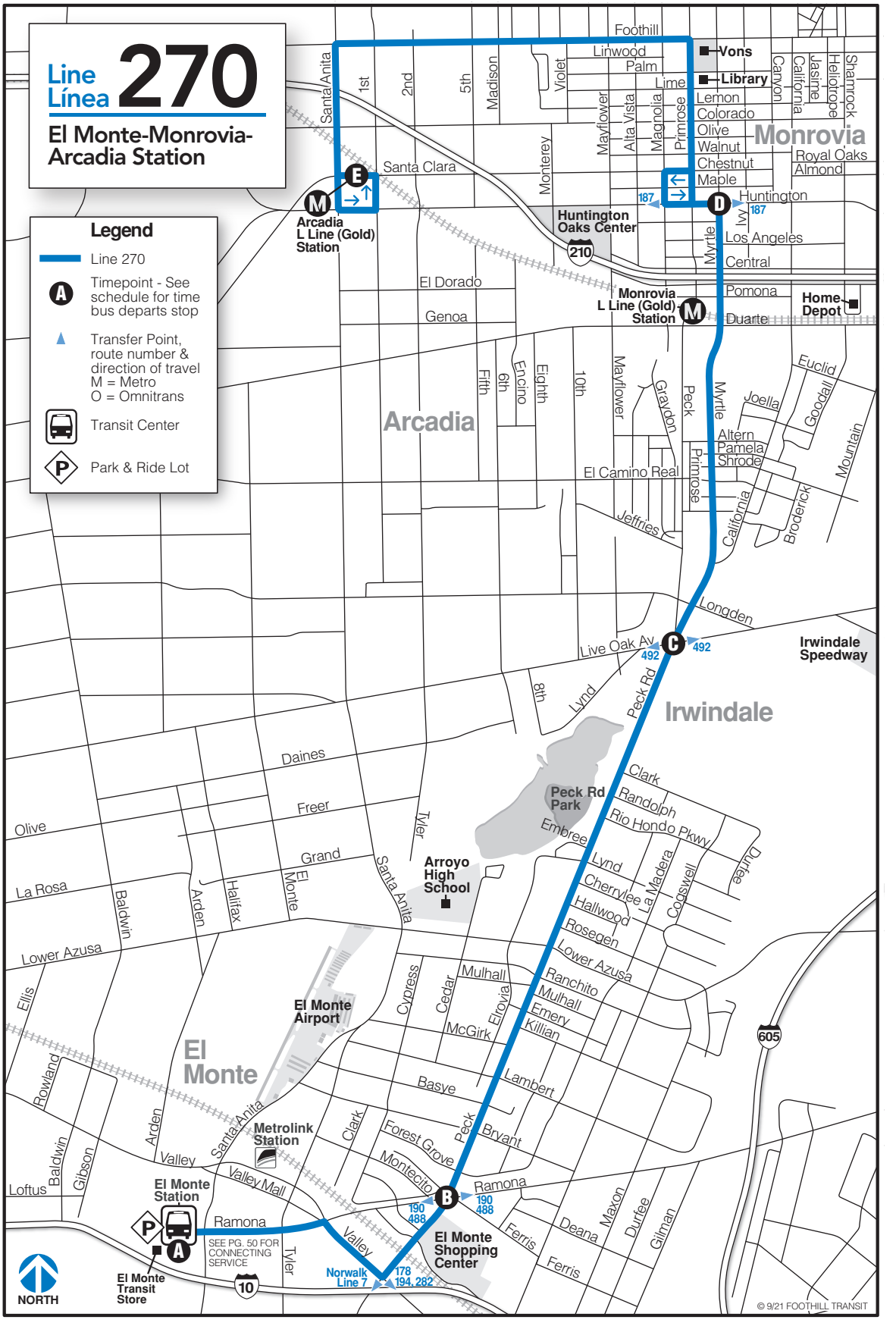
WEEKDAY
ENTRE SEMANA

El Monte Station ● D	Santa Anita Ave. & Garvey Ave. ● C	Santa Anita Ave. & Durfee Ave. ● B	The Shops at Montebello ● A
6:00	6:06	6:11	6:24
6:30	6:36	6:41	6:54
7:00	7:06	7:11	7:24
7:30	7:36	7:41	7:54
8:00	8:06	8:11	8:24
8:30	8:36	8:41	8:54
9:00	9:06	9:11	9:24
9:30	9:36	9:41	9:54
10:30	10:36	10:41	10:54
11:30	11:36	11:41	11:55
12:30	**12:36**	**12:41**	**12:55**
1:00	**1:06**	**1:11**	**1:25**
1:30	**1:36**	**1:41**	**1:55**
2:00	**2:06**	**2:11**	**2:25**
2:30	**2:36**	**2:41**	**2:55**
3:00	**3:06**	**3:11**	**3:25**
3:30	**3:36**	**3:41**	**3:55**
4:00	**4:06**	**4:11**	**4:25**
4:30	**4:36**	**4:41**	**4:55**
5:00	**5:06**	**5:11**	**5:25**
5:30	**5:36**	**5:41**	**5:55**
6:00	**6:06**	**6:11**	**6:25**
6:30	**6:36**	**6:41**	**6:55**
7:00	**7:06**	**7:11**	**7:25**
7:30	**7:36**	**7:41**	**7:55**
8:00	**8:06**	**8:11**	**8:25**
8:30	**8:36**	**8:41**	**8:55**
9:30	**9:36**	**9:41**	**9:54**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

● D	● C	● B	● A
7:00	7:06	7:14	7:24
8:00	8:06	8:14	8:24
9:00	9:06	9:14	9:24
10:00	10:08	10:16	10:27
11:00	11:09	11:17	11:31
12:00	**12:08**	**12:16**	**12:30**
1:00	**1:08**	**1:16**	**1:28**
2:00	**2:09**	**2:18**	**2:30**
3:00	**3:08**	**3:17**	**3:28**
4:00	**4:08**	**4:16**	**4:27**
5:00	**5:08**	**5:16**	**5:27**
6:00	**6:08**	**6:16**	**6:27**
7:00	**7:08**	**7:16**	**7:27**
8:00	**8:08**	**8:16**	**8:27**

LIGHT TYPE = AM
BOLD TYPE = PM


Line 270
Línea 270
El Monte-Monrovia-Arcadia Station
Legend
Line 270
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
Park & Ride Lot
Arcadia
Monrovia
Irwindale
El Monte
Arcadia L Line (Gold) Station
Monrovia L Line (Gold) Station
Huntington Oaks Center
Arroyo High School
Peck Rd Park
Irwindale Speedway
El Monte Airport
Metrolink Station
El Monte Station
El Monte Transit Store
El Monte Shopping Center
Home Depot
Vons
Library
SEE PG. 50 FOR CONNECTING SERVICE
Norwalk Line 7
NORTH
© 9/21 FOODHILL TRANSIT

Line-Línea

270

NORTHBOUND/EN DIRECCíON NORTE

EL MONTE TO MONROVIA
EL MONTE HACIA MONROVIA

WEEKDAY
ENTRE SEMANA

El Monte Station (A)	Peck Rd. & Ramona Blvd. (B)	Peck Rd. & Live Oak Ave. (C)	Huntington Dr. & Myrtle Ave. (D)	Arcadia Station (E)
4:48	4:56	5:03	5:13	5:33
5:48	5:58	6:07	6:17	6:37
6:48	6:58	7:07	7:17	7:37
7:48	7:59	8:08	8:18	8:38
8:48	8:59	9:08	9:18	9:38
9:48	9:59	10:08	10:18	10:38
10:48	11:00	11:10	11:20	11:40
11:48	**12:00**	**12:10**	**12:20**	**12:40**
12:48	**1:00**	**1:10**	**1:20**	**1:40**
1:48	**2:00**	**2:10**	**2:20**	**2:40**
2:48	**3:00**	**3:10**	**3:20**	**3:40**
3:48	**4:01**	**4:11**	**4:21**	**4:41**
4:48	**5:01**	**5:11**	**5:21**	**5:41**
5:48	**6:01**	**6:11**	**6:21**	**6:41**
6:48	**7:00**	**7:08**	**7:18**	**7:38**
7:48	**8:00**	**8:08**	**8:18**	**8:38**
8:48	**9:00**	**9:08**	**9:18**	**9:38**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

A	B	C	D	E
5:48	5:57	6:03	6:07	6:27
6:48	6:57	7:03	7:07	7:27
7:48	7:57	8:04	8:08	8:28
8:48	8:57	9:04	9:08	9:28
9:48	9:57	10:04	10:08	10:28
10:48	10:59	11:08	11:12	11:32
11:48	11:59	**12:08**	**12:12**	**12:32**
12:48	**12:59**	**1:08**	**1:12**	**1:32**
1:48	**1:59**	**2:08**	**2:12**	**2:32**
2:48	**2:56**	**3:05**	**3:09**	**3:29**
3:48	**3:56**	**4:05**	**4:09**	**4:29**
4:48	**4:56**	**5:04**	**5:08**	**5:28**
5:48	**5:56**	**6:04**	**6:08**	**6:28**
6:48	**6:56**	**7:04**	**7:08**	**7:28**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

270

SOUTHBOUND/EN DIRECCíON SUR

MONROVIA TO EL MONTE
MONROVIA HACIA EL MONTE

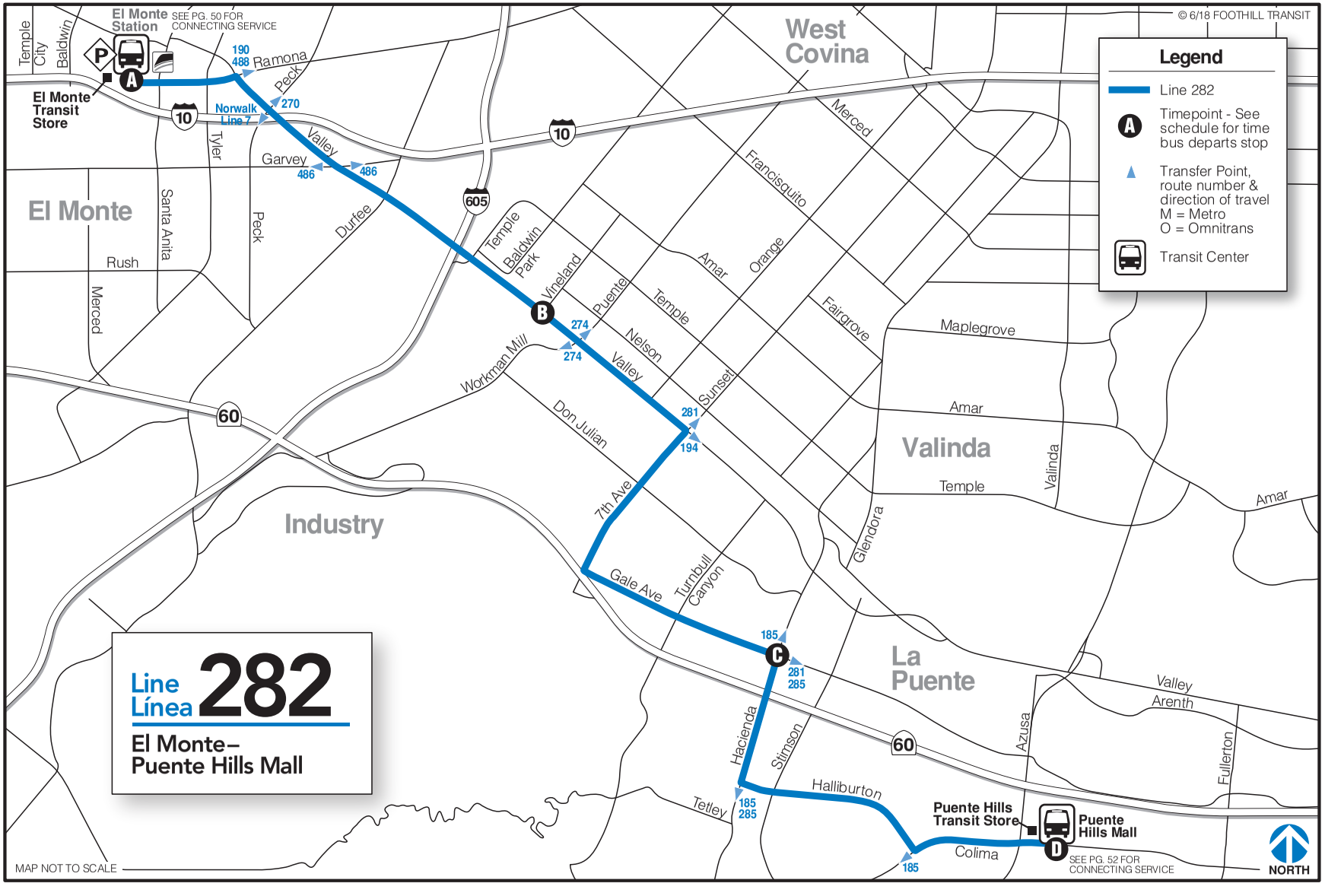
WEEKDAY
ENTRE SEMANA

Arcadia Station	Huntington Dr. & Myrtle Ave.	Peck Rd. & Live Oak Ave.	Peck Rd. & Ramona Blvd.	El Monte Station
E	D	C	B	A
4:50	5:05	5:13	5:22	5:30
5:50	6:05	6:16	6:26	6:35
6:50	7:05	7:16	7:26	7:35
7:50	8:05	8:16	8:26	8:38
8:50	9:05	9:16	9:26	9:38
9:50	10:05	10:16	10:26	10:38
10:50	11:05	11:16	11:26	11:38
11:50	**12:05**	**12:16**	**12:26**	**12:39**
12:50	**1:05**	**1:16**	**1:26**	**1:39**
1:50	**2:05**	**2:16**	**2:26**	**2:39**
2:50	**3:05**	**3:16**	**3:26**	**3:39**
3:50	**4:05**	**4:17**	**4:27**	**4:38**
4:50	**5:05**	**5:17**	**5:27**	**5:38**
5:50	**6:05**	**6:17**	**6:27**	**6:38**
6:50	**7:05**	**7:17**	**7:27**	**7:36**
7:50	**8:05**	**8:17**	**8:27**	**8:36**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

A	B	C	D	E
6:50	7:03	7:10	7:20	7:29
7:50	8:03	8:10	8:20	8:29
8:50	9:03	9:11	9:21	9:31
9:50	10:03	10:11	10:21	10:31
10:50	11:03	11:11	11:21	11:31
11:50	**12:03**	**12:12**	**12:22**	**12:33**
12:50	**1:03**	**1:12**	**1:22**	**1:33**
1:50	**2:03**	**2:12**	**2:22**	**2:33**
2:50	**3:03**	**3:12**	**3:22**	**3:33**
3:50	**4:03**	**4:12**	**4:20**	**4:30**
4:50	**5:03**	**5:12**	**5:20**	**5:30**
5:50	**6:03**	**6:12**	**6:20**	**6:30**

LIGHT TYPE = AM
BOLD TYPE = PM
104


© 6/18 FOOTHILL TRANSIT
Legend
Line 282
A Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
Line 282
Línea 282
El Monte–
Puente Hills Mall
El Monte Station
SEE PG. 50 FOR CONNECTING SERVICE
El Monte Transit Store
Puente Hills Transit Store
Puente Hills Mall
SEE PG. 52 FOR CONNECTING SERVICE
West Covina
El Monte
Industry
Valinda
La Puente
Ramona
Garvey
Valley
Workman Mill
Don Julian
7th Ave
Gale Ave
Turnbull Canyon
Hacienda
Stimson
Halliburton
Tetley
Colima
Peck
Tyler
Santa Anita
Durfee
Rush
Merced
Temple City
Baldwin
Temple
Baldwin Park
Vineland
Puente
Nelson
Sunset
Francisquito
Amar
Orange
Fairgrove
Maplegrove
Glendora
Valinda
Azusa
Arenth
Fullerton
605
10
60
190
488
270
486
274
281
194
185
285
MAP NOT TO SCALE
NORTH

Line-Línea

282

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO INDUSTRY
EL MONTE HACIA INDUSTRY

El Monte Station Ⓐ	Valley Blvd. & Vineland Ave. Ⓑ	Gale Ave. & Hacienda Blvd. Ⓒ	Puente Hills Mall Ⓓ
5:25	5:39	5:52	6:06
6:05	6:20	6:34	6:49
6:40	6:55	7:09	7:24
7:10	7:26	7:41	7:56
7:40	7:56	8:11	8:26
8:10	8:26	8:41	8:56
8:40	8:56	9:11	9:26
9:10	9:26	9:41	9:56
9:40	9:56	10:11	10:26
10:10	10:26	10:41	10:56
11:10	11:28	11:43	**12:00**
12:10	**12:28**	**12:43**	**1:00**
1:10	**1:28**	**1:43**	**2:00**
1:40	**1:58**	**2:13**	**2:30**
2:10	**2:28**	**2:43**	**3:00**
2:40	**2:58**	**3:13**	**3:30**
3:10	**3:28**	**3:44**	**4:01**
3:40	**3:58**	**4:14**	**4:31**
4:10	**4:30**	**4:45**	**5:02**
4:40	**5:00**	**5:15**	**5:32**
5:10	**5:30**	**5:45**	**6:02**
5:40	**6:00**	**6:15**	**6:32**
6:10	**6:28**	**6:43**	**7:00**
6:40	**6:58**	**7:13**	**7:30**
7:10	**7:27**	**7:40**	**7:57**
7:40	**7:57**	**8:10**	**8:27**
8:10	**8:25**	**8:38**	**8:53**
8:40	**8:55**	**9:08**	**9:23**
9:10	**9:24**	**9:37**	**9:52**
10:05	**10:19**	**10:31**	**10:46**
11:05	**11:19**	**11:31**	**11:46**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

282

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

INDUSTRY TO EL MONTE
INDUSTRY HACIA EL MONTE

Puente Hills Mall ⓓ	Gale Ave. & Hacienda Blvd. Ⓒ	Valley Blvd. & Vineland Ave. Ⓑ	El Monte Station Ⓐ
5:00	5:12	5:26	5:37
5:45	5:57	6:11	6:22
6:15	6:29	6:43	6:56
6:45	6:59	7:13	7:26
7:13	7:28	7:42	7:56
7:44	7:59	8:13	8:27
8:13	8:29	8:43	8:58
8:43	8:59	9:13	9:28
9:13	9:27	9:40	9:53
9:43	9:57	10:10	10:23
10:13	10:27	10:40	10:53
11:13	11:28	11:41	11:55
12:13	**12:28**	**12:41**	**12:55**
1:13	**1:28**	**1:41**	**1:55**
1:43	**1:58**	**2:11**	**2:25**
2:13	**2:28**	**2:42**	**2:56**
2:43	**2:58**	**3:12**	**3:26**
3:13	**3:29**	**3:44**	**3:59**
3:43	**3:59**	**4:14**	**4:29**
4:13	**4:29**	**4:44**	**4:59**
4:43	**4:59**	**5:14**	**5:29**
5:13	**5:29**	**5:44**	**5:59**
5:44	**6:00**	**6:15**	**6:30**
6:14	**6:30**	**6:44**	**6:58**
6:44	**7:00**	**7:14**	**7:28**
7:14	**7:28**	**7:41**	**7:54**
7:44	**7:58**	**8:11**	**8:24**
8:20	**8:33**	**8:45**	**8:58**
8:50	**9:03**	**9:15**	**9:28**
9:20	**9:33**	**9:45**	**9:58**
10:20	**10:33**	**10:45**	**10:58**
11:50	12:03	12:15	12:28

LIGHT TYPE = AM
BOLD TYPE = PM
122

Line-Línea

282

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO INDUSTRY
EL MONTE HACIA INDUSTRY

El Monte Station Ⓐ	Valley Blvd. & Vineland Ave. Ⓑ	Gale Ave. & Hacienda Blvd. Ⓒ	Puente Hills Mall Ⓓ
6:10	6:22	6:33	6:45
6:40	6:52	7:03	7:15
7:10	7:25	7:36	7:48
7:40	7:55	8:06	8:18
8:10	8:25	8:36	8:48
8:40	8:55	9:06	9:18
9:05	9:21	9:33	9:47
9:35	9:51	10:03	10:17
10:35	10:52	11:03	11:17
11:30	11:47	11:58	**12:14**
12:30	**12:47**	**12:58**	**1:15**
1:00	**1:16**	**1:28**	**1:45**
1:30	**1:46**	**1:58**	**2:15**
2:00	**2:16**	**2:28**	**2:45**
2:30	**2:46**	**2:58**	**3:15**
3:00	**3:16**	**3:28**	**3:45**
3:30	**3:46**	**3:58**	**4:15**
4:00	**4:16**	**4:28**	**4:45**
4:30	**4:46**	**4:58**	**5:15**
5:05	**5:21**	**5:33**	**5:48**
5:35	**5:51**	**6:03**	**6:18**
6:05	**6:20**	**6:32**	**6:47**
6:35	**6:50**	**7:02**	**7:17**
7:05	**7:20**	**7:31**	**7:46**
7:40	**7:55**	**8:06**	**8:21**
8:40	**8:55**	**9:06**	**9:19**
9:40	**9:55**	**10:06**	**10:19**
10:40	**10:55**	**11:06**	**11:19**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

282

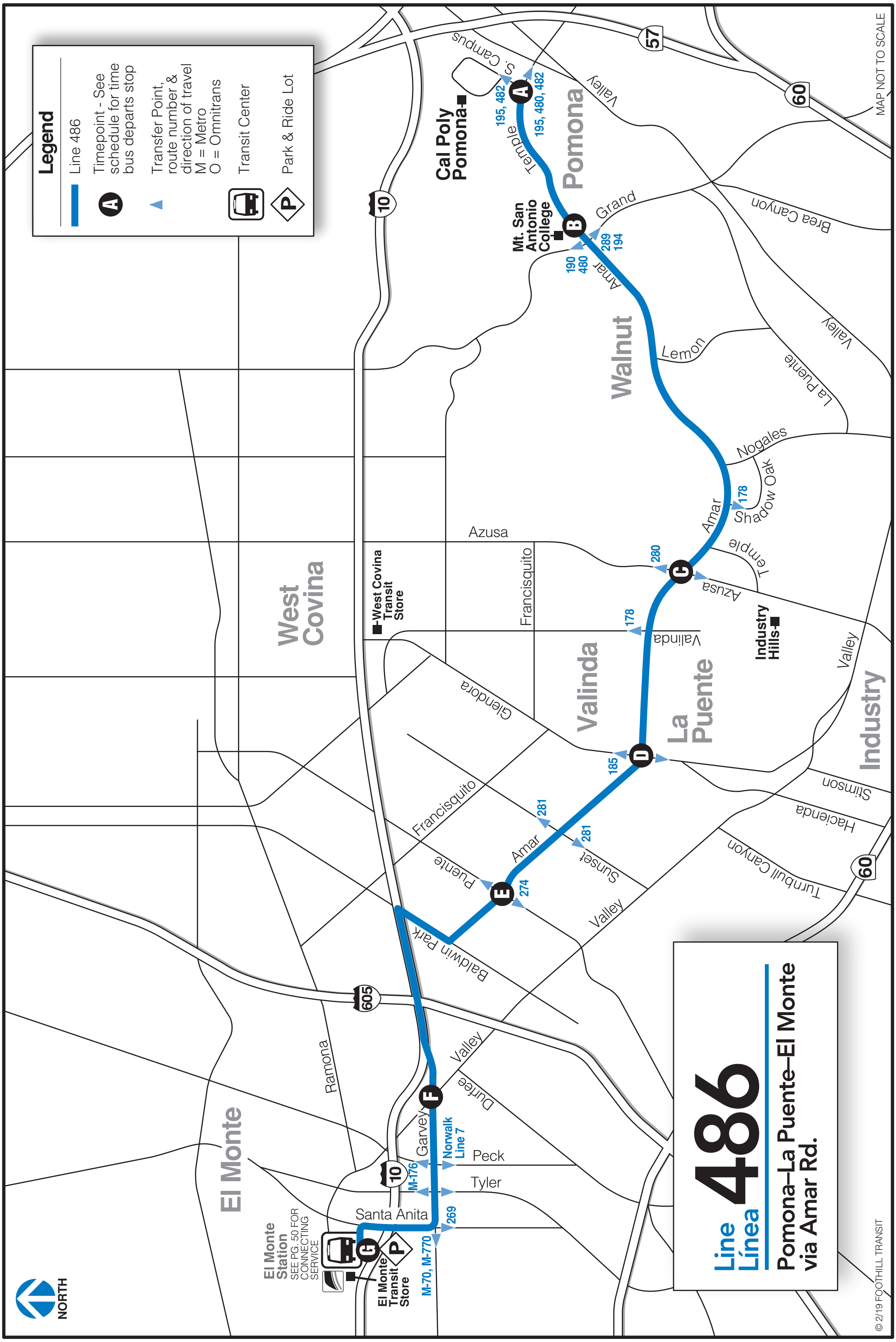
WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

INDUSTRY TO EL MONTE
INDUSTRY HACIA EL MONTE

Puente Hills Mall ⓓ	Gale Ave. & Hacienda Blvd. Ⓒ	Valley Blvd. & Vineland Ave. Ⓑ	El Monte Station Ⓐ
6:20	6:31	6:43	6:57
6:50	7:01	7:13	7:27
7:20	7:31	7:43	7:57
7:50	8:01	8:13	8:27
8:15	8:26	8:38	8:52
8:45	8:56	9:08	9:22
9:15	9:28	9:41	9:55
9:45	9:58	10:11	10:25
10:35	10:49	11:03	11:17
11:35	11:48	**12:02**	**12:16**
12:35	**12:50**	**1:04**	**1:18**
1:05	**1:19**	**1:32**	**1:46**
1:35	**1:49**	**2:02**	**2:16**
2:05	**2:19**	**2:31**	**2:45**
2:35	**2:49**	**3:01**	**3:15**
3:05	**3:19**	**3:31**	**3:45**
3:35	**3:49**	**4:01**	**4:15**
4:10	**4:24**	**4:36**	**4:50**
4:40	**4:54**	**5:06**	**5:20**
5:10	**5:24**	**5:36**	**5:50**
5:40	**5:54**	**6:06**	**6:20**
6:10	**6:24**	**6:36**	**6:50**
6:40	**6:54**	**7:06**	**7:20**
7:10	**7:24**	**7:37**	**7:51**
7:45	**7:59**	**8:12**	**8:26**
8:45	**8:58**	**9:11**	**9:25**
9:45	**9:58**	**10:10**	**10:24**
10:45	**10:58**	**11:10**	**11:24**
11:45	**11:58**	12:10	12:24

LIGHT TYPE = AM
BOLD TYPE = PM
124



Line Línea 486
Pomona–La Puente–El Monte via Amar Rd.
Legend
Line 486
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
Park & Ride Lot
NORTH
MAP NOT TO SCALE
© 2/19 FOOTHILL TRANSIT
Cal Poly Pomona
Pomona
Mt. San Antonio College
Walnut
West Covina
West Covina Transit Store
Valinda
La Puente
Industry Hills
Industry
El Monte
El Monte Station
SEE PG. 50 FOR CONNECTING SERVICE
El Monte Transit Store
S. Campus
Temple
Valley
Grand
Amar
Brea Canyon
Lemon
La Puente
Nogales
Shadow Oak
Azusa
Francisquito
Glendora
Stimson
Hacienda
Turnbull Canyon
Sunset
Puente
Baldwin Park
Ramona
Durfee
Garvey
Peck
Tyler
Santa Anita
195, 482
195, 480, 482
190
480
289
194
178
280
185
281
274
M-176
Norwalk Line 7
269
M-70, M-770
10
57
60
605

Line-Línea

486

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. Ⓐ	Temple Ave. & Mt. SAC Way Ⓑ	Amar Rd. & Azusa Ave. Ⓒ	Amar Rd. & Hacienda Blvd. Ⓓ	Amar Rd. & Puente Ave. Ⓔ	Garvey Ave. & Valley Blvd. Ⓕ	El Monte Station Ⓖ
4:45	4:51	5:01	5:08	5:17	5:27	5:40
5:15	5:21	5:31	5:38	5:47	5:57	6:11
5:30	5:36	5:46	5:53	6:02	6:13	6:27
5:45	5:51	6:01	6:09	6:19	6:30	6:44
6:09	6:15	6:26	6:34	6:44	6:55	7:09
6:21	6:27	6:38	6:46	6:56	7:08	7:22
6:33	6:39	6:50	6:58	7:08	7:20	7:34
6:46	6:52	7:03	7:12	7:22	7:34	7:48
7:10	7:18	7:29	7:38	7:48	8:00	8:14
7:22	7:30	7:41	7:50	8:00	8:12	8:26
7:49	7:57	8:08	8:17	8:27	8:39	8:53
8:02	8:10	8:21	8:30	8:40	8:52	9:06
8:13	8:21	8:32	8:41	8:51	9:03	9:17
8:21	8:29	8:40	8:49	8:59	9:11	9:25
8:45	8:53	9:04	9:12	9:22	9:34	9:48
9:00	9:08	9:19	9:27	9:37	9:49	10:03
9:15	9:23	9:34	9:42	9:52	10:04	10:19
9:30	9:38	9:49	9:57	10:07	10:18	10:33
9:45	9:53	10:04	10:12	10:22	10:33	10:48
10:00	10:08	10:19	10:27	10:37	10:48	11:03
10:30	10:38	10:49	10:57	11:07	11:18	11:33
10:45	10:53	11:04	11:12	11:22	11:33	11:48
11:00	11:09	11:20	11:28	11:38	11:49	**12:04**
11:15	11:24	11:35	11:43	11:53	**12:04**	**12:19**
11:30	11:39	11:50	11:58	**12:08**	**12:19**	**12:34**
12:00	**12:09**	**12:20**	**12:28**	**12:38**	**12:49**	**1:04**
12:15	**12:24**	**12:35**	**12:43**	**12:53**	**1:04**	**1:19**
12:30	**12:39**	**12:50**	**12:58**	**1:08**	**1:19**	**1:34**
12:45	**12:54**	**1:05**	**1:13**	**1:23**	**1:34**	**1:49**
1:00	**1:09**	**1:20**	**1:28**	**1:38**	**1:49**	**2:04**
1:15	**1:24**	**1:35**	**1:43**	**1:53**	**2:04**	**2:20**
1:30	**1:39**	**1:50**	**1:58**	**2:08**	**2:19**	**2:35**
1:45	**1:54**	**2:05**	**2:13**	**2:23**	**2:34**	**2:50**
2:00	**2:09**	**2:20**	**2:28**	**2:38**	**2:49**	**3:05**
2:15	**2:24**	**2:35**	**2:43**	**2:53**	**3:04**	**3:20**
2:45	**2:54**	**3:05**	**3:13**	**3:23**	**3:34**	**3:50**
3:00	**3:09**	**3:20**	**3:28**	**3:38**	**3:49**	**4:05**
3:15	**3:24**	**3:35**	**3:43**	**3:53**	**4:04**	**4:20**
3:30	**3:39**	**3:50**	**3:58**	**4:08**	**4:19**	**4:35**
3:45	**3:54**	**4:05**	**4:13**	**4:23**	**4:34**	**4:50**
4:00	**4:10**	**4:21**	**4:29**	**4:39**	**4:50**	**5:06**
4:30	**4:40**	**4:51**	**4:59**	**5:09**	**5:21**	**5:37**
5:01	**5:10**	**5:21**	**5:30**	**5:40**	**5:52**	**6:08**
5:18	**5:27**	**5:38**	**5:47**	**5:57**	**6:08**	**6:24**
5:36	**5:45**	**5:56**	**6:04**	**6:14**	**6:25**	**6:41**
5:55	**6:04**	**6:15**	**6:23**	**6:33**	**6:44**	**7:00**
6:35	**6:44**	**6:55**	**7:03**	**7:12**	**7:22**	**7:38**
6:55	**7:04**	**7:15**	**7:23**	**7:32**	**7:42**	**7:58**
7:25	**7:33**	**7:44**	**7:52**	**8:01**	**8:11**	**8:27**
7:55	**8:03**	**8:14**	**8:21**	**8:30**	**8:40**	**8:56**
8:25	**8:32**	**8:43**	**8:50**	**8:59**	**9:09**	**9:25**
8:55	**9:02**	**9:13**	**9:20**	**9:29**	**9:39**	**9:55**
9:25	**9:32**	**9:43**	**9:50**	**9:59**	**10:09**	**10:25**
9:55	**10:02**	**10:12**	**10:18**	**10:27**	**10:37**	**10:53**
10:25	**10:32**	**10:42**	**10:48**	**10:57**	**11:07**	**11:20**
10:55	**11:02**	**11:12**	**11:18**	**11:27**	**11:37**	**11:50**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

486

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station G	Garvey Ave. & Valley Blvd. F	Amar Rd. & Puente Ave. E	Amar Rd. & Hacienda Blvd. D	Amar Rd. & Azusa Ave. C	Temple Ave. & Mt. SAC Way B	Temple Ave. & S. Campus Dr. A
5:05	5:19	5:29	5:37	5:45	5:54	6:01
5:20	5:34	5:44	5:52	6:00	6:10	6:17
5:47	6:01	6:11	6:21	6:29	6:39	6:46
5:58	6:12	6:22	6:32	6:40	6:50	6:57
6:21	6:35	6:45	6:55	7:03	7:16	7:23
6:33	6:47	6:57	7:07	7:16	7:29	7:36
6:45	6:59	7:10	7:20	7:29	7:42	7:49
6:57	7:12	7:23	7:33	7:42	7:55	8:02
7:24	7:39	7:50	8:00	8:09	8:21	8:28
7:36	7:51	8:02	8:11	8:20	8:32	8:39
7:48	8:03	8:14	8:23	8:32	8:44	8:51
8:00	8:15	8:26	8:35	8:44	8:56	9:03
8:12	8:27	8:38	8:47	8:56	9:08	9:15
8:36	8:51	9:02	9:10	9:18	9:30	9:37
8:48	9:03	9:14	9:22	9:30	9:42	9:49
9:15	9:30	9:41	9:49	9:57	10:09	10:16
9:30	9:45	9:56	10:04	10:12	10:24	10:31
9:45	10:00	10:11	10:19	10:27	10:39	10:46
10:15	10:30	10:41	10:49	10:57	11:09	11:16
10:30	10:45	10:56	11:04	11:12	11:24	11:31
10:45	11:00	11:11	11:19	11:27	11:39	11:46
11:00	11:15	11:26	11:34	11:42	11:54	**12:01**
11:15	11:30	11:41	11:49	11:57	**12:09**	**12:16**
11:30	11:45	11:56	**12:05**	**12:13**	**12:25**	**12:32**
11:45	**12:00**	**12:12**	**12:22**	**12:30**	**12:42**	**12:49**
12:00	**12:15**	**12:27**	**12:37**	**12:45**	**12:57**	**1:04**
12:15	**12:30**	**12:42**	**12:52**	**1:00**	**1:12**	**1:19**
12:30	**12:45**	**12:57**	**1:07**	**1:15**	**1:27**	**1:34**
12:45	**1:00**	**1:12**	**1:22**	**1:30**	**1:42**	**1:49**
1:15	**1:30**	**1:42**	**1:52**	**2:00**	**2:12**	**2:19**
1:30	**1:45**	**1:57**	**2:07**	**2:15**	**2:27**	**2:34**
1:45	**2:00**	**2:13**	**2:23**	**2:31**	**2:43**	**2:50**
2:00	**2:15**	**2:28**	**2:38**	**2:46**	**2:58**	**3:05**
2:15	**2:30**	**2:43**	**2:53**	**3:01**	**3:13**	**3:20**
2:30	**2:45**	**2:58**	**3:08**	**3:17**	**3:29**	**3:36**
3:00	**3:15**	**3:30**	**3:40**	**3:49**	**4:01**	**4:08**
3:15	**3:30**	**3:45**	**3:55**	**4:04**	**4:16**	**4:23**
3:30	**3:45**	**4:00**	**4:10**	**4:19**	**4:31**	**4:38**
4:00	**4:15**	**4:30**	**4:40**	**4:49**	**5:01**	**5:08**
4:15	**4:30**	**4:45**	**4:55**	**5:04**	**5:16**	**5:23**
4:31	**4:46**	**5:01**	**5:11**	**5:20**	**5:32**	**5:39**
5:01	**5:16**	**5:31**	**5:41**	**5:50**	**6:02**	**6:09**
5:16	**5:31**	**5:46**	**5:56**	**6:04**	**6:16**	**6:23**
5:47	**6:02**	**6:17**	**6:27**	**6:35**	**6:47**	**6:54**
6:17	**6:32**	**6:47**	**6:57**	**7:05**	**7:16**	**7:23**
6:32	**6:47**	**7:02**	**7:10**	**7:18**	**7:29**	**7:36**
6:50	**7:05**	**7:18**	**7:26**	**7:34**	**7:45**	**7:52**
7:10	**7:25**	**7:38**	**7:46**	**7:54**	**8:05**	**8:12**
7:50	**8:05**	**8:16**	**8:24**	**8:31**	**8:42**	**8:49**
8:10	**8:24**	**8:35**	**8:43**	**8:50**	**9:01**	**9:08**
8:40	**8:54**	**9:05**	**9:13**	**9:20**	**9:30**	**9:37**
9:10	**9:24**	**9:35**	**9:43**	**9:50**	**10:00**	**10:07**
9:40	**9:54**	**10:05**	**10:13**	**10:20**	**10:30**	**10:37**
10:10	**10:23**	**10:34**	**10:42**	**10:49**	**10:59**	**11:06**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

486

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

POMONA TO EL MONTE
POMONA HACIA EL MONTE

Temple Ave. & S. Campus Dr. A	Temple Ave. & Mt. SAC Way B	Amar Rd. & Azusa Ave. C	Amar Rd. & Hacienda Blvd. D	Amar Rd. & Puente Ave. E	Garvey Ave. & Valley Blvd. F	El Monte Station G
5:30	5:36	5:46	5:53	6:01	6:11	6:23
6:00	6:06	6:16	6:23	6:31	6:41	6:53
6:30	6:36	6:46	6:53	7:01	7:11	7:23
7:00	7:06	7:16	7:23	7:31	7:41	7:53
7:30	7:36	7:46	7:53	8:01	8:11	8:23
8:00	8:06	8:16	8:24	8:34	8:44	8:56
8:30	8:36	8:46	8:54	9:04	9:14	9:26
9:00	9:06	9:16	9:24	9:34	9:44	9:56
9:30	9:36	9:46	9:54	10:04	10:14	10:26
10:00	10:06	10:18	10:26	10:37	10:47	10:59
10:30	10:36	10:48	10:56	11:07	11:18	11:30
11:00	11:06	11:18	11:26	11:37	11:48	**12:00**
11:30	11:36	11:48	11:56	**12:06**	**12:17**	**12:29**
12:00	**12:07**	**12:19**	**12:27**	**12:37**	**12:48**	**1:00**
12:30	**12:37**	**12:49**	**12:57**	**1:07**	**1:19**	**1:31**
1:00	**1:07**	**1:18**	**1:26**	**1:36**	**1:48**	**2:00**
1:30	**1:37**	**1:48**	**1:56**	**2:06**	**2:18**	**2:30**
2:00	**2:07**	**2:18**	**2:26**	**2:36**	**2:48**	**3:00**
2:30	**2:37**	**2:48**	**2:56**	**3:06**	**3:18**	**3:30**
3:00	**3:07**	**3:18**	**3:26**	**3:36**	**3:48**	**4:00**
3:30	**3:37**	**3:48**	**3:56**	**4:05**	**4:16**	**4:28**
4:00	**4:07**	**4:18**	**4:26**	**4:35**	**4:46**	**4:58**
4:30	**4:37**	**4:48**	**4:56**	**5:05**	**5:16**	**5:28**
5:00	**5:07**	**5:18**	**5:26**	**5:35**	**5:46**	**5:58**
5:30	**5:37**	**5:48**	**5:56**	**6:06**	**6:17**	**6:29**
6:00	**6:06**	**6:17**	**6:25**	**6:35**	**6:46**	**6:58**
6:30	**6:36**	**6:47**	**6:55**	**7:04**	**7:14**	**7:26**
7:00	**7:05**	**7:16**	**7:24**	**7:32**	**7:42**	**7:54**
7:30	**7:35**	**7:46**	**7:54**	**8:02**	**8:12**	**8:24**
8:00	**8:05**	**8:15**	**8:23**	**8:31**	**8:41**	**8:53**
8:30	**8:35**	**8:45**	**8:53**	**9:01**	**9:11**	**9:23**
9:00	**9:05**	**9:15**	**9:23**	**9:31**	**9:41**	**9:53**
9:30	**9:35**	**9:45**	**9:53**	**10:01**	**10:11**	**10:23**
10:00	**10:05**	**10:15**	**10:21**	**10:27**	**10:37**	**10:49**
10:30	**10:35**	**10:45**	**10:51**	**10:57**	**11:07**	**11:19**

LIGHT TYPE = AM
BOLD TYPE = PM
156

Line-Línea

486

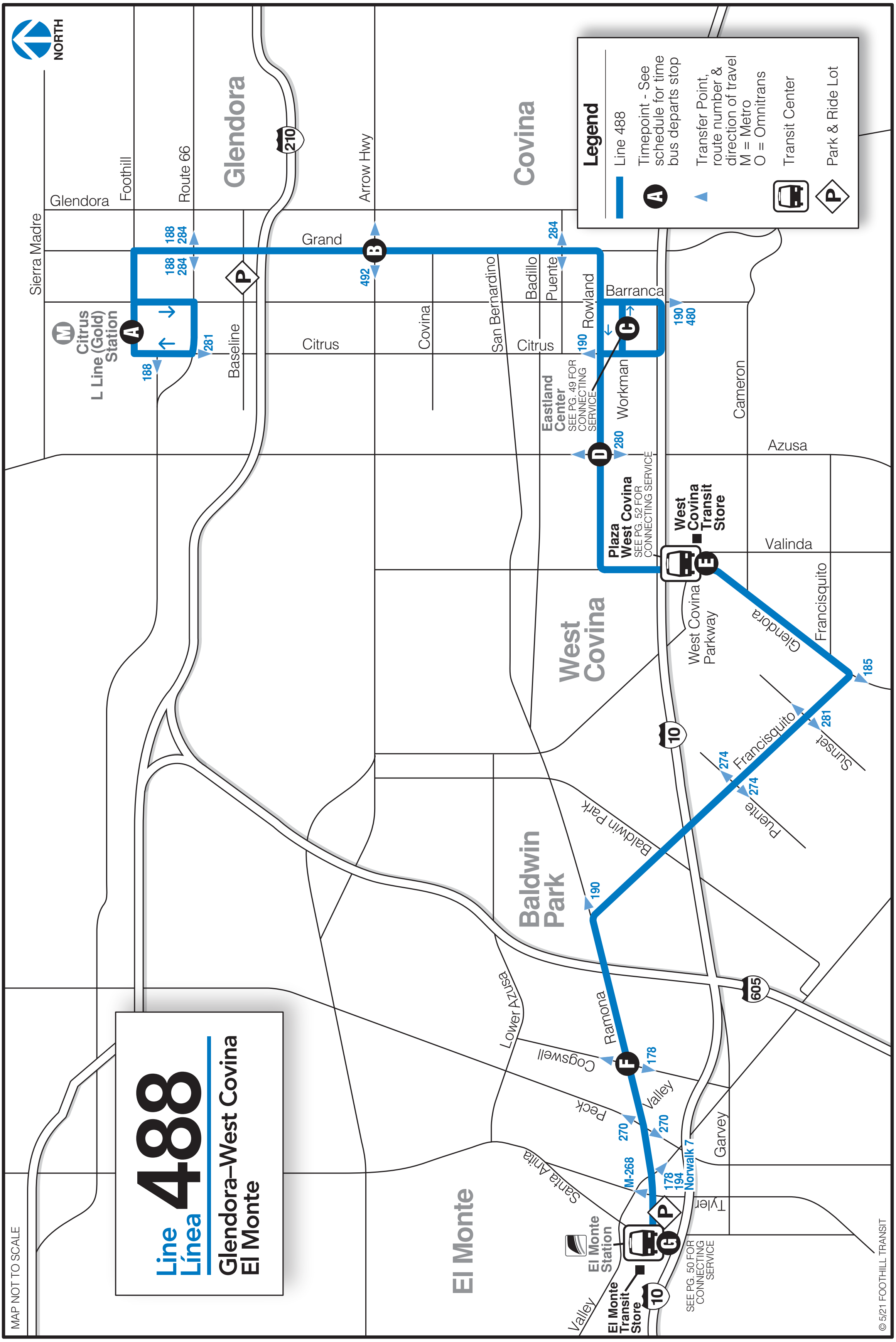
WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO POMONA
EL MONTE HACIA POMONA

El Monte Station (G)	Garvey Ave. & Valley Blvd. (F)	Amar Rd. & Puente Ave. (E)	Amar Rd. & Hacienda Blvd. (D)	Amar Rd. & Azusa Ave. (C)	Temple Ave. & Mt. SAC Way (B)	Temple Ave. & S. Campus Dr. (A)
5:45	5:54	6:04	6:11	6:19	6:30	6:36
6:15	6:24	6:34	6:41	6:49	7:00	7:06
6:45	6:54	7:04	7:12	7:20	7:31	7:37
7:15	7:28	7:38	7:46	7:54	8:05	8:11
7:45	7:58	8:09	8:17	8:25	8:36	8:42
8:15	8:29	8:40	8:48	8:56	9:07	9:13
8:45	8:59	9:10	9:18	9:26	9:37	9:43
9:15	9:29	9:40	9:48	9:56	10:08	10:14
9:45	9:59	10:10	10:18	10:26	10:38	10:44
10:15	10:31	10:42	10:50	10:58	11:10	11:16
10:45	11:01	11:13	11:22	11:30	11:42	11:48
11:15	11:31	11:43	11:52	**12:00**	**12:11**	**12:17**
11:45	**12:01**	**12:13**	**12:23**	**12:32**	**12:43**	**12:49**
12:15	**12:31**	**12:43**	**12:53**	**1:02**	**1:13**	**1:19**
12:45	**1:01**	**1:13**	**1:23**	**1:32**	**1:43**	**1:49**
1:15	**1:31**	**1:43**	**1:53**	**2:02**	**2:13**	**2:19**
1:45	**2:01**	**2:13**	**2:23**	**2:32**	**2:43**	**2:49**
2:15	**2:31**	**2:43**	**2:53**	**3:02**	**3:13**	**3:19**
2:45	**3:01**	**3:13**	**3:23**	**3:32**	**3:43**	**3:49**
3:15	**3:31**	**3:43**	**3:53**	**4:02**	**4:14**	**4:20**
3:45	**4:01**	**4:13**	**4:23**	**4:32**	**4:44**	**4:50**
4:15	**4:31**	**4:43**	**4:53**	**5:02**	**5:14**	**5:20**
4:45	**5:01**	**5:13**	**5:23**	**5:31**	**5:43**	**5:49**
5:15	**5:31**	**5:43**	**5:53**	**6:01**	**6:13**	**6:19**
5:45	**6:01**	**6:12**	**6:20**	**6:28**	**6:40**	**6:46**
6:15	**6:31**	**6:42**	**6:50**	**6:58**	**7:09**	**7:15**
6:45	**7:01**	**7:12**	**7:20**	**7:28**	**7:39**	**7:45**
7:15	**7:31**	**7:42**	**7:50**	**7:58**	**8:09**	**8:15**
7:45	**8:01**	**8:11**	**8:19**	**8:27**	**8:38**	**8:44**
8:15	**8:29**	**8:39**	**8:47**	**8:55**	**9:06**	**9:12**
8:45	**8:59**	**9:09**	**9:16**	**9:23**	**9:34**	**9:40**
9:15	**9:29**	**9:39**	**9:46**	**9:53**	**10:04**	**10:10**
9:45	**9:59**	**10:09**	**10:16**	**10:23**	**10:34**	**10:40**
10:15	**10:27**	**10:37**	**10:44**	**10:51**	**11:02**	**11:08**
10:45	**10:57**	**11:07**	**11:14**	**11:21**	**11:32**	**11:38**

LIGHT TYPE = AM
BOLD TYPE = PM


Line
Línea
488
Glendora–West Covina
El Monte
Legend
Line 488
Timepoint - See schedule for time bus departs stop
Transfer Point, route number & direction of travel
M = Metro
O = Omnitrans
Transit Center
Park & Ride Lot
NORTH
MAP NOT TO SCALE
Glendora
Covina
West Covina
Baldwin Park
El Monte
Citrus L Line (Gold) Station
Eastland Center
SEE PG. 49 FOR CONNECTING SERVICE
Plaza West Covina
SEE PG. 52 FOR CONNECTING SERVICE
West Covina Transit Store
El Monte Station
El Monte Transit Store
SEE PG. 50 FOR CONNECTING SERVICE
Sierra Madre
Foothill
Route 66
Arrow Hwy
Grand
Baseline
Citrus
Covina
San Bernardino
Badillo
Puente
Rowland
Barranca
Workman
Cameron
Azusa
Valinda
Francisquito
Glendora
West Covina Parkway
Sunset
Puente
Baldwin Park
Ramona
Lower Azusa
Cogswell
Peck
Valley
Santa Anita
Garvey
Tyler
210
10
605
188
284
281
492
190
480
280
185
274
178
270
194
M-268
Norwalk 7
© 5/21 FOOTHILL TRANSIT

Line-Línea

488

WESTBOUND/EN DIRECCíON OESTE

GLENDORA TO EL MONTE
GLENDORA HACIA EL MONTE

WEEKDAY
ENTRE SEMANA

Citrus Ave. & Foothill Blvd.	Grand Ave. & Arrow Hwy.	Eastland Center	Rowland Ave. & Azusa Ave.	Vincent Ave. & Glendora Ave.	Ramona Blvd. & Cogswell Rd.	El Monte Station
A	B	C	D	E	F	G
4:10	4:22	4:32	4:40	4:47	5:13	5:22
5:10	5:22	5:32	5:40	5:47	6:14	6:23
5:35	5:47	5:57	6:06	6:15	6:42	6:51
5:59	6:13	6:26	6:35	6:44	7:11	7:20
6:25	6:39	6:52	7:01	7:10	7:38	7:47
6:50	7:04	7:20	7:29	7:38	8:06	8:15
7:10	7:24	7:40	7:49	7:58	8:26	8:35
7:30	7:44	8:00	8:09	8:18	8:46	8:55
8:00	8:14	8:30	8:39	8:48	9:16	9:25
8:35	8:49	9:05	9:14	9:23	9:51	10:00
9:35	9:49	10:05	10:14	10:23	10:51	11:00
10:35	10:49	11:05	11:14	11:23	11:51	**12:00**
11:35	11:49	**12:05**	**12:14**	**12:23**	**12:51**	**1:00**
12:35	**12:49**	**1:05**	**1:14**	**1:23**	**1:51**	**2:00**
1:30	**1:44**	**2:00**	**2:09**	**2:18**	**2:46**	**2:55**
2:00	**2:14**	**2:30**	**2:39**	**2:48**	**3:16**	**3:25**
2:30	**2:44**	**3:00**	**3:09**	**3:18**	**3:46**	**3:55**
3:00	**3:14**	**3:30**	**3:39**	**3:48**	**4:16**	**4:25**
3:30	**3:44**	**4:00**	**4:09**	**4:18**	**4:46**	**4:55**
4:00	**4:14**	**4:30**	**4:39**	**4:48**	**5:16**	**5:25**
4:30	**4:44**	**5:00**	**5:09**	**5:18**	**5:46**	**5:55**
5:02	**5:16**	**5:32**	**5:41**	**5:50**	**6:18**	**6:27**
5:32	**5:46**	**6:02**	**6:11**	**6:20**	**6:48**	**6:57**
6:30	**6:44**	**7:00**	**7:09**	**7:18**	**7:46**	**7:55**
7:30	**7:44**	**8:00**	**8:07**	**8:14**	**8:38**	**8:49**
8:30	**8:44**	**8:57**	**9:04**	**9:11**	**9:35**	**9:46**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

A	B	C	D	E	F	G
6:50	6:58	7:11	7:18	7:24	7:50	8:07
7:50	7:58	8:11	8:18	8:24	8:50	9:07
8:50	8:58	9:13	9:19	9:25	9:53	10:11
9:50	9:58	10:13	10:19	10:25	10:53	11:11
10:50	10:58	11:13	11:19	11:25	11:53	**12:11**
11:50	11:58	**12:13**	**12:19**	**12:25**	**12:53**	**1:11**
12:50	**12:58**	**1:13**	**1:19**	**1:25**	**1:53**	**2:11**
1:50	**1:58**	**2:13**	**2:19**	**2:25**	**2:53**	**3:11**
2:50	**2:58**	**3:13**	**3:19**	**3:25**	**3:53**	**4:11**
3:50	**3:58**	**4:13**	**4:19**	**4:25**	**4:53**	**5:11**
4:50	**4:58**	**5:13**	**5:19**	**5:25**	**5:53**	**6:11**
5:50	**5:58**	**6:12**	**6:18**	**6:24**	**6:50**	**7:08**
6:50	**6:58**	**7:12**	**7:18**	**7:24**	**7:50**	**8:08**
7:50	**7:58**	**8:12**	**8:18**	**8:24**	**8:50**	**9:08**
8:50	**8:58**	**9:12**	**9:18**	**9:24**	**9:50**	**10:08**
9:50	**9:58**	**10:12**	**10:18**	**10:24**	**10:50**	**11:08**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

488

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO GLENDORA
EL MONTE HACIA GLENDORA

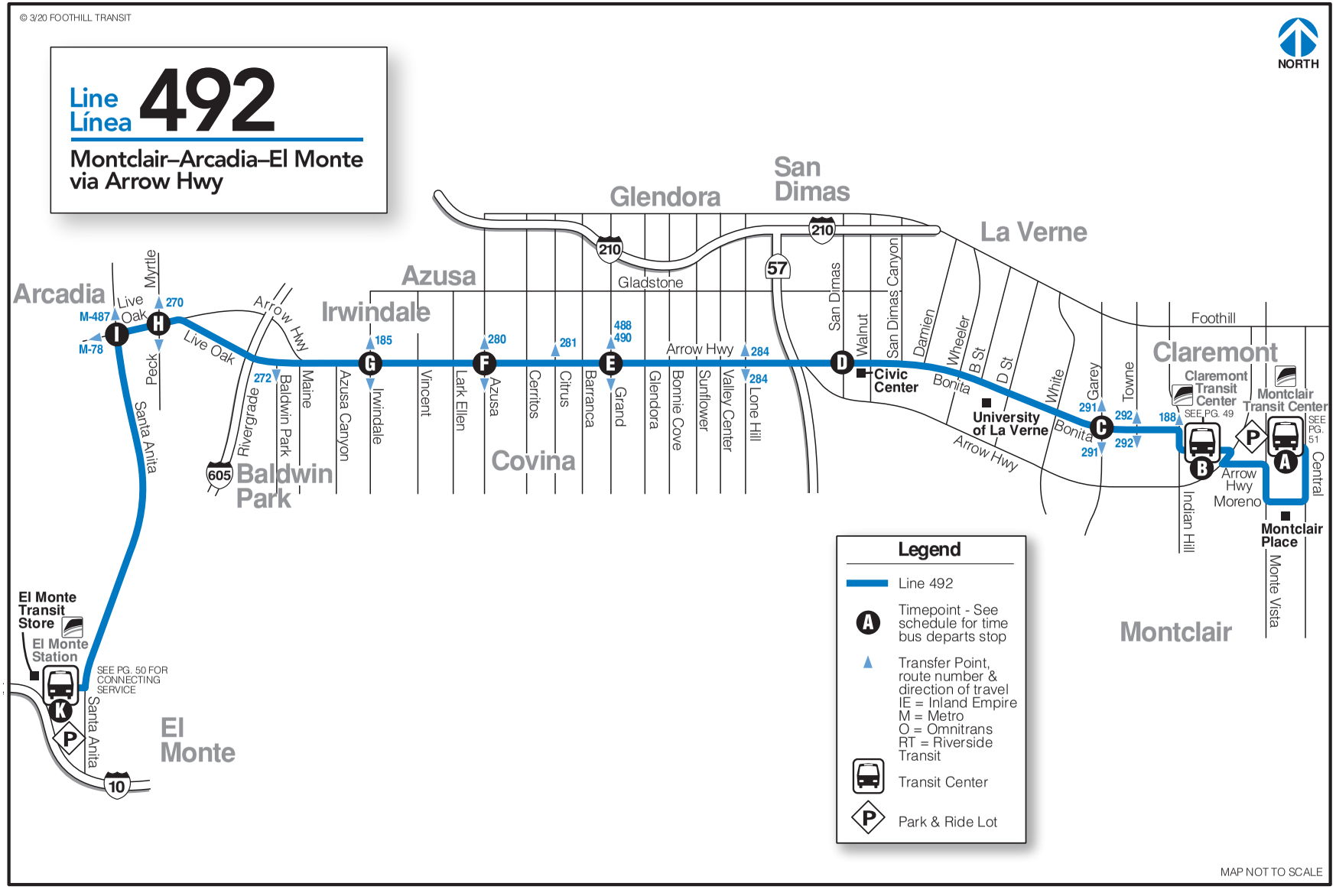
WEEKDAY
ENTRE SEMANA

El Monte Station	Ramona Blvd. & Cogswell Rd.	Vincent Ave. & Glendora Ave.	Rowland Ave. & Azusa Ave.	Eastland Center	Grand Ave. & Arrow Hwy.	Citrus Ave. & Foothill Blvd.
G	F	E	D	C	B	A
5:45	5:51	6:12	6:18	6:24	6:38	7:04
6:15	6:21	6:42	6:48	6:54	7:08	7:29
6:45	6:51	7:17	7:24	7:32	7:46	8:07
7:05	7:11	7:40	7:47	7:55	8:08	8:29
7:25	7:31	8:00	8:07	8:15	8:28	8:49
7:45	7:51	8:20	8:27	8:35	8:48	9:09
8:05	8:11	8:40	8:47	8:55	9:08	9:29
8:30	8:36	9:05	9:12	9:20	9:33	9:54
9:30	9:36	10:05	10:12	10:20	10:33	10:54
10:30	10:36	11:05	11:12	11:20	11:33	11:54
11:30	11:36	**12:05**	**12:12**	**12:20**	**12:34**	**12:55**
12:30	**12:36**	**1:07**	**1:14**	**1:22**	**1:36**	**1:57**
1:30	**1:36**	**2:07**	**2:14**	**2:22**	**2:36**	**2:57**
2:15	**2:21**	**2:52**	**2:59**	**3:07**	**3:21**	**3:42**
2:35	**2:41**	**3:12**	**3:19**	**3:27**	**3:41**	**4:02**
2:55	**3:01**	**3:32**	**3:39**	**3:47**	**4:01**	**4:22**
3:12	**3:18**	**3:49**	**3:56**	**4:04**	**4:18**	**4:39**
3:42	**3:48**	**4:19**	**4:26**	**4:34**	**4:48**	**5:09**
4:14	**4:20**	**4:51**	**4:58**	**5:06**	**5:20**	**5:41**
4:45	**4:51**	**5:21**	**5:27**	**5:35**	**5:49**	**6:10**
5:15	**5:21**	**5:51**	**5:57**	**6:05**	**6:18**	**6:39**
5:45	**5:51**	**6:21**	**6:27**	**6:35**	**6:48**	**7:09**
6:15	**6:21**	**6:51**	**6:57**	**7:04**	**7:17**	**7:38**
7:10	**7:16**	**7:43**	**7:49**	**7:56**	**8:08**	**8:29**
8:05	**8:11**	**8:36**	**8:42**	**8:48**	**9:00**	**9:21**
9:00	**9:06**	**9:31**	**9:37**	**9:43**	**9:55**	**10:16**

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

G	F	E	D	C	B	A
7:00	7:12	7:35	7:41	7:46	7:57	8:18
8:00	8:12	8:37	8:43	8:48	9:00	9:21
9:00	9:12	9:39	9:46	9:51	10:03	10:24
10:00	10:12	10:40	10:46	10:51	11:03	11:24
11:00	11:14	11:39	11:45	11:51	**12:03**	**12:24**
12:00	**12:14**	**12:39**	**12:45**	**12:51**	**1:03**	**1:24**
1:00	**1:15**	**1:45**	**1:51**	**1:56**	**2:08**	**2:29**
2:00	**2:14**	**2:45**	**2:52**	**2:57**	**3:09**	**3:30**
3:00	**3:13**	**3:43**	**3:50**	**3:55**	**4:07**	**4:28**
4:00	**4:13**	**4:41**	**4:47**	**4:52**	**5:04**	**5:25**
5:00	**5:13**	**5:41**	**5:47**	**5:52**	**6:04**	**6:25**
6:00	**6:13**	**6:41**	**6:47**	**6:52**	**7:04**	**7:25**
7:00	**7:13**	**7:41**	**7:47**	**7:52**	**8:04**	**8:25**
8:00	**8:12**	**8:38**	**8:44**	**8:49**	**9:01**	**9:22**
9:00	**9:12**	**9:38**	**9:44**	**9:49**	**10:01**	**10:22**
10:00	**10:12**	**10:38**	**10:44**	**10:49**	**11:01**	**11:22**

Line 492
Línea 492
Montclair–Arcadia–El Monte via Arrow Hwy



Line-Línea

492

WEEKDAY
ENTRE SEMANA

WESTBOUND/EN DIRECCíON OESTE

MONTCLAIR TO EL MONTE
MONTCLAIR HACIA EL MONTE

Montclair Transit Center Ⓐ	Claremont Transit Center Ⓑ	Bonita Ave. & Garey Ave. Ⓒ	Bonita Ave. & San Dimas Ave. Ⓓ	Arrow Hwy. & Grand Ave. Ⓔ	Arrow Hwy. & Azusa Ave. Ⓕ	Arrow Hwy. & Irwindale Ave. Ⓖ	Live Oak Ave. & Myrtle Ave. Ⓗ	Live Oak Ave. & Santa Anita Ave. Ⓘ	El Monte Station Ⓙ
4:25	4:34	4:42	4:53	5:05	5:13	5:20	5:32	5:37	5:49
4:45	4:54	5:02	5:13	5:25	5:33	5:40	5:52	5:57	6:09
5:05	5:14	5:22	5:33	5:45	5:53	6:00	6:12	6:17	6:29
5:25	5:34	5:42	5:53	6:05	6:13	6:20	6:32	6:37	6:49
5:45	5:54	6:02	6:13	6:25	6:33	6:40	6:52	6:57	7:09
6:05	6:15	6:23	6:34	6:47	6:55	7:02	7:14	7:19	7:31
6:25	6:35	6:43	6:54	7:07	7:15	7:22	7:34	7:39	7:51
6:46	6:56	7:04	7:15	7:28	7:36	7:43	7:55	8:00	8:12
7:07	7:17	7:27	7:39	7:53	8:01	8:08	8:20	8:27	8:39
7:27	7:37	7:47	7:59	8:13	8:21	8:28	8:40	8:47	8:59
7:46	7:56	8:06	8:18	8:32	8:40	8:47	8:59	9:06	9:18
8:05	8:15	8:25	8:37	8:52	9:00	9:07	9:19	9:26	9:38
8:25	8:35	8:45	8:57	9:12	9:20	9:27	9:39	9:46	9:58
8:45	8:55	9:05	9:17	9:32	9:40	9:47	9:59	10:06	10:18
9:05	9:18	9:28	9:40	9:55	10:03	10:09	10:21	10:28	10:40
9:35	9:48	9:58	10:10	10:25	10:33	10:39	10:51	10:58	11:10
10:05	10:18	10:28	10:40	10:55	11:03	11:09	11:21	11:28	11:40
10:35	10:48	10:58	11:10	11:25	11:33	11:39	11:51	11:58	**12:10**
11:05	11:16	11:26	11:38	11:55	**12:03**	**12:09**	**12:20**	**12:27**	**12:39**
11:35	11:46	11:56	**12:08**	**12:25**	**12:33**	**12:39**	**12:50**	**12:57**	**1:09**
12:05	**12:17**	**12:27**	**12:39**	**12:56**	**1:04**	**1:10**	**1:21**	**1:28**	**1:40**
12:35	**12:47**	**12:57**	**1:09**	**1:26**	**1:34**	**1:40**	**1:51**	**1:58**	**2:10**
1:05	**1:16**	**1:27**	**1:39**	**1:56**	**2:05**	**2:11**	**2:22**	**2:29**	**2:41**
1:35	**1:46**	**1:57**	**2:09**	**2:26**	**2:35**	**2:41**	**2:52**	**2:59**	**3:11**
2:05	**2:16**	**2:26**	**2:39**	**2:56**	**3:06**	**3:13**	**3:24**	**3:31**	**3:43**
2:35	**2:46**	**2:56**	**3:09**	**3:26**	**3:36**	**3:43**	**3:54**	**4:01**	**4:13**
3:05	**3:16**	**3:26**	**3:39**	**3:56**	**4:06**	**4:13**	**4:24**	**4:31**	**4:43**
3:35	**3:46**	**3:56**	**4:09**	**4:26**	**4:36**	**4:43**	**4:54**	**5:01**	**5:13**
4:05	**4:17**	**4:27**	**4:41**	**4:58**	**5:08**	**5:16**	**5:27**	**5:34**	**5:46**
4:35	**4:47**	**4:57**	**5:11**	**5:28**	**5:38**	**5:46**	**5:57**	**6:04**	**6:16**
5:05	**5:17**	**5:28**	**5:41**	**5:58**	**6:09**	**6:17**	**6:29**	**6:36**	**6:48**
5:35	**5:47**	**5:58**	**6:11**	**6:28**	**6:39**	**6:47**	**6:59**	**7:06**	**7:18**
6:05	**6:15**	**6:25**	**6:37**	**6:54**	**7:02**	**7:09**	**7:20**	**7:27**	**7:39**
6:35	**6:45**	**6:55**	**7:07**	**7:24**	**7:32**	**7:39**	**7:50**	**7:57**	**8:09**
7:05	**7:15**	**7:25**	**7:37**	**7:52**	**8:00**	**8:07**	**8:17**	**8:24**	**8:36**
7:35	**7:45**	**7:55**	**8:07**	**8:22**	**8:30**	**8:37**	**8:47**	**8:54**	**9:06**
8:05	**8:15**	**8:24**	**8:34**	**8:48**	**8:56**	**9:03**	**9:13**	**9:19**	**9:31**
8:40	**8:50**	**8:59**	**9:09**	**9:23**	**9:31**	**9:38**	**9:48**	**9:54**	**10:06**
9:15	**9:25**	**9:34**	**9:44**	**9:58**	**10:06**	**10:13**	**10:23**	**10:29**	**10:41**
9:45	**9:55**	**10:04**	**10:14**	**10:28**	**10:36**	**10:43**	**10:53**	**10:59**	**11:11**

LIGHT TYPE = AM
BOLD TYPE = PM
164

Line-Línea

492

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO MONTCLAIR
EL MONTE HACIA MONTCLAIR

El Monte Station (J)	Live Oak Ave. & Santa Anita Ave. (I)	Live Oak Ave. & Peck Rd. (H)	Arrow Hwy. & Irwindale Ave. (G)	Arrow Hwy. & Azusa Ave. (F)	Arrow Hwy. & Grand Ave. (E)	Bonita Ave. & San Dimas Ave. (D)	Bonita Ave. & Garey Ave. (C)	Claremont Transit Center (B)	Montclair Transit Center (A)
5:30	5:44	5:49	6:02	6:07	6:16	6:30	6:42	6:51	7:03
6:00	6:17	6:22	6:35	6:41	6:50	7:04	7:16	7:25	7:37
6:30	6:47	6:52	7:05	7:11	7:20	7:34	7:46	7:55	8:07
7:00	7:17	7:22	7:35	7:41	7:51	8:06	8:18	8:27	8:39
7:30	7:47	7:52	8:05	8:11	8:21	8:36	8:48	8:57	9:09
8:00	8:16	8:22	8:35	8:41	8:51	9:05	9:17	9:26	9:38
8:30	8:46	8:52	9:05	9:11	9:21	9:35	9:47	9:56	10:08
9:00	9:16	9:22	9:35	9:40	9:50	10:04	10:16	10:25	10:38
9:30	9:46	9:52	10:05	10:10	10:20	10:34	10:46	10:55	11:08
10:00	10:17	10:23	10:36	10:41	10:51	11:07	11:19	11:28	11:41
10:30	10:47	10:53	11:06	11:11	11:21	11:37	11:49	11:58	**12:11**
11:00	11:17	11:23	11:36	11:41	11:51	**12:07**	**12:19**	**12:29**	**12:42**
11:20	11:37	11:43	11:56	**12:01**	**12:11**	**12:27**	**12:39**	**12:49**	**1:02**
11:40	11:57	**12:03**	**12:16**	**12:21**	**12:31**	**12:47**	**12:59**	**1:09**	**1:22**
12:00	**12:17**	**12:23**	**12:36**	**12:41**	**12:52**	**1:09**	**1:22**	**1:32**	**1:45**
12:20	**12:37**	**12:43**	**12:56**	**1:01**	**1:12**	**1:29**	**1:42**	**1:52**	**2:05**
12:40	**12:57**	**1:03**	**1:16**	**1:21**	**1:32**	**1:49**	**2:02**	**2:12**	**2:25**
1:00	**1:16**	**1:22**	**1:35**	**1:41**	**1:52**	**2:09**	**2:22**	**2:32**	**2:45**
1:30	**1:46**	**1:52**	**2:05**	**2:11**	**2:22**	**2:39**	**2:52**	**3:02**	**3:15**
2:00	**2:16**	**2:22**	**2:35**	**2:41**	**2:52**	**3:09**	**3:22**	**3:32**	**3:45**
2:30	**2:46**	**2:52**	**3:05**	**3:11**	**3:22**	**3:39**	**3:52**	**4:02**	**4:15**
3:00	**3:17**	**3:23**	**3:37**	**3:43**	**3:54**	**4:11**	**4:24**	**4:34**	**4:46**
3:30	**3:47**	**3:53**	**4:07**	**4:13**	**4:24**	**4:41**	**4:54**	**5:04**	**5:16**
4:00	**4:19**	**4:25**	**4:40**	**4:47**	**4:58**	**5:15**	**5:28**	**5:38**	**5:50**
4:30	**4:49**	**4:55**	**5:10**	**5:17**	**5:28**	**5:45**	**5:58**	**6:08**	**6:20**
5:00	**5:17**	**5:24**	**5:39**	**5:46**	**5:57**	**6:14**	**6:27**	**6:37**	**6:50**
5:30	**5:47**	**5:54**	**6:09**	**6:16**	**6:27**	**6:44**	**6:57**	**7:07**	**7:20**
6:00	**6:17**	**6:23**	**6:37**	**6:43**	**6:53**	**7:10**	**7:23**	**7:33**	**7:45**
6:30	**6:47**	**6:53**	**7:07**	**7:13**	**7:23**	**7:40**	**7:53**	**8:03**	**8:15**
7:00	**7:16**	**7:21**	**7:33**	**7:39**	**7:48**	**8:03**	**8:15**	**8:24**	**8:36**
7:30	**7:46**	**7:51**	**8:03**	**8:09**	**8:18**	**8:33**	**8:45**	**8:54**	**9:06**
8:00	**8:16**	**8:21**	**8:33**	**8:39**	**8:48**	**9:02**	**9:13**	**9:22**	**9:34**
8:30	**8:46**	**8:51**	**9:03**	**9:09**	**9:18**	**9:32**	**9:43**	**9:52**	**10:04**
9:00	**9:16**	**9:21**	**9:33**	**9:39**	**9:48**	**10:02**	**10:13**	**10:22**	**10:34**
9:30	**9:46**	**9:51**	**10:03**	**10:09**	**10:18**	**10:32**	**10:43**	**10:52**	**11:04**

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

492

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

MONTCLAIR TO EL MONTE
MONTCLAIR HACIA EL MONTE

Montclair Transit Center Ⓐ	Claremont Transit Center Ⓑ	Bonita Ave. & Garey Ave. Ⓒ	Bonita Ave. & San Dimas Ave. Ⓓ	Arrow Hwy. & Grand Ave. Ⓔ	Arrow Hwy. & Azusa Ave. Ⓕ	Arrow Hwy. & Irwindale Ave. Ⓖ	Live Oak Ave. & Myrtle Ave. Ⓗ	Live Oak Ave. & Santa Anita Ave. Ⓘ	El Monte Station Ⓙ
6:05	6:14	6:23	6:33	6:46	6:55	7:01	7:11	7:16	7:27
6:35	6:44	6:53	7:03	7:16	7:25	7:31	7:41	7:46	7:57
7:05	7:14	7:23	7:33	7:46	7:55	8:01	8:11	8:16	8:27
7:35	7:44	7:53	8:03	8:16	8:25	8:31	8:41	8:46	8:57
8:05	8:14	8:23	8:33	8:46	8:55	9:01	9:11	9:16	9:27
8:35	8:44	8:53	9:03	9:16	9:25	9:31	9:41	9:46	9:57
9:05	9:14	9:23	9:33	9:47	9:55	10:01	10:11	10:16	10:27
9:35	9:44	9:53	10:03	10:17	10:25	10:31	10:41	10:46	10:57
10:05	10:15	10:24	10:34	10:48	10:56	11:02	11:12	11:18	11:29
10:35	10:45	10:54	11:04	11:18	11:26	11:32	11:42	11:48	11:59
11:05	11:16	11:25	11:36	11:51	11:59	**12:05**	**12:14**	**12:20**	**12:31**
11:35	11:46	11:55	**12:06**	**12:21**	**12:29**	**12:35**	**12:44**	**12:50**	**1:01**
12:05	**12:17**	**12:26**	**12:37**	**12:51**	**12:59**	**1:05**	**1:14**	**1:21**	**1:32**
12:35	**12:47**	**12:56**	**1:07**	**1:21**	**1:29**	**1:35**	**1:44**	**1:51**	**2:02**
1:05	**1:17**	**1:27**	**1:38**	**1:52**	**2:00**	**2:06**	**2:15**	**2:21**	**2:32**
1:35	**1:47**	**1:57**	**2:08**	**2:22**	**2:30**	**2:36**	**2:45**	**2:51**	**3:02**
2:05	**2:16**	**2:26**	**2:37**	**2:51**	**2:59**	**3:05**	**3:14**	**3:20**	**3:31**
2:35	**2:46**	**2:56**	**3:07**	**3:21**	**3:29**	**3:35**	**3:44**	**3:50**	**4:01**
3:05	**3:16**	**3:26**	**3:37**	**3:51**	**3:59**	**4:05**	**4:15**	**4:21**	**4:32**
3:35	**3:46**	**3:56**	**4:07**	**4:21**	**4:29**	**4:35**	**4:45**	**4:51**	**5:02**
4:05	**4:17**	**4:27**	**4:38**	**4:52**	**5:00**	**5:06**	**5:16**	**5:23**	**5:34**
4:35	**4:47**	**4:57**	**5:08**	**5:22**	**5:30**	**5:36**	**5:46**	**5:53**	**6:04**
5:05	**5:16**	**5:26**	**5:37**	**5:51**	**5:59**	**6:05**	**6:15**	**6:21**	**6:32**
5:35	**5:46**	**5:56**	**6:07**	**6:21**	**6:29**	**6:35**	**6:45**	**6:51**	**7:02**
6:05	**6:16**	**6:26**	**6:37**	**6:51**	**6:59**	**7:05**	**7:14**	**7:20**	**7:31**
7:05	**7:16**	**7:26**	**7:37**	**7:51**	**7:59**	**8:05**	**8:14**	**8:20**	**8:31**
8:05	**8:16**	**8:26**	**8:37**	**8:51**	**8:59**	**9:05**	**9:14**	**9:20**	**9:31**
9:05	**9:16**	**9:26**	**9:37**	**9:51**	**9:59**	**10:05**	**10:14**	**10:20**	**10:31**

LIGHT TYPE = AM
BOLD TYPE = PM
166

Line-Línea

492

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

EASTBOUND/EN DIRECCíON ESTE

EL MONTE TO MONTCLAIR
EL MONTE HACIA MONTCLAIR

El Monte Station (J)	Live Oak Ave. & Santa Anita Ave. (I)	Live Oak Ave. & Peck Rd. (H)	Arrow Hwy. & Irwindale Ave. (G)	Arrow Hwy. & Azusa Ave. (F)	Arrow Hwy. & Grand Ave. (E)	Bonita Ave. & San Dimas Ave. (D)	Bonita Ave. & Garey Ave. (C)	Claremont Transit Center (B)	Montclair Transit Center (A)
6:45	6:55	6:59	7:10	7:15	7:25	7:36	7:47	7:56	8:08
7:15	7:26	7:30	7:41	7:46	7:56	8:08	8:19	8:28	8:40
7:45	7:56	8:00	8:11	8:16	8:26	8:38	8:49	8:58	9:10
8:15	8:29	8:33	8:44	8:48	8:58	9:11	9:22	9:31	9:43
8:45	8:59	9:03	9:14	9:18	9:28	9:41	9:52	10:01	10:13
9:15	9:29	9:34	9:45	9:50	10:00	10:13	10:25	10:34	10:46
9:45	9:59	10:04	10:15	10:20	10:30	10:43	10:55	11:04	11:16
10:15	10:29	10:34	10:45	10:50	11:06	11:20	11:31	11:40	11:52
10:45	10:59	11:04	11:15	11:20	11:36	11:50	**12:01**	**12:10**	**12:22**
11:15	11:30	11:35	11:46	11:51	**12:06**	**12:21**	**12:34**	**12:43**	**12:55**
11:45	**12:00**	**12:05**	**12:16**	**12:21**	**12:36**	**12:51**	**1:04**	**1:13**	**1:25**
12:15	**12:30**	**12:35**	**12:46**	**12:51**	**1:06**	**1:22**	**1:35**	**1:44**	**1:56**
12:45	**1:00**	**1:05**	**1:16**	**1:21**	**1:36**	**1:52**	**2:05**	**2:14**	**2:26**
1:15	**1:30**	**1:35**	**1:46**	**1:51**	**2:06**	**2:22**	**2:35**	**2:44**	**2:56**
1:45	**2:00**	**2:05**	**2:16**	**2:21**	**2:36**	**2:52**	**3:05**	**3:14**	**3:26**
2:15	**2:29**	**2:34**	**2:45**	**2:50**	**3:05**	**3:20**	**3:33**	**3:42**	**3:54**
2:45	**2:59**	**3:04**	**3:15**	**3:20**	**3:35**	**3:50**	**4:03**	**4:12**	**4:24**
3:15	**3:29**	**3:34**	**3:45**	**3:50**	**4:05**	**4:20**	**4:32**	**4:41**	**4:53**
3:45	**3:59**	**4:04**	**4:15**	**4:20**	**4:35**	**4:50**	**5:02**	**5:11**	**5:23**
4:15	**4:30**	**4:35**	**4:46**	**4:51**	**5:05**	**5:20**	**5:32**	**5:41**	**5:53**
4:45	**5:00**	**5:05**	**5:16**	**5:21**	**5:35**	**5:50**	**6:02**	**6:11**	**6:23**
5:15	**5:30**	**5:35**	**5:46**	**5:51**	**6:05**	**6:20**	**6:33**	**6:42**	**6:54**
5:45	**6:00**	**6:05**	**6:16**	**6:21**	**6:35**	**6:50**	**7:03**	**7:12**	**7:24**
6:15	**6:29**	**6:34**	**6:44**	**6:49**	**7:02**	**7:16**	**7:28**	**7:37**	**7:49**
6:45	**6:59**	**7:04**	**7:14**	**7:19**	**7:32**	**7:46**	**7:58**	**8:07**	**8:19**
7:15	**7:29**	**7:33**	**7:43**	**7:48**	**8:01**	**8:14**	**8:26**	**8:35**	**8:47**
8:00	**8:13**	**8:17**	**8:27**	**8:32**	**8:45**	**8:58**	**9:09**	**9:18**	**9:30**
9:00	**9:13**	**9:17**	**9:27**	**9:32**	**9:45**	**9:58**	**10:09**	**10:18**	**10:30**

LIGHT TYPE = AM
BOLD TYPE = PM

We'll get you there!
¡Lo llevaremos ahí!

norwalk transit

CITY OF NORWALK
A Connected Community

Route 7
Green Line Station/
El Monte Station, Formerly
Metro Line 270
Ruta 7

Effective June 27, 2016 Efectivo el 27 de junio 2016

NORWALK TRANSIT FARE POLICY

Adult Fare 1.25
Student (Grade K-12) 1.00
Senior (Age 62 & older) / Disabled / Medicare
Card Holder 0.60
Two children under 5 ride free when accompanied by an adult paying one full fare.
NTS Local Transfer 0.50
Interagency Transfer 0.50
(Transfers are additional. Interagency transfers are accepted only at transfer points. Coach operator does not make change.)

EZ transit passes, and TAP cards with sufficient NTS stored value are accepted on Norwalk Transit buses. Also, Metro 30-Day, and Day passes loaded onto a TAP card will be accepted on Norwalk Transit Route 7 only (effective 6/27/16 thru 6/27/17).

For more information about NTS service, please call (562) 929-5550.

DIAL-A-RIDE

The Norwalk Transit System (NTS) also provides curb-to-curb service to qualified physically challenged riders and those age 60 and above in Norwalk. The fare is $1.00 for a one-way trip. Dial-A-Ride trips must be scheduled in advance.

POLÍTICA DE PASAJES DE NORWALK TRANSIT

Tarifa de Adulto 1.25
Estudiante (Grado K-12) 1.00
Adultos mayores (62 años o más)/Incapacitados/
Titular de la Tarjeta de Medicare 0.60
Dos niños menores de 5 años viajan gratis cuando están acompañados por un adulto que pague pasaje completo.

Trasbordo local de NTS 0.50
Trasbordo entre Agencias 0.50
(Los trasbordos son adicionales. Los trasbordos entre agencias solo se aceptan en los puntos de trasbordo. El Conductor del autobús no le da cambio.)

Pases EZ transit, y las tarjetas TAP con suficiente valor almacenado de NTS son aceptadas en los autobuses de Norwalk Transit. También pases de Metro del día y de 30 días cargadas en una tarjeta de TAP solamente se aceptaran en la Ruta 7 de NTS (efectivo 6/27/16 hasta 6/27/17).

Para más información de los servicios de NTS, por favor llame al (562) 929-5550.

MARQUE PARA UN AVENTÓN (DIAL-A-RIDE)

Norwalk Transit System (NTS) también proporciona servicios de curvaa- curva para residentes de Norwalk que son mayores de 60 años o que cumplan los requisitos como pasajeros con desafío físico. El viaje de ida cuesta $1.00. Los viajes de Marque Para Un Aventón deben ser reservados con anticipación.

More than 40 years of dedicated transit service for the City of Norwalk and surrounding communities.

Más de 40 años dedicados al servicio de tránsito para la ciudad de Norwalk y las comunidades circundantes.

Holiday Schedule

There will be no service for Route 7 on Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

(Horarios de domingo y días feriados: No hay servicio en domingo, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day y Christmas Day.)

norwalk transit

www.norwalk.org/norwalktransit
(562) 929-5550

Route 7

Ruta 7

WEEKDAY SCHEDULE *Servicio Entre Semana*

PM times are indicated in bold. *(Horas después del medio día aparecen con números resaltados)*

NORTHBOUND

NORWALK GREEN LINE STATION	BLOOMFIELD/ IMPERIAL	BLOOMFIELD/ TELEGRAPH	MAR VISTA/ GREENLEAF	WORKMAN MILL/ COLLEGE	PECK/ELLIOTT	EL MONTE BUS STATION
1	2	3	4	5	6	7
–	–	4:07	4:20	4:34	4:44	4:54
–	–	4:52	5:05	5:20	5:30	5:40
5:19	5:35	5:38	5:51	6:08	6:19	6:30
6:03	6:19	6:22	6:35	6:54	7:06	7:18
6:42	6:58	7:04	7:19	7:40	7:52	8:05
7:30	7:46	7:54	8:09	8:28	8:40	8:53
8:25	8:40	8:46	9:01	9:20	9:31	9:45
9:18	9:34	9:39	9:54	10:13	10:24	10:39
–	–	–	–	10:57	11:08	11:23
10:19	10:35	10:40	10:55	11:14	11:25	11:40
–	–	–	–	11:47	11:58	12:14
11:07	11:23	11:28	11:44	**12:03**	**12:14**	**12:30**
–	–	–	–	**12:38**	**12:49**	**1:05**
11:54	**12:10**	**12:15**	**12:31**	**12:51**	**1:02**	**1:18**
–	–	–	–	**1:29**	**1:40**	**1:56**
12:45	**1:01**	**1:06**	**1:22**	**1:42**	**1:53**	**2:09**
–	–	–	–	**2:24**	**2:36**	**2:52**
1:40	**1:56**	**2:02**	**2:18**	**2:38**	**2:50**	**3:06**
–	–	–	–	**3:19**	**3:31**	**3:47**
2:43	**3:00**	**3:06**	**3:23**	**3:44**	**3:56**	**4:12**
–	–	–	–	**4:13**	**4:25**	**4:41**
3:34	**3:53**	**3:58**	**4:14**	**4:35**	**4:47**	**5:03**
–	–	–	–	**5:05**	**5:17**	**5:33**
4:23	**4:42**	**4:47**	**5:03**	**5:23**	**5:35**	**5:51**
–	–	–	–	**5:58**	**6:10**	**6:24**
5:17	**5:37**	**5:42**	**5:56**	**6:16**	**6:28**	**6:42**
6:22	**6:41**	**6:44**	**6:58**	**7:16**	**7:26**	**7:38**
7:32	**7:48**	**7:51**	**8:04**	**8:21**	**8:31**	**8:42**

SOUTHBOUND

EL MONTE BUS STATION	PECK/ELLIOTT	WORKMAN MILL/ COLLEGE	MAR VISTA/ GREENLEAF	BLOOMFIELD / TELEGRAPH	BLOOMFIELD IMPERIAL	NORWALK GREEN LINE STATION
1	2	3	4	5	6	7
5:21	5:30	5:39	5:55	6:07	6:12	6:25
6:12	6:22	6:32	6:49	7:02	7:07	7:22
6:20	6:30	6:40	–	–	–	–
6:38	6:48	6:58	–	–	–	–
7:01	7:11	7:22	7:41	7:54	7:59	8:14
7:17	7:26	7:37	–	–	–	–
7:42	7:53	8:04	–	–	–	–
7:56	8:07	8:18	8:37	8:50	8:55	9:09
8:37	8:48	8:59	–	–	–	–
8:56	9:07	9:18	9:37	9:50	9:55	10:09
9:26	9:38	9:48	–	–	–	–
9:42	9:54	10:03	10:22	10:35	10:40	10:54
10:15	10:27	10:38	–	–	–	–
10:29	10:41	10:52	11:11	11:24	11:29	11:43
11:20	11:32	11:43	**12:02**	**12:15**	**12:20**	**12:34**
12:14	**12:26**	**12:37**	**12:56**	**1:09**	**1:15**	**1:29**
1:16	**1:28**	**1:40**	**1:59**	**2:12**	**2:18**	**2:32**
2:07	**2:19**	**2:30**	**2:50**	**3:03**	**3:09**	**3:23**
2:55	**3:07**	**3:18**	**3:38**	**3:51**	**3:57**	**4:12**
3:49	**4:01**	**4:12**	**4:32**	**4:45**	**4:51**	**5:06**
4:47	**4:59**	**5:10**	**5:30**	**5:42**	**5:48**	**6:03**
5:51	**6:03**	**6:14**	**6:34**	**6:46**	**6:52**	**7:06**
6:41	**6:53**	**7:04**	**7:22**	**7:34**	**7:42**	**7:52**
7:25	**7:35**	**7:45**	**8:02**	**8:13**	**8:18**	**8:31**
8:08	**8:18**	**8:27**	**8:43**	**8:54**	**8:59**	**9:11**

SATURDAY SCHEDULE *Servicio el Sabado*

NORTHBOUND

NORWALK GREEN LINE STATION	BLOOMFIELD/ IMPERIAL	BLOOMFIELD/ TELEGRAPH	MAR VISTA/ GREENLEAF	WORKMAN MILL/ COLLEGE	PECK/ELLIOTT	EL MONTE BUS STATION
1	2	3	4	5	6	7
5:49	6:01	6:04	6:14	6:27	6:37	6:47
6:42	6:54	6:57	7:07	7:22	7:32	7:42
7:31	7:45	7:48	8:00	8:17	8:27	8:38
8:23	8:39	8:42	8:55	9:12	9:22	9:34
9:23	9:39	9:42	9:55	10:12	10:22	10:34
10:21	10:37	10:40	10:54	11:11	11:21	11:34
11:19	11:35	11:38	11:53	**12:10**	**12:21**	**12:34**
12:18	**12:35**	**12:38**	**12:53**	**1:10**	**1:21**	**1:34**
1:18	**1:36**	**1:39**	**1:53**	**2:10**	**2:21**	**2:34**
2:20	**2:37**	**2:40**	**2:54**	**3:11**	**3:21**	**3:34**
3:22	**3:39**	**3:42**	**3:55**	**4:12**	**4:22**	**4:34**
4:24	**4:40**	**4:44**	**4:57**	**5:13**	**5:23**	**5:34**
5:26	**5:41**	**5:45**	**5:58**	**6:14**	**6:24**	**6:35**
6:32	**6:47**	**6:51**	**7:04**	**7:19**	**7:28**	**7:37**

SOUTHBOUND

EL MONTE BUS STATION	PECK/ELLIOTT	WORKMAN MILL/ COLLEGE	MAR VISTA/ GREENLEAF	BLOOMFIELD/ TELEGRAPH	BLOOMFIELD IMPERIAL	NORWALK GREEN LINE STATION
1	2	3	4	5	6	7
–	–	–	6:35	6:46	6:50	7:02
7:03	7:12	7:21	7:36	7:47	7:51	8:03
8:03	8:13	8:22	8:37	8:49	8:53	9:08
9:03	9:13	9:22	9:37	9:49	9:53	10:07
10:03	10:14	10:24	10:40	10:52	10:56	11:11
11:03	11:14	11:24	11:41	11:53	11:57	**12:12**
12:03	**12:14**	**12:24**	**12:41**	**12:53**	**12:58**	**1:12**
1:03	**1:14**	**1:24**	**1:41**	**1:53**	**1:58**	**2:12**
2:03	**2:14**	**2:24**	**2:41**	**2:53**	**2:58**	**3:12**
3:03	**3:14**	**3:23**	**3:39**	**3:51**	**3:56**	**4:09**
4:03	**4:14**	**4:23**	**4:39**	**4:51**	**4:56**	**5:08**
5:03	**5:14**	**5:23**	**5:39**	**5:50**	**5:53**	**6:07**
5:59	**6:09**	**6:18**	**6:33**	**6:43**	**6:46**	**7:00**
6:57	**7:07**	**7:16**	**7:30**	**7:40**	**7:43**	**7:57**

PM times are indicated in bold. *(Horas después del medio día aparecen con números resaltados)*

MONDAY THROUGH FRIDAY

Metrolink Train No.	301	303	305	307	309	381	313	315	317	319	321	325	329	331	333	335	337	339
San Bernardino - Downtown	3:41	4:11	4:41	5:11	5:41		6:21	6:41	7:41	8:38	9:38	11:38	**1:38**	**2:38**	**3:38**	**4:38**	**5:40**	**6:43**
San Bernardino - Depot	3:46	4:16	4:46	5:16	5:46	6:15	6:26	6:46	7:46	8:43	9:43	11:43	**1:43**	**2:43**	**3:43**	**4:43**	**5:44**	**6:48**
Rialto	3:53	4:23	4:53	5:22	5:53	↓	6:33	6:52	7:52	8:49	9:49	11:49	**1:49**	**2:49**	**3:49**	**4:49**	**5:51**	**6:54**
Fontana	4:00	4:29	4:59	5:29	5:59	↓	6:39	6:58	7:58	8:55	9:55	11:55	**1:55**	**2:55**	**3:55**	**4:55**	**5:58**	**7:00**
Rancho Cucamonga	4:08	4:38	5:08	5:37	6:08	6:30	6:48	7:08	8:07	9:04	10:04	**12:04**	**2:04**	**3:04**	**4:04**	**5:04**	**6:07**	**7:09**
Upland	4:16	4:45	5:15	5:45	6:15	↓	6:57	7:16	8:14	9:11	10:11	**12:11**	**2:11**	**3:11**	**4:11**	**5:16**	**6:17**	**7:18**
Montclair	4:21	4:51	5:21	5:50	6:21	6:40	7:02	7:21	8:20	9:17	10:17	**12:17**	**2:17**	**3:17**	**4:17**	**5:22**	**6:22**	**7:24**
Claremont	4:25	4:54	5:24	5:54	6:24	↓	7:06	7:25	8:24	9:21	10:21	**12:21**	**2:21**	**3:21**	**4:21**	**5:25**	**6:25**	**7:27**
Pomona - North	4:30	4:59	5:29	5:58	6:29	↓	7:10	7:30	8:28	9:25	10:25	**12:25**	**2:25**	**3:25**	**4:25**	**5:30**	**6:29**	**7:31**
Covina	4:41	5:10	5:40	6:09	6:40	6:54	7:21	7:42	8:42	9:40	10:40	**12:40**	**2:40**	**3:40**	**4:40**	**5:41**	**6:40**	**7:42**
Baldwin Park	4:47	5:17	5:47	6:17	6:46	↓	7:28	7:48	8:48	9:47	10:47	**12:47**	**2:47**	**3:47**	**4:47**	**5:48**	**6:47**	**7:48**
El Monte	4:57	5:26	5:58	6:27	6:55	↓	7:38	7:59	8:59	9:56	10:56	**12:56**	**2:56**	**4:00**	**4:58**	**5:59**	**6:58**	**8:00**
Cal State L.A.	5:08	5:37	6:09	6:38	7:06	7:17	7:51	8:10	9:11	10:10	11:10	**1:10**	**3:10**	**4:15**	**5:15**	**6:16**	**7:10**	**8:10**
L.A. Union Station	5:18	5:48	6:20	6:49	7:17	7:29	8:02	8:21	9:22	10:21	11:21	**1:21**	**3:21**	**4:26**	**5:28**	**6:27**	**7:21**	**8:20**

NOTES: AM times **PM times** ↓ Express train

Boarding information is available at each station.

MONDAY THROUGH FRIDAY

Metrolink Train No.	300	304	306	308	312	314	318	320	322	324	326	382	330	332	334	336	338	340
L.A. Union Station	5:37	7:34	8:38	9:38	11:38	12:38	2:38	3:38	3:57	4:38	4:55	5:26	5:37	5:57	6:38	7:38	8:38	9:38
Cal State L.A.	5:48	7:44	8:49	9:49	11:49	12:49	2:49	3:49	4:07	4:49	5:06	5:37	5:48	6:08	6:49	7:49	8:49	9:49
El Monte	5:58	8:02	9:00	10:00	12:00	1:00	3:00	4:00	4:18	5:00	5:19	↓	5:59	6:21	7:00	8:00	9:00	10:00
Baldwin Park	6:09	8:12	9:10	10:10	12:10	1:10	3:10	4:10	4:27	5:11	5:29	↓	6:10	6:31	7:10	8:10	9:10	10:10
Covina	6:16	8:20	9:17	10:17	12:17	1:17	3:17	4:17	4:35	5:18	5:36	6:03	6:17	6:38	7:17	8:17	9:17	10:17
Pomona - North	6:30	8:33	9:30	10:30	12:30	1:30	3:30	4:30	4:52	5:31	5:51	↓	6:30	6:52	7:30	8:30	9:30	10:30
Claremont	6:35	8:38	9:35	10:35	12:35	1:35	3:35	4:35	4:56	5:36	5:56	↓	6:35	6:56	7:35	8:35	9:35	10:35
Montclair	6:39	8:42	9:39	10:39	12:39	1:39	3:39	4:39	5:00	5:40	6:00	6:19	6:39	7:00	7:39	8:39	9:39	10:39
Upland	6:47	8:47	9:45	10:45	12:45	1:45	3:45	4:45	5:05	5:46	6:05	↓	6:45	7:06	7:45	8:45	9:45	10:45
Rancho Cucamonga	6:55	8:54	9:52	10:52	12:52	1:52	3:52	4:52	5:12	5:53	6:13	6:30	6:52	7:13	7:52	8:52	9:52	10:52
Fontana	7:09	9:09	10:04	11:04	1:04	2:04	4:04	5:04	5:22	6:07	6:22	↓	7:08	7:22	8:04	9:04	10:04	11:04
Rialto	7:15	9:15	10:10	11:10	1:10	2:10	4:10	5:10	5:28	6:13	6:29	↓	7:14	7:29	8:10	9:10	10:10	11:10
San Bernardino - Depot	7:21	9:21	10:16	11:16	1:16	2:16	4:16	5:16	5:35	6:20	6:36	6:46	7:21	7:35	8:16	9:16	10:16	11:16
San Bernardino - Downtown	7:26	9:26	10:21	11:21	1:21	2:21	4:21	5:21	5:40	6:25	6:41		7:25	7:40	8:21	9:21	10:21	11:21

NOTES: See previous page.

SAN BERNARDINO LINE

San Bernardino to L.A.

SATURDAY & SUNDAY

Metrolink Train No.	351	353	357	359	363	367	373	377
San Bernardino - Downtown	6:38	8:38	11:38	**12:38**	**1:38**	**2:38**	**5:38**	**7:38**
San Bernardino - Depot	6:41	8:41	11:41	**12:41**	**1:41**	**2:41**	**5:41**	**7:41**
Rialto	6:48	8:48	11:48	**12:48**	**1:48**	**2:48**	**5:48**	**7:48**
Fontana	6:55	8:55	11:55	**12:55**	**1:55**	**2:55**	**5:55**	**7:55**
Rancho Cucamonga	7:04	9:04	**12:04**	**1:04**	**2:04**	**3:04**	**6:04**	**8:04**
Upland	7:12	9:12	**12:12**	**1:12**	**2:12**	**3:12**	**6:12**	**8:12**
Montclair	7:18	9:18	**12:18**	**1:18**	**2:18**	**3:18**	**6:18**	**8:18**
Claremont	7:21	9:21	**12:21**	**1:21**	**2:21**	**3:21**	**6:21**	**8:21**
Pomona - North	7:26	9:26	**12:26**	**1:26**	**2:26**	**3:26**	**6:26**	**8:26**
Covina	7:37	9:37	**12:37**	**1:37**	**2:37**	**3:37**	**6:37**	**8:37**
Baldwin Park	7:44	9:44	**12:44**	**1:44**	**2:44**	**3:44**	**6:44**	**8:44**
El Monte	7:55	9:55	**12:55**	**1:55**	**2:55**	**3:55**	**6:55**	**8:55**
Cal State L.A.	8:08	10:08	**1:08**	**2:08**	**3:08**	**4:08**	**7:08**	**9:08**
L.A. Union Station	8:22	10:22	**1:22**	**2:22**	**3:22**	**4:22**	**7:22**	**9:22**

NOTES: Boarding information is available at each station. AM times **PM times**

L.A. to San Bernardino

SATURDAY & SUNDAY

Metrolink Train No.	352	354	358	362	364	366	372	376
L.A. Union Station	8:38	10:38	**1:38**	**2:38**	**3:38**	**4:38**	**7:38**	**9:38**
Cal State L.A.	8:48	10:48	**1:48**	**2:48**	**3:48**	**4:48**	**7:48**	**9:48**
El Monte	8:59	10:59	**1:59**	**2:59**	**3:59**	**4:59**	**7:59**	**9:59**
Baldwin Park	9:10	11:10	**2:10**	**3:10**	**4:10**	**5:10**	**8:10**	**10:10**
Covina	9:17	11:17	**2:17**	**3:17**	**4:17**	**5:17**	**8:17**	**10:17**
Pomona - North	9:30	11:30	**2:30**	**3:30**	**4:30**	**5:30**	**8:30**	**10:30**
Claremont	9:36	11:36	**2:36**	**3:36**	**4:36**	**5:36**	**8:36**	**10:36**
Montclair	9:40	11:40	**2:40**	**3:40**	**4:40**	**5:40**	**8:40**	**10:40**
Upland	9:45	11:45	**2:45**	**3:45**	**4:45**	**5:45**	**8:45**	**10:45**
Rancho Cucamonga	9:52	11:52	**2:52**	**3:52**	**4:52**	**5:52**	**8:52**	**10:52**
Fontana	10:03	**12:03**	**3:03**	**4:03**	**5:03**	**6:03**	**9:03**	**11:03**
Rialto	10:09	**12:09**	**3:09**	**4:09**	**5:09**	**6:09**	**9:09**	**11:09**
San Bernardino - Depot	10:16	**12:16**	**3:16**	**4:16**	**5:16**	**6:16**	**9:16**	**11:16**
San Bernardino - Downtown	10:23	**12:23**	**3:23**	**4:23**	**5:23**	**6:23**	**9:23**	**11:23**

City of El Monte

Transportation Services Division

Green Route

Monday - Sunday

DAYS OF SERVICE	Trolley Station	Valley & Mt. View	Lexington & Garvey	Merced & Towneway	Rio Hondo & Mildred	Tyler & Ramona	Ramona & Santa Anita	Trolley Station
Monday - Friday	6:00 a	6:07 a	6:15 a	6:20 a	6:24 a	6:28 a	6:30 a	6:32 a
Monday - Friday	6:50 a	6:57 a	7:05 a	7:10 a	7:14 a	7:18 a	7:20 a	7:22 a
Monday - Friday	7:40 a	7:47 a	7:55 a	8:00 a	8:04 a	8:08 a	8:10 a	8:12 a
Monday - Friday	8:30 a	8:37 a	8:45 a	8:50 a	8:54 a	8:58 a	9:00 a	9:02 a
Monday – Sat./Sun.	**9:20 a**	**9:27 a**	**9:35 a**	**9:40 a**	**9:44 a**	**9:48 a**	**9:50 a**	**9:52 a**
Monday – Sat./Sun.	**10:10 a**	**10:17 a**	**10:25 a**	**10:30 a**	**10:34 a**	**10:38 a**	**10:40 a**	**10:42 a**
Monday - Sat./Sun.	**11:00 a**	**11:07 a**	**11:15 a**	**11:20 a**	**11:24 a**	**11:28 a**	**11:30 a**	**11:32 a**
Monday - Sat./Sun.	**11:50 a**	**11:57 a**	**12:05 p**	**12:10 p**	**12:14 p**	**12:18 p**	**12:20 p**	**12:22 p**
Monday - Sat./Sun.	**12:40 p**	**12:47 p**	**12:55 p**	**1:00 p**	**1:04 p**	**1:08 p**	**1:10 p**	**1:12 p**
Monday - Sat./Sun.	**1:30 p**	**1:37 p**	**1:45 p**	**1:50 p**	**1:54 p**	**1:58 p**	**2:00 p**	**2:02 p**
Monday - Sat./Sun.	**2:20 p**	**2:27 p**	**2:35 p**	**2:40 p**	**2:44 p**	**2:48 p**	**2:50 p**	**2:52 p**
Monday - Sat./Sun.	**3:10 p**	**3:17 p**	**3:25 p**	**3:30 p**	**3:34 p**	**3:38 p**	**3:40 p**	**3:42 p**
Monday - Sat./Sun.	**4:00 p**	**4:07 p**	**4:15 p**	**4:20 p**	**4:24 p**	**4:28 p**	**4:30 p**	**4:32 p**
Monday - Sat./Sun.	**4:50 p**	**4:57p**	**5:05 p**	**5:10 p**	**5:14 p**	**5:18 p**	**5:20 p**	**5:22 p**
Monday - Sat./Sun.	**5:40 p**	**5:47 p**	**5:55 p**	**6:00 p**	**6:04 p**	**6:08 p**	**6:10 p**	**6:12 p**
Monday - Friday	6:30 p	6:37 p	6:45 p	6:50 p	6:54 p	6:58 p	7:00 p	7:02 p

There will be no bus service on the following holidays: New Year's Day, President's Day, Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.
On Christmas Eve and New Year's Eve bus service will end at 5:30 p.m.

City of EL Monte Trolley Station (626) 448-4909
3679 Center Avenue, El Monte, CA 91731
www.ElMonteCA.gov
Trolley Station Office Hours:
Monday - Thursday 8:00 a.m. – 5:00 p.m.
Saturday & Sunday 9:30 a.m. – 4:00 p.m.
(Closed for lunch 12:30 - 1:15 p.m.)
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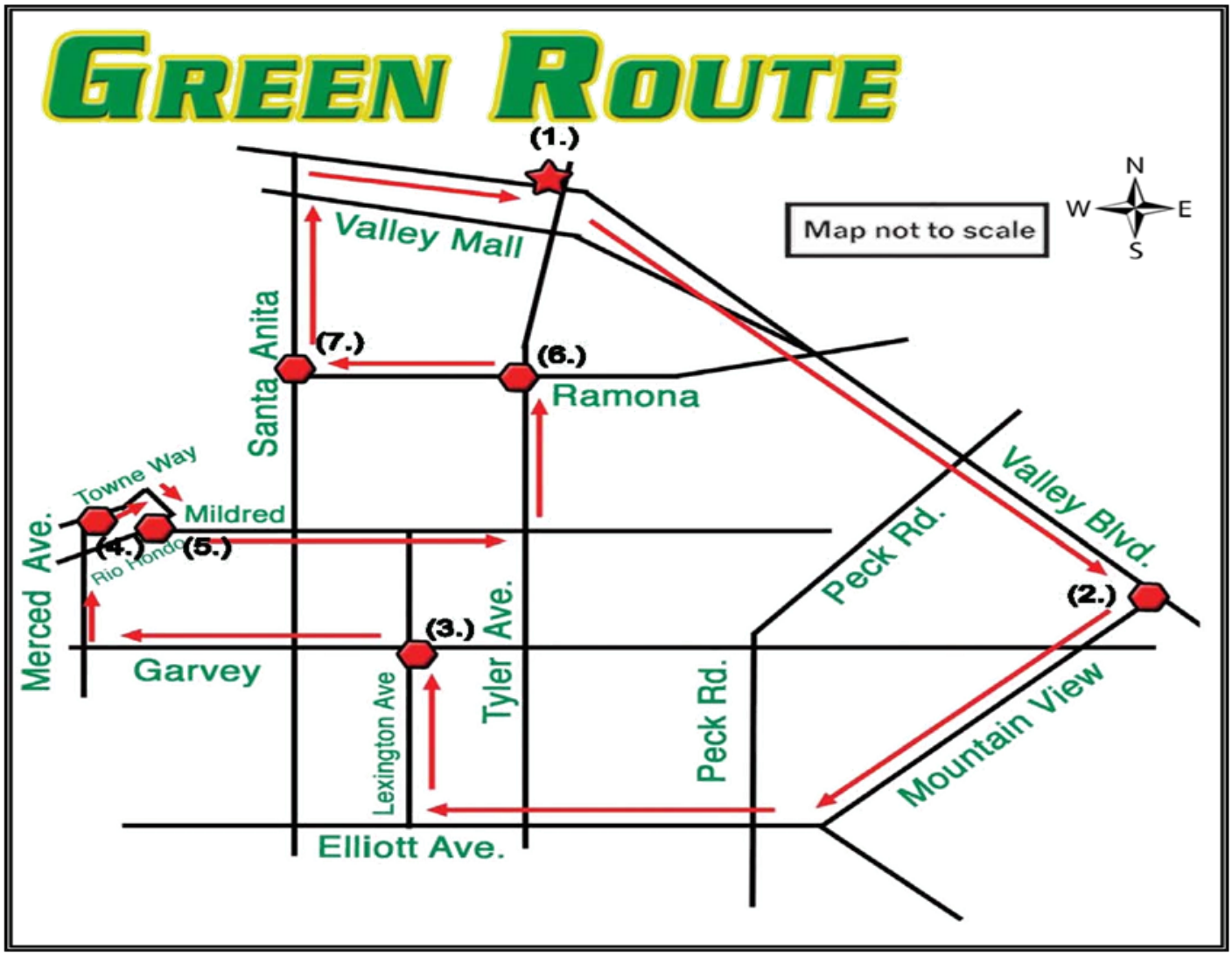
www.google.com/transit

Rev. 9/21

Map is on back.

GREEN ROUTE



Time Points

1. El Monte Trolley Station
2. Valley Blvd. & Mt. View Rd.
3. Lexington Ave. & Garvey Ave.
4. Merced Ave. & Towneway Dr.
5. Rio Hondo Pkwy. & Mildred St.
6. Tyler Ave. & Ramona Blvd.
7. Ramona Blvd. & Santa Anita Ave.
8. El Monte Trolley Station

Buses are:
Wheelchair accessible
Bicycle accessible

- **Fare: 5 years and older .50¢;**
  4 years and under are free with each paying adult (two maximum).

- **Trolley Tokens** are sold in Value Packs to provide greater savings to our riders.

  - $20 Value Pack - 44 tokens ($22 Value)
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City of El Monte

Transportation Services Division

Red Route

Monday - Sunday

DAYS OF SERVICE	Trolley Station	Valley Blvd. & Arden	Bisby & Arden	Arden Way & Lower Azusa	Lower Azusa & Cedar	Hemlock & Peck	McGirk & Cypress	Tyler & Valley Mall	Ramona & Santa Anita	Trolley Station
Monday - Friday	6:00 a	6:04 a	6:07 a	6:11 a	6:18 a	6:23 a	6:27 a	6:32 a	6:36 a	6:40 a
Monday - Friday	6:50 a	6:54 a	6:57 a	7:01 a	7:08 a	7:13 a	7:17 a	7:22 a	7:26 a	7:30 a
Monday - Friday	7:40 a	7:44 a	7:47 a	7:51 a	7:58 a	8:03 a	8:07 a	8:12 a	8:16 a	8:20 a
Monday - Friday	8:30 a	8:34 a	8:37 a	8:41 a	8:48 a	8:53 a	8:57 a	9:02 a	9:06 a	9:10 a
Monday – Sat./Sun.	**9:20 a**	**9:24 a**	**9:27 a**	**9:31 a**	**9:38 a**	**9:43 a**	**9:47 a**	**9:52 a**	**9:56 a**	**10:00 a**
Monday – Sat./Sun.	**10:10 a**	**10:14 a**	**10:17 a**	**10:21 a**	**10:28 a**	**10:33 a**	**10:37 a**	**10:42 a**	**10:46 a**	**10:50 a**
Monday - Sat./Sun.	**11:00 a**	**11:04 a**	**11:07 a**	**11:11 a**	**11:18 a**	**11:23 a**	**11:27 a**	**11:32 a**	**11:36 a**	**11:40 a**
Monday - Sat./Sun.	**11:50 a**	**11:54 a**	**11:57 a**	**12:01 p**	**12:08 p**	**12:13 p**	**12:17 p**	**12:22 p**	**12:26 p**	**12:30 p**
Monday - Sat./Sun.	**12:40 p**	**12:44 p**	**12:47 p**	**12:51 p**	**12:58 p**	**1:03 p**	**1:07 p**	**1:12 p**	**1:16 p**	**1:20 p**
Monday - Sat./Sun.	**1:30 p**	**1:34 p**	**1:37 p**	**1:41 p**	**1:48 p**	**1:53 p**	**1:57 p**	**2:02 p**	**2:06 p**	**2:10 p**
Monday - Sat./Sun.	**2:20 p**	**2:24 p**	**2:27 p**	**2:31 p**	**2:38 p**	**2:43 p**	**2:47 p**	**2:52 p**	**2:56 p**	**3:00 p**
Monday - Sat./Sun.	**3:10 p**	**3:14 p**	**3:17 p**	**3:21p**	**3:28 p**	**3:33 p**	**3:37 p**	**3:42 p**	**3:46 p**	**3:50 p**
Monday - Sat./Sun.	**4:00 p**	**4:04 p**	**4:07 p**	**4:11 p**	**4:18 p**	**4:23 p**	**4:27 p**	**4:32 p**	**4:36 p**	**4:40 p**
Monday - Sat./Sun.	**4:50 p**	**4:54 p**	**4:57 p**	**5:01 p**	**5:08 p**	**5:13 p**	**5:17 p**	**5:22 p**	**5:26 p**	**5:30 p**
Monday - Sat./Sun.	**5:40 p**	**5:44 p**	**5:47 p**	**5:51 p**	**5:58 p**	**6:03 p**	**6:07 p**	**6:12 p**	**6:16 p**	**6:20 p**
Monday - Friday	6:30 p	6:34 p	6:37 p	6:41 p	6:48 p	6:53 p	6:57 p	7:02 p	7:06 p	7:10 p

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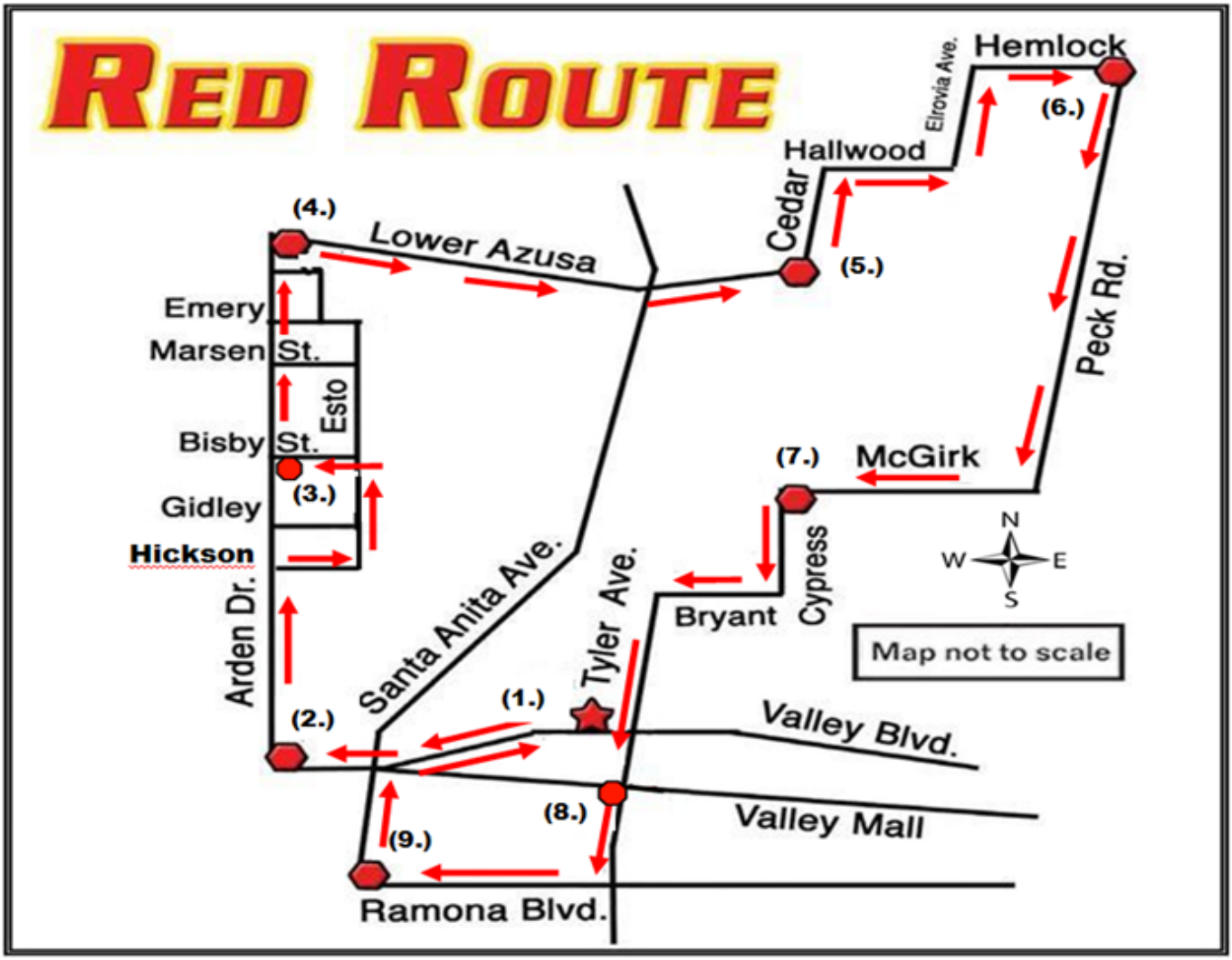
Rev. 9/21

Map is on back.



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3. Bisby & Arden Dr.
4. Arden Way & Lower Azusa Rd.
5. Lower Azusa Rd. & Cedar Ave.
6. Hemlock St. & Peck Rd.
7. McGirk Ave. & Cypress Ave.
8. Tyler Ave. & Valley Mall
9. Ramona Blvd. & Santa Anita Ave.
10. El Monte Trolley Station

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APPENDIX C

EXISTING TRAFFIC COUNT DATA

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Valley Blvd

File Name : H2208012
Site Code : 00000000
Start Date : 8/24/2022
Page No : 1

Groups Printed- Turning Movements

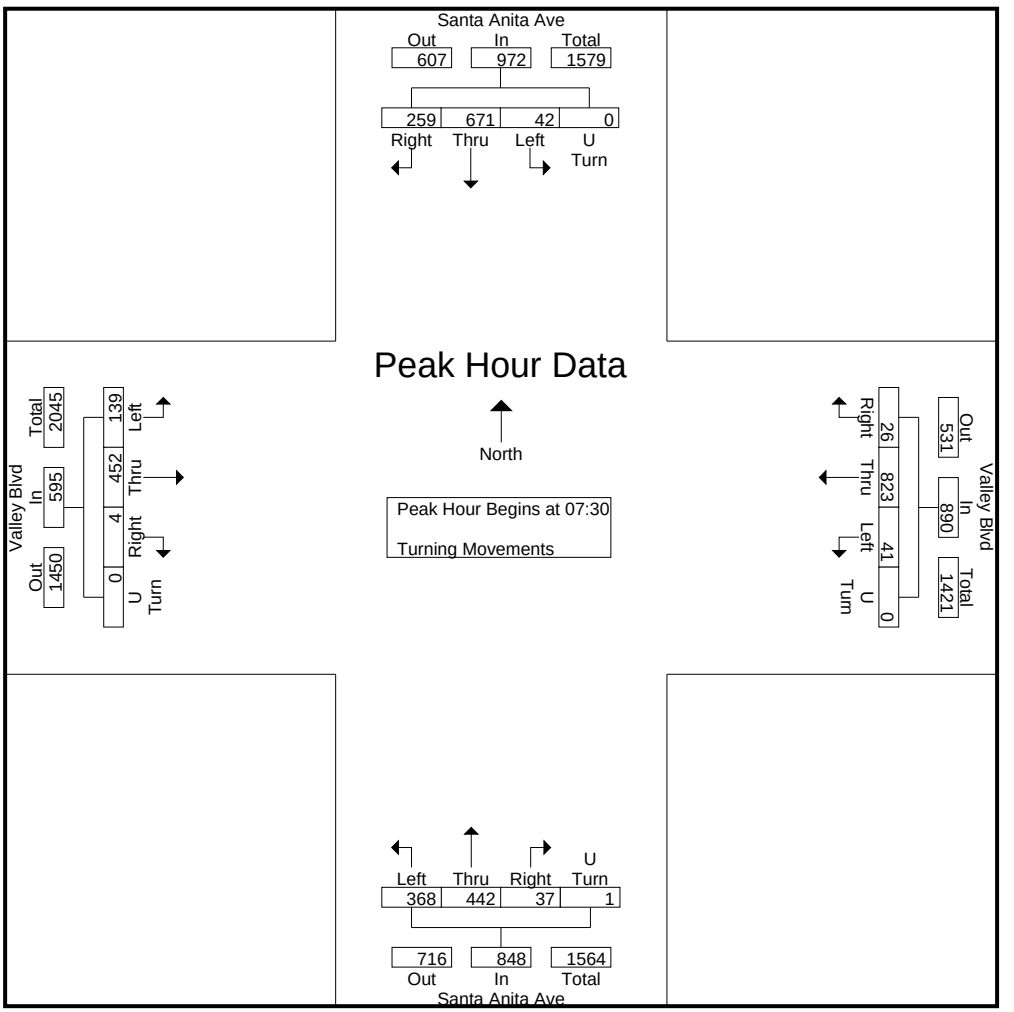
	Santa Anita Ave Southbound				Valley Blvd Westbound				Santa Anita Ave Northbound				Valley Blvd Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	41	130	1	0	6	116	8	0	3	82	61	0	0	40	17	0	505
07:15	44	167	5	0	16	169	14	0	5	93	89	0	0	64	17	0	683
07:30	74	149	9	0	8	223	9	0	8	119	102	1	2	101	37	0	842
07:45	79	167	14	0	6	250	8	0	9	108	112	0	0	121	40	0	914
Total	238	613	29	0	36	758	39	0	25	402	364	1	2	326	111	0	2944
08:00	60	207	13	0	3	170	9	0	13	122	80	0	0	94	37	0	808
08:15	46	148	6	0	9	180	15	0	7	93	74	0	2	136	25	0	741
08:30	63	156	7	0	9	181	11	0	10	112	90	0	4	90	34	0	767
08:45	50	146	10	1	8	160	17	0	16	116	89	1	1	87	26	0	728
Total	219	657	36	1	29	691	52	0	46	443	333	1	7	407	122	0	3044
16:00	33	109	2	1	6	110	15	0	13	153	85	0	1	159	51	0	738
16:15	43	117	8	0	13	134	21	0	18	156	70	1	0	147	46	0	774
16:30	38	139	8	0	13	114	18	0	10	182	76	0	2	182	68	0	850
16:45	28	117	9	0	20	157	19	0	10	155	67	0	1	176	63	0	822
Total	142	482	27	1	52	515	73	0	51	646	298	1	4	664	228	0	3184
17:00	42	122	8	0	11	123	27	0	12	164	77	0	2	170	76	0	834
17:15	31	111	14	0	16	141	15	0	7	177	86	0	1	181	73	0	853
17:30	40	122	10	0	8	144	20	0	9	163	74	0	1	141	62	0	794
17:45	25	115	9	0	8	148	20	1	10	199	109	0	0	170	48	0	862
Total	138	470	41	0	43	556	82	1	38	703	346	0	4	662	259	0	3343
Grand Total	737	2222	133	2	160	2520	246	1	160	2194	1341	3	17	2059	720	0	12515
Apprch %	23.8	71.8	4.3	0.1	5.5	86.1	8.4	0	4.3	59.3	36.3	0.1	0.6	73.6	25.8	0	
Total %	5.9	17.8	1.1	0	1.3	20.1	2	0	1.3	17.5	10.7	0	0.1	16.5	5.8	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Valley Blvd

File Name : H2208012
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Valley Blvd Westbound					Santa Anita Ave Northbound					Valley Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	74	149	9	0	232	8	223	9	0	240	8	119	102	**1**	**230**	**2**					
07:45	**79**	**167**	**14**	**0**	**260**	**6**	**250**	8	0	**264**	9	108	**112**	**0**	**229**	**0**	**121**	**40**	**0**	**161**	**914**
08:00	60	**207**	13	0	**280**	3	170	9	0	182	**13**	**122**	80	0	215	0	94	37	0	131	808
08:15	46	148	6	0	200	**9**		**15**									**136**	25	0	**163**	741
Total Volume	259	671	42	0	972	26	823	41	0	890	37	442	368	1	848	4	452	139	0	595	3305
% App. Total	26.6	69	4.3	0		2.9	92.5	4.6	0		4.4	52.1	43.4	0.1		0.7	76	23.4	0		
PHF	.820	.810	.750	.000	.868	.722	.823	.683	.000	.843	.712	.906	.821	.250	.922	.500	.831	.869	.000	.913	.904

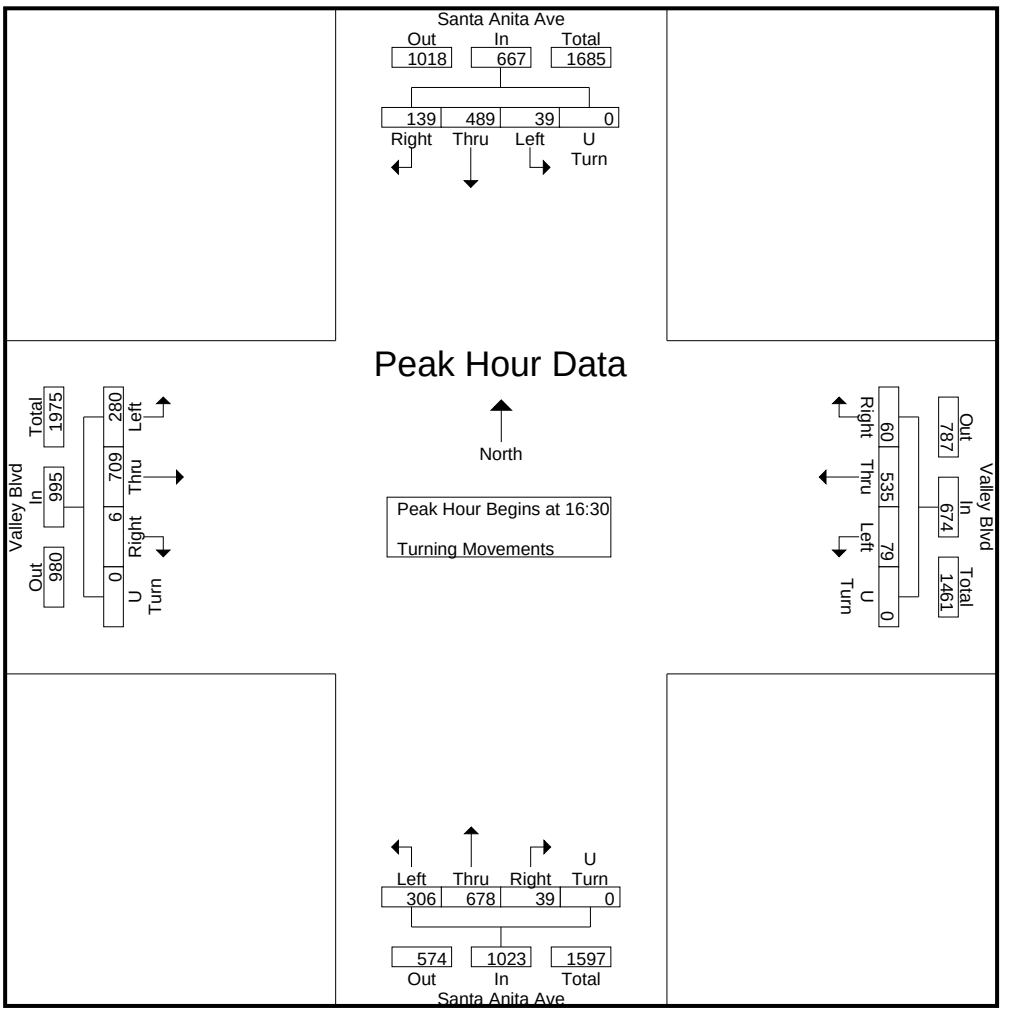


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Valley Blvd

File Name : H2208012
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Valley Blvd Westbound					Santa Anita Ave Northbound					Valley Blvd Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	38	**139**	8	0	**185**	13	114	18	0	145	10	**182**	76	0	268	**2**	**182**	68	0	252	850
16:45	28	117	9	0	154	**20**	**157**	19	0	**196**	10	155	67	0	232	1	176	63	0	240	822
17:00	**42**							**27**			**12**							**76**			
17:15	**31**	**111**	**14**	**0**	**156**	**16**	**141**	**15**	**0**	**172**	**7**	**177**	**86**	**0**	**270**	1	181	73	0	**255**	**853**
Total Volume	139	489	39	0	667	60	535	79	0	674	39	678	306	0	1023	6	709	280	0	995	3359
% App. Total	20.8	73.3	5.8	0		8.9	79.4	11.7	0		3.8	66.3	29.9	0		0.6	71.3	28.1	0		
PHF	.827	.879	.696	.000	.901	.750	.852	.731	.000	.860	.813	.931	.890	.000	.947	.750	.974	.921	.000	.975	.984



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Main St

File Name : H2208013
Site Code : 00000000
Start Date : 8/24/2022

Groups Printed- Turning Movements

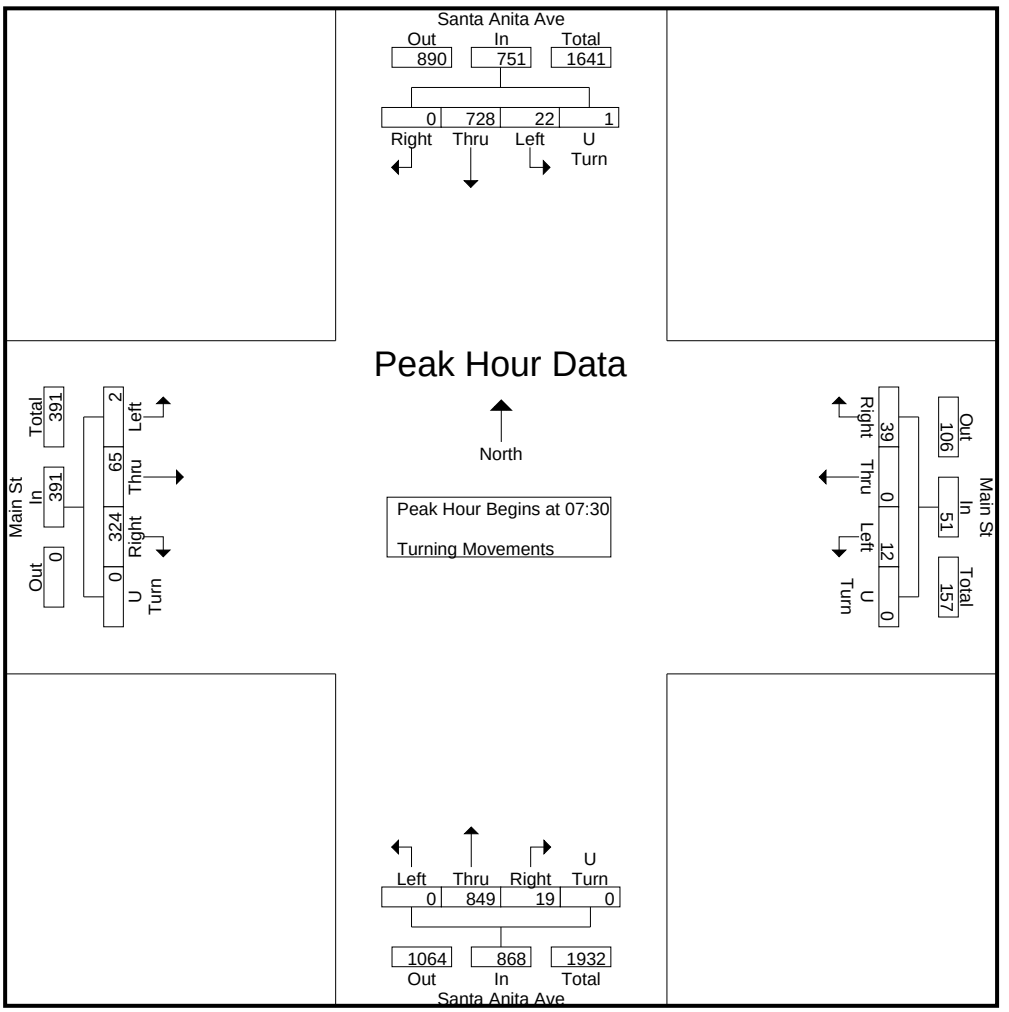
	Santa Anita Ave Southbound				Main St Westbound				Santa Anita Ave Northbound				Main St Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	117	5	0	6	0	2	0	1	125	0	0	41	5	0	0	302
07:15	0	142	3	0	4	0	2	0	3	167	0	0	55	8	1	0	385
07:30	0	177	5	0	7	0	3	0	4	212	0	0	77	10	1	0	496
07:45	0	199	7	1	10	0	2	0	5	251	0	0	78	16	0	0	569
Total	0	635	20	1	27	0	9	0	13	755	0	0	251	39	2	0	1752
08:00	0	165	6	0	9	0	2	0	4	218	0	0	87	18	1	0	510
08:15	0	187	4	0	13	0	5	0	6	168	0	0	82	21	0	0	486
08:30	0	161	6	0	4	0	3	0	8	211	0	0	84	14	1	0	492
08:45	0	172	9	0	4	0	1	0	4	201	0	0	67	19	0	0	477
Total	0	685	25	0	30	0	11	0	22	798	0	0	320	72	2	0	1965
16:00	0	163	5	0	26	0	2	0	14	214	0	0	71	22	1	0	518
16:15	0	122	6	0	22	0	4	0	9	216	0	0	64	29	2	0	474
16:30	0	137	4	1	17	0	1	0	6	223	0	0	93	25	6	0	513
16:45	0	120	3	1	15	0	1	0	9	234	0	0	84	21	3	0	491
Total	0	542	18	2	80	0	8	0	38	887	0	0	312	97	12	0	1996
17:00	0	147	7	0	19	0	7	0	12	272	0	0	93	20	4	0	581
17:15	0	143	8	0	18	0	5	0	5	222	0	0	98	24	0	0	523
17:30	0	118	7	0	14	0	7	0	8	230	0	0	82	30	1	0	497
17:45	0	119	4	0	12	0	3	0	13	283	0	0	83	35	4	0	556
Total	0	527	26	0	63	0	22	0	38	1007	0	0	356	109	9	0	2157
Grand Total	0	2389	89	3	200	0	50	0	111	3447	0	0	1239	317	25	0	7870
Apprch %	0	96.3	3.6	0.1	80	0	20	0	3.1	96.9	0	0	78.4	20.1	1.6	0	
Total %	0	30.4	1.1	0	2.5	0	0.6	0	1.4	43.8	0	0	15.7	4	0.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Main St

File Name : H2208013
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Main St Westbound					Santa Anita Ave Northbound					Main St Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	177	5	0	182	7	0	3	0	10	4	212	0	0	216	77	10	**1**			
07:45	**0**	**199**	**7**	**1**	**207**	10	0	2	0	12	5	**251**	0	0	**256**	78	16	0	0	94	**569**
08:00	0	165	6	0	171	9	0	2	0	11	4	218	0	0	222	**87**				**106**	510
08:15	0	187	4	0	191	**13**		**5**		**18**	**6**						**21**	0	0	103	486
Total Volume	0	728	22	1	751	39	0	12	0	51	19	849	0	0	868	324	65	2	0	391	2061
% App. Total	0	96.9	2.9	0.1		76.5	0	23.5	0		2.2	97.8	0	0		82.9	16.6	0.5	0		
PHF	.000	.915	.786	.250	.907	.750	.000	.600	.000	.708	.792	.846	.000	.000	.848	.931	.774	.500	.000	.922	.906

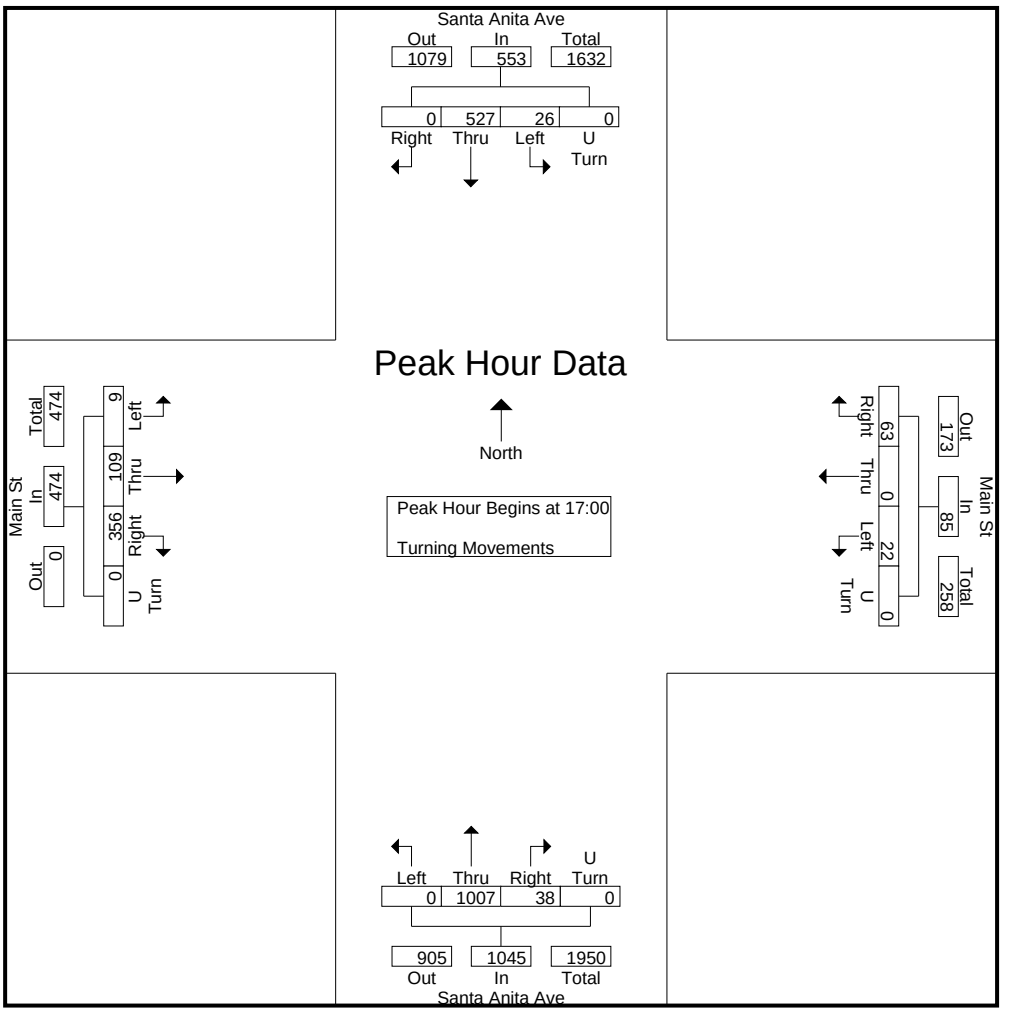


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Main St

File Name : H2208013
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Main St Westbound					Santa Anita Ave Northbound					Main St Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	**147**	7	0	**154**	**19**		**7**		**26**	12	272	0	0	284	93	20	**4**			**581**
17:15	0	143	**8**													**98**				**122**	523
17:30	0	118	7	0	125	14	0	7	0	21	8	230	0	0	238	82	30	1	0	113	497
17:45	0	119	4	0	123	12	0	3	0	15	**13**	**283**	0	0	**296**	83	**35**	4	0	122	556
Total Volume	0	527	26	0	553	63	0	22	0	85	38	1007	0	0	1045	356	109	9	0	474	2157
% App. Total	0	95.3	4.7	0		74.1	0	25.9	0		3.6	96.4	0	0		75.1	23	1.9	0		
PHF	.000	.896	.813	.000	.898	.829	.000	.786	.000	.817	.731	.890	.000	.000	.883	.908	.779	.563	.000	.971	.928



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: MTA, Ramona Blvd

File Name : H2208014
Site Code : 00000000
Start Date : 8/24/2022
Page No : 1

Groups Printed- Turning Movements

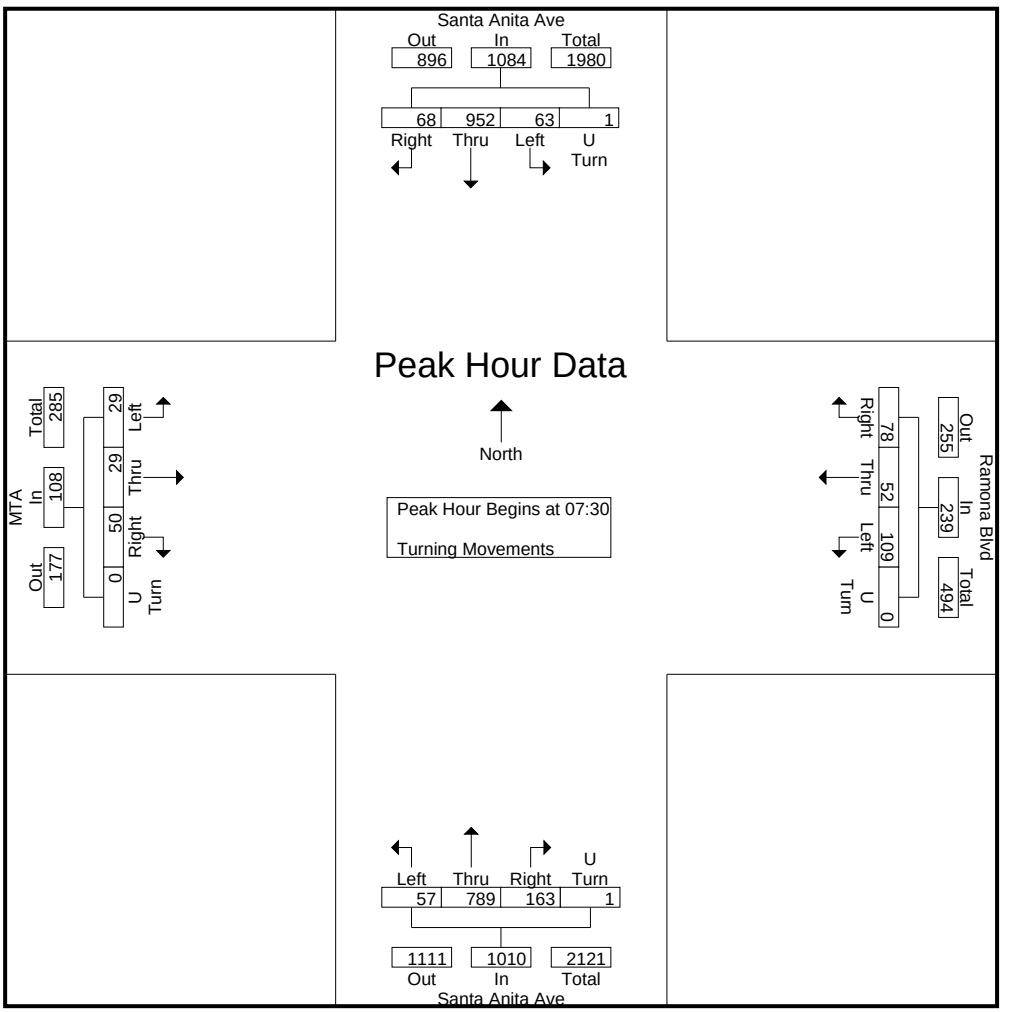
	Santa Anita Ave Southbound				Ramona Blvd Westbound				Santa Anita Ave Northbound				MTA Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	20	141	6	0	12	23	15	0	21	112	23	0	13	5	13	0	404
07:15	15	183	12	0	8	19	29	0	39	190	17	0	15	8	4	0	539
07:30	15	227	20	0	18	13	27	0	37	213	18	1	7	5	11	0	612
07:45	25	238	17	0	32	14	35	0	40	196	15	0	18	8	11	0	649
Total	75	789	55	0	70	69	106	0	137	711	73	1	53	26	39	0	2204
08:00	14	232	11	0	13	12	24	0	35	191	13	0	17	7	4	0	573
08:15	14	255	15	1	15	13	23	0	51	189	11	0	8	9	3	0	607
08:30	6	211	15	0	16	12	29	0	27	204	7	0	14	4	6	0	551
08:45	9	179	10	0	11	13	25	0	26	203	9	0	10	6	4	0	505
Total	43	877	51	1	55	50	101	0	139	787	40	0	49	26	17	0	2236
16:00	7	183	10	0	15	8	26	0	31	224	5	0	14	11	10	0	544
16:15	8	171	20	0	10	6	29	0	31	226	14	0	12	8	6	0	541
16:30	12	225	13	2	19	10	39	0	28	210	11	0	18	8	9	0	604
16:45	9	192	14	0	14	4	27	0	32	247	13	1	15	23	9	0	600
Total	36	771	57	2	58	28	121	0	122	907	43	1	59	50	34	0	2289
17:00	8	240	15	1	11	7	27	0	41	233	18	0	13	13	10	0	637
17:15	10	198	19	0	10	10	22	0	37	201	16	0	27	33	22	0	605
17:30	8	194	18	0	12	10	28	0	44	226	10	0	15	23	14	0	602
17:45	8	165	29	0	20	10	21	0	50	283	21	1	25	22	15	0	670
Total	34	797	81	1	53	37	98	0	172	943	65	1	80	91	61	0	2514
Grand Total	188	3234	244	4	236	184	426	0	570	3348	221	3	241	193	151	0	9243
Apprch %	5.1	88.1	6.6	0.1	27.9	21.7	50.4	0	13.8	80.8	5.3	0.1	41.2	33	25.8	0	
Total %	2	35	2.6	0	2.6	2	4.6	0	6.2	36.2	2.4	0	2.6	2.1	1.6	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: MTA, Ramona Blvd

File Name : H2208014
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Ramona Blvd Westbound					Santa Anita Ave Northbound					MTA Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	15	227	**20**									**213**	**18**	**1**	**269**	7	5	**11**			
07:45	**25**	**238**	**17**	**0**	**280**	**32**	**14**	**35**	**0**	**81**	40	196	15	0	251	**18**	**8**	**11**	**0**	**37**	**649**
08:00	14	232	11	0	257	13	12	24	0	49	35	191	13	0	239	17	7	4	0	28	573
08:15	14	**255**	15	**1**	**285**	15	13	23	0	51	**51**						**9**	3	0	20	607
Total Volume	68	952	63	1	1084	78	52	109	0	239	163	789	57	1	1010	50	29	29	0	108	2441
% App. Total	6.3	87.8	5.8	0.1		32.6	21.8	45.6	0		16.1	78.1	5.6	0.1		46.3	26.9	26.9	0		
PHF	.680	.933	.788	.250	.951	.609	.929	.779	.000	.738	.799	.926	.792	.250	.939	.694	.806	.659	.000	.730	.940

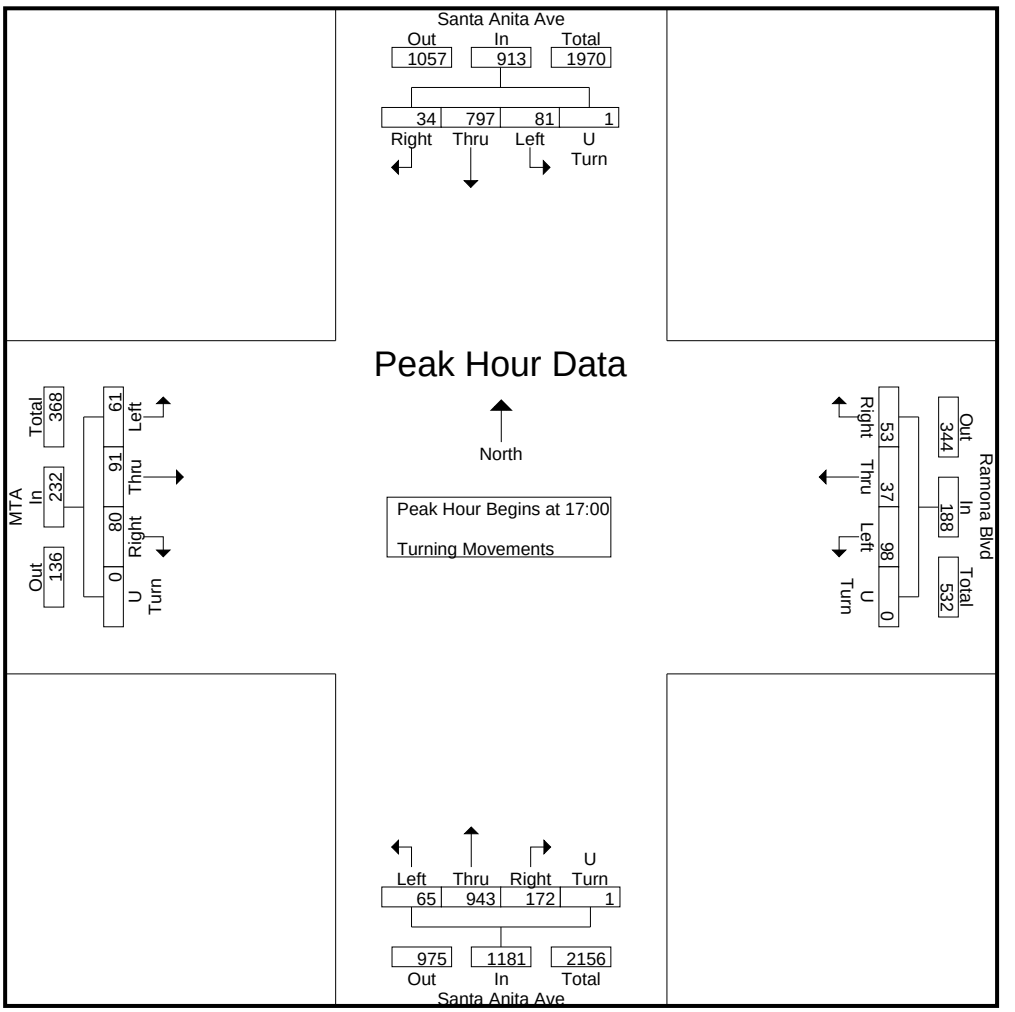


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: MTA, Ramona Blvd

File Name : H2208014
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Ramona Blvd Westbound					Santa Anita Ave Northbound					MTA Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	8	**240**	15	**1**	**264**	11	7	27	0	45	41	233	18	0	292	13	13	10	0	36	637
17:15	**10**						**10**	22	0	42	37	201	16	0	254	**27**	**33**	**22**		**82**	605
17:30	8	194	18	0	220	12	10	**28**													
17:45	**8**	**165**	**29**	**0**	**202**	**20**	**10**	**21**	**0**	**51**	**50**	**283**	**21**	**1**	**355**	25	22	15	0	62	**670**
Total Volume	34	797	81	1	913	53	37	98	0	188	172	943	65	1	1181	80	91	61	0	232	2514
% App. Total	3.7	87.3	8.9	0.1		28.2	19.7	52.1	0		14.6	79.8	5.5	0.1		34.5	39.2	26.3	0		
PHF	.850	.830	.698	.250	.865	.663	.925	.875	.000	.922	.860	.833	.774	.250	.832	.741	.689	.693	.000	.707	.938



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: El Monte Busway

File Name : H2208015
Site Code : 00000000
Start Date : 8/24/2022

Groups Printed- Turning Movements

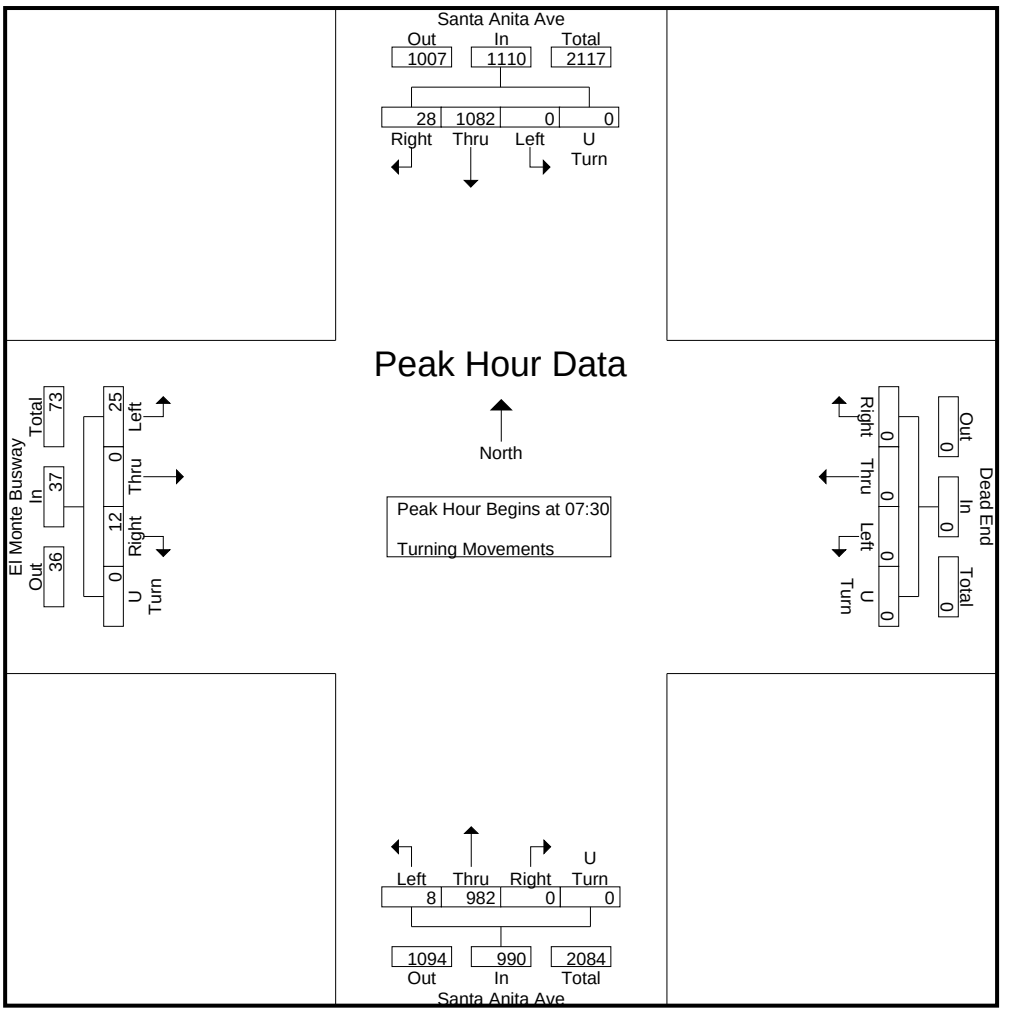
	Santa Anita Ave Southbound				Dead End Westbound				Santa Anita Ave Northbound				El Monte Busway Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	5	168	0	0	0	0	0	0	0	165	2	0	4	0	7	0	351
07:15	6	217	0	0	0	0	0	0	0	220	5	0	3	0	4	0	455
07:30	11	262	0	0	0	0	0	0	0	276	1	0	3	0	9	0	562
07:45	5	275	0	0	0	0	0	0	0	249	1	0	4	0	4	0	538
Total	27	922	0	0	0	0	0	0	0	910	9	0	14	0	24	0	1906
08:00	7	262	0	0	0	0	0	0	0	217	2	0	3	0	7	0	498
08:15	5	283	0	0	0	0	0	0	0	240	4	0	2	0	5	0	539
08:30	9	250	0	0	0	0	0	0	0	237	1	0	3	0	9	0	509
08:45	4	238	0	0	0	0	0	0	0	245	6	0	4	0	3	0	500
Total	25	1033	0	0	0	0	0	0	0	939	13	0	12	0	24	0	2046
16:00	4	208	0	0	0	0	0	0	0	281	2	0	6	0	6	0	507
16:15	12	205	0	0	0	0	0	0	0	240	6	0	1	0	11	0	475
16:30	4	251	0	0	0	0	0	0	0	305	4	0	3	0	7	0	574
16:45	7	260	0	0	0	0	0	0	0	329	3	1	3	0	3	0	606
Total	27	924	0	0	0	0	0	0	0	1155	15	1	13	0	27	0	2162
17:00	5	308	0	0	0	0	0	0	0	286	4	0	3	0	8	0	614
17:15	6	242	0	0	0	0	0	0	0	285	1	0	4	0	5	0	543
17:30	8	217	0	0	0	0	0	0	0	316	1	0	3	0	8	0	553
17:45	3	195	0	0	0	0	0	0	0	303	1	0	1	0	6	0	509
Total	22	962	0	0	0	0	0	0	0	1190	7	0	11	0	27	0	2219
Grand Total	101	3841	0	0	0	0	0	0	0	4194	44	1	50	0	102	0	8333
Apprch %	2.6	97.4	0	0	0	0	0	0	0	98.9	1	0	32.9	0	67.1	0	
Total %	1.2	46.1	0	0	0	0	0	0	0	50.3	0.5	0	0.6	0	1.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: El Monte Busway

File Name : H2208015
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Dead End Westbound					Santa Anita Ave Northbound					El Monte Busway Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**11**											**276**	1	0	**277**	3	0	**9**		**12**	**562**
07:45	5	275	0	0	280	0	0	0	0	0	0	249	1	0	250	**4**					
08:00	**7**	**262**	**0**	**0**	**269**	**0**	**0**	**0**	**0**	**0**	**0**	**217**	**2**	**0**	**219**	**3**	**0**	**7**	**0**	**10**	**498**
08:15	**5**	**283**	0	0	**288**	0	0	0	0	0	0	240	**4**	**0**	**244**	**2**	**0**	**5**	**0**	**7**	**539**
Total Volume	28	1082	0	0	1110	0	0	0	0	0	0	982	8	0	990	12	0	25	0	37	2137
% App. Total	2.5	97.5	0	0		0	0	0	0		0	99.2	0.8	0		32.4	0	67.6	0		
PHF	.636	.956	.000	.000	.964	.000	.000	.000	.000	.000	.000	.889	.500	.000	.894	.750	.000	.694	.000	.771	.951

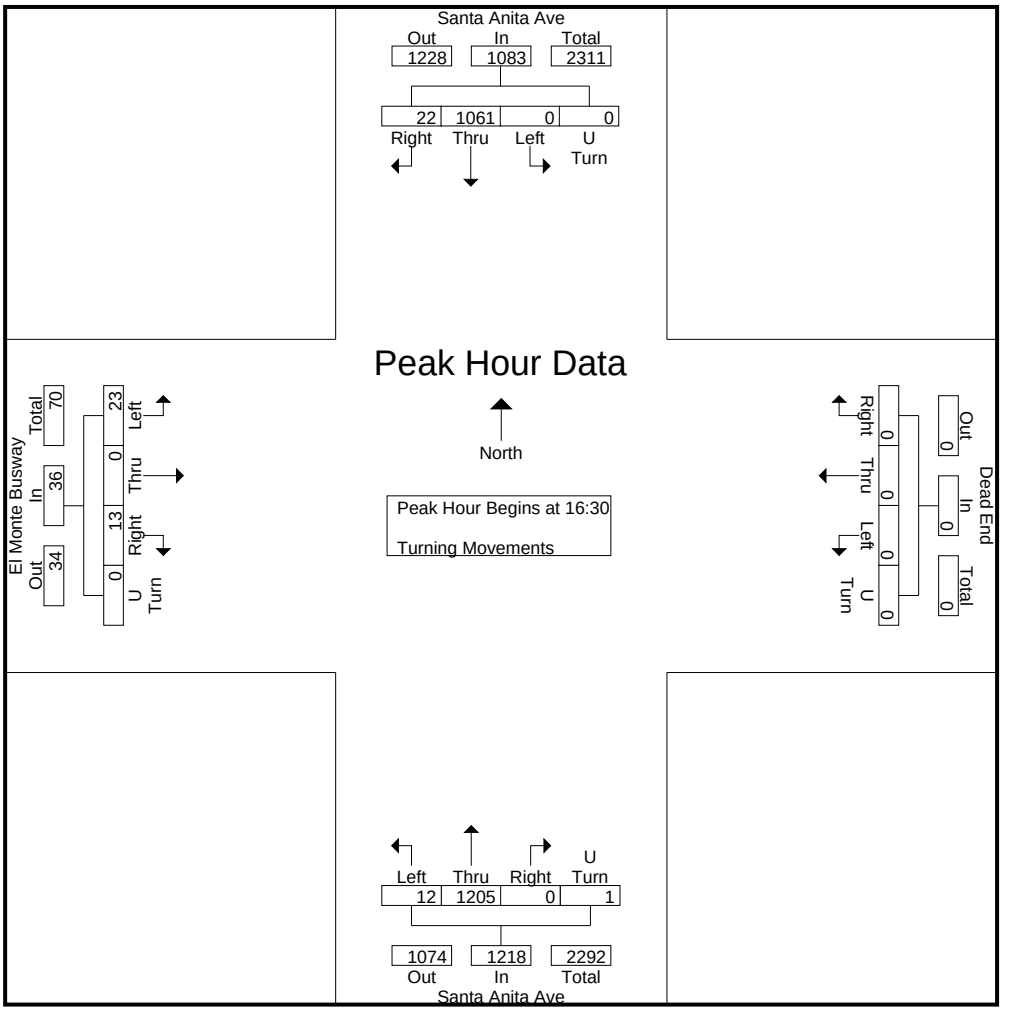


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: El Monte Busway

File Name : H2208015
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Dead End Westbound					Santa Anita Ave Northbound					El Monte Busway Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	4	251	0	0	255	0	0	0	0	0	0	305	**4**								
16:45	**7**	**260**	**0**	**0**	**267**	**0**	**0**	**0**	**0**	**0**	**0**	**329**	3	**1**	**333**	3	0	3	0	6	606
17:00	5	**308**	0	0	**313**	0	0	0	0	0	0	286	4	0	290	3	0	**8**		**11**	**614**
17:15	6	242	0	0	248	0	0	0	0	0	0	285	1	0	286	**4**					
Total Volume	22	1061	0	0	1083	0	0	0	0	0	0	1205	12	1	1218	13	0	23	0	36	2337
% App. Total	2	98	0	0		0	0	0	0		0	98.9	1	0.1		36.1	0	63.9	0		
PHF	.786	.861	.000	.000	.865	.000	.000	.000	.000	.000	.000	.916	.750	.250	.914	.813	.000	.719	.000	.818	.952



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Amador St

File Name : H2208016
Site Code : 00000000
Start Date : 8/24/2022

Groups Printed- Turning Movements

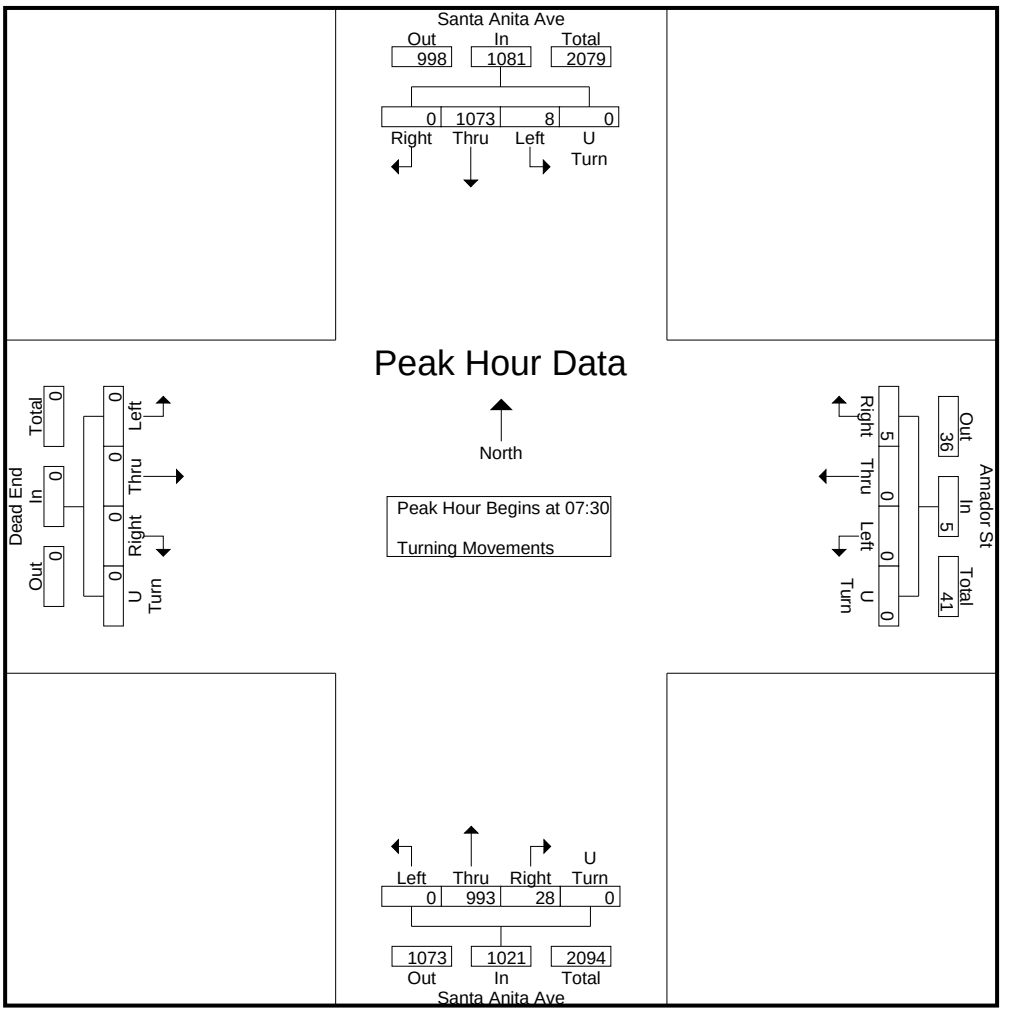
	Santa Anita Ave Southbound				Amador St Westbound				Santa Anita Ave Northbound				Dead End Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	175	0	1	2	0	0	0	3	154	0	0	0	0	0	0	335
07:15	0	237	0	0	1	0	0	0	3	217	0	0	0	0	0	0	458
07:30	0	238	1	0	1	0	0	0	9	274	0	0	0	0	0	0	523
07:45	0	280	4	0	1	0	0	0	8	260	0	0	0	0	0	0	553
Total	0	930	5	1	5	0	0	0	23	905	0	0	0	0	0	0	1869
08:00	0	271	2	0	2	0	0	0	5	215	0	0	0	0	0	0	495
08:15	0	284	1	0	1	0	0	0	6	244	0	0	0	0	0	0	536
08:30	0	254	3	0	1	0	0	0	3	246	0	0	0	0	0	0	507
08:45	0	241	0	0	1	0	0	0	3	243	0	0	0	0	0	0	488
Total	0	1050	6	0	5	0	0	0	17	948	0	0	0	0	0	0	2026
16:00	0	217	0	0	0	0	0	0	8	255	0	1	0	0	0	0	481
16:15	0	181	0	0	5	0	1	0	2	263	0	0	0	0	0	0	452
16:30	0	283	1	0	1	0	0	0	6	256	0	0	0	0	0	0	547
16:45	0	223	1	0	0	0	1	0	8	283	0	0	0	0	0	0	516
Total	0	904	2	0	6	0	2	0	24	1057	0	1	0	0	0	0	1996
17:00	0	266	0	0	0	0	0	0	4	293	0	0	0	0	0	0	563
17:15	0	260	1	0	1	0	0	0	9	254	0	0	0	0	0	0	525
17:30	0	237	0	0	1	0	0	0	4	284	0	0	0	0	0	0	526
17:45	0	214	0	0	1	0	0	0	8	341	0	0	0	0	0	0	564
Total	0	977	1	0	3	0	0	0	25	1172	0	0	0	0	0	0	2178
Grand Total	0	3861	14	1	19	0	2	0	89	4082	0	1	0	0	0	0	8069
Apprch %	0	99.6	0.4	0	90.5	0	9.5	0	2.1	97.8	0	0	0	0	0	0	
Total %	0	47.8	0.2	0	0.2	0	0	0	1.1	50.6	0	0	0	0	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Amador St

File Name : H2208016
Site Code : 00000000
Start Date : 8/24/2022
Page No : 2

	Santa Anita Ave Southbound					Amador St Westbound					Santa Anita Ave Northbound					Dead End Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	238	1	0	239	1	0	0	0	1	**9**	**274**	0	0	**283**	0	0	0	0	0	523
07:45	0	280	**4**																		**553**
08:00	0	271	2	0	273	**2**				**2**	5	215	0	0	220	0	0	0	0	0	495
08:15	0	**284**	1	0	**285**	1	0	0	0	1	6	244	0	0	250	0	0	0	0	0	536
Total Volume	0	1073	8	0	1081	5	0	0	0	5	28	993	0	0	1021	0	0	0	0	0	2107
% App. Total	0	99.3	0.7	0		100	0	0	0		2.7	97.3	0	0		0	0	0	0		
PHF	.000	.945	.500	.000	.948	.625	.000	.000	.000	.625	.778	.906	.000	.000	.902	.000	.000	.000	.000	.000	.953

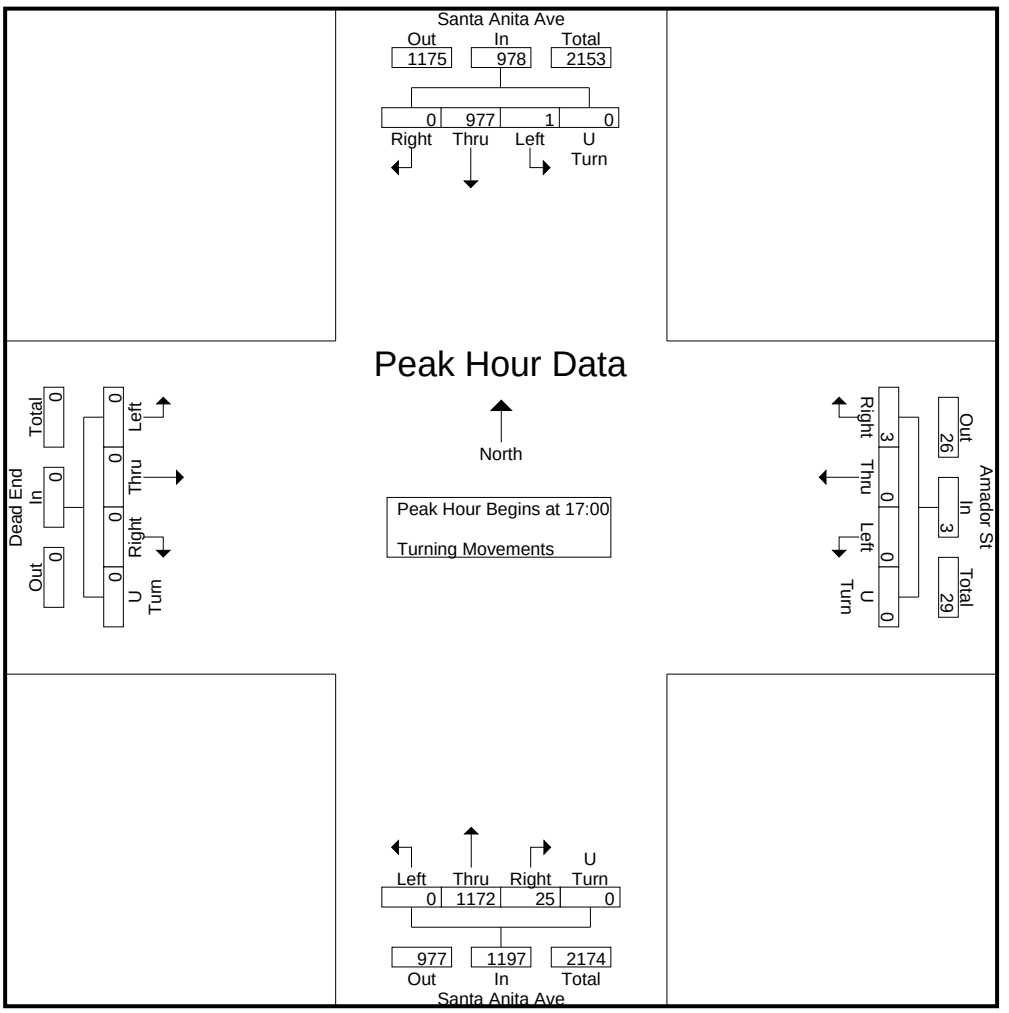


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Amador St

File Name : H2208016
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Amador St Westbound					Santa Anita Ave Northbound					Dead End Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	**266**	0	0	**266**	0	0	0	0	0	4	293	0	0	297	0	0	0	0	0	563
17:15	0	260	**1**			**1**				**1**	**9**										
17:30	**0**	**237**	**0**	**0**	**237**	**1**	**0**	**0**	**0**	**1**	**4**	**284**	**0**	**0**	**288**	**0**	**0**	**0**	**0**	**0**	**526**
17:45	**0**	**214**	**0**	**0**	**214**	**1**	**0**	**0**	**0**	**1**	**8**	**341**	0	0	**349**	0	0	0	0	0	**564**
Total Volume	0	977	1	0	978	3	0	0	0	3	25	1172	0	0	1197	0	0	0	0	0	2178
% App. Total	0	99.9	0.1	0		100	0	0	0		2.1	97.9	0	0		0	0	0	0		
PHF	.000	.918	.250	.000	.919	.750	.000	.000	.000	.750	.694	.859	.000	.000	.857	.000	.000	.000	.000	.000	.965



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 WB On Ramp,Brockway

File Name : H2208017
Site Code : 00000000
Start Date : 8/24/2022

Groups Printed- Turning Movements

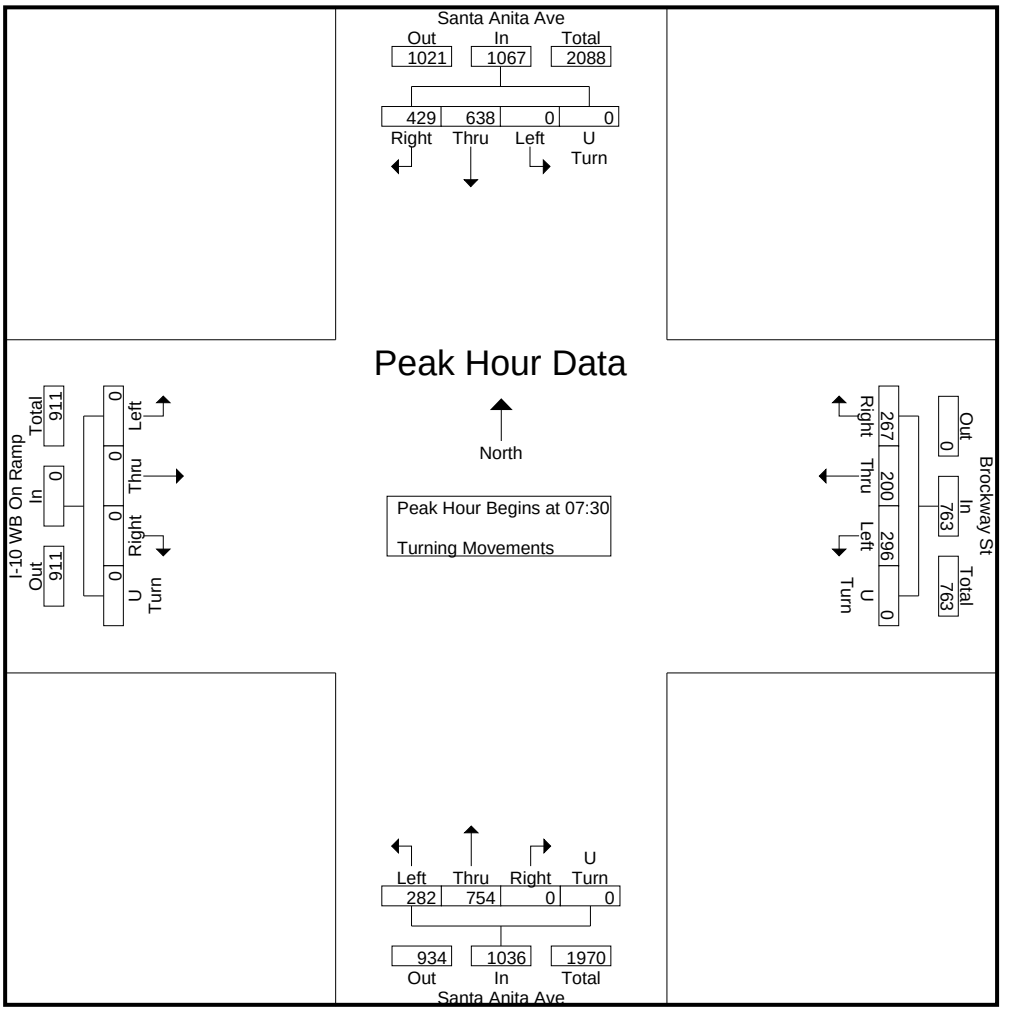
	Santa Anita Ave Southbound				Brockway St Westbound				Santa Anita Ave Northbound				I-10 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	73	96	0	0	61	50	72	0	0	93	43	0	0	0	0	0	488
07:15	103	110	0	0	72	59	74	0	0	159	75	0	0	0	0	0	652
07:30	104	155	0	0	89	50	69	0	0	190	72	0	0	0	0	0	729
07:45	113	162	0	0	64	64	76	0	0	198	66	0	0	0	0	0	743
Total	393	523	0	0	286	223	291	0	0	640	256	0	0	0	0	0	2612
08:00	106	168	0	0	47	50	73	0	0	169	82	0	0	0	0	0	695
08:15	106	153	0	0	67	36	78	0	0	197	62	0	0	0	0	0	699
08:30	109	187	0	0	61	43	81	0	0	177	49	0	0	0	0	0	707
08:45	89	145	0	0	79	50	95	0	0	162	67	0	0	0	0	0	687
Total	410	653	0	0	254	179	327	0	0	705	260	0	0	0	0	0	2788
16:00	73	142	0	0	57	35	70	0	0	212	68	0	0	0	0	0	657
16:15	77	121	0	0	57	37	90	0	0	206	77	0	0	0	0	0	665
16:30	103	182	0	0	53	63	70	0	0	209	48	0	0	0	0	0	728
16:45	68	169	0	0	55	37	82	0	0	244	78	0	0	0	0	0	733
Total	321	614	0	0	222	172	312	0	0	871	271	0	0	0	0	0	2783
17:00	123	156	0	0	52	67	73	0	0	234	92	0	0	0	0	0	797
17:15	83	198	0	0	44	45	92	0	0	228	77	0	0	0	0	0	767
17:30	75	154	0	0	57	49	88	0	0	234	68	0	0	0	0	0	725
17:45	79	152	0	0	73	32	89	0	0	278	87	0	0	0	0	0	790
Total	360	660	0	0	226	193	342	0	0	974	324	0	0	0	0	0	3079
Grand Total	1484	2450	0	0	988	767	1272	0	0	3190	1111	0	0	0	0	0	11262
Apprch %	37.7	62.3	0	0	32.6	25.3	42	0	0	74.2	25.8	0	0	0	0	0	
Total %	13.2	21.8	0	0	8.8	6.8	11.3	0	0	28.3	9.9	0	0	0	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 WB On Ramp,Brockway

File Name : H2208017
Site Code : 00000000
Start Date : 8/24/2022
Page No : 2

	Santa Anita Ave Southbound					Brockway St Westbound					Santa Anita Ave Northbound					I-10 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	104	155	0	0	259	**89**				**208**	0	190	72	0	262	0	0	0	0	0	729
07:45	**113**				**275**	64	**64**	76	0	204	0	**198**	66	0	**264**	0	0	0	0	0	**743**
08:00	106	**168**	0	0	274	47	50	73	0	170	0	169	**82**								
08:15	**106**	**153**	**0**	**0**	**259**	**67**	**36**	**78**	**0**	**181**	**0**	**197**	**62**	**0**	**259**	**0**	**0**	**0**	**0**	**0**	**699**
Total Volume	429	638	0	0	1067	267	200	296	0	763	0	754	282	0	1036	0	0	0	0	0	2866
% App. Total	40.2	59.8	0	0		35	26.2	38.8	0		0	72.8	27.2	0		0	0	0	0		
PHF	.949	.949	.000	.000	.970	.750	.781	.949	.000	.917	.000	.952	.860	.000	.981	.000	.000	.000	.000	.000	.964

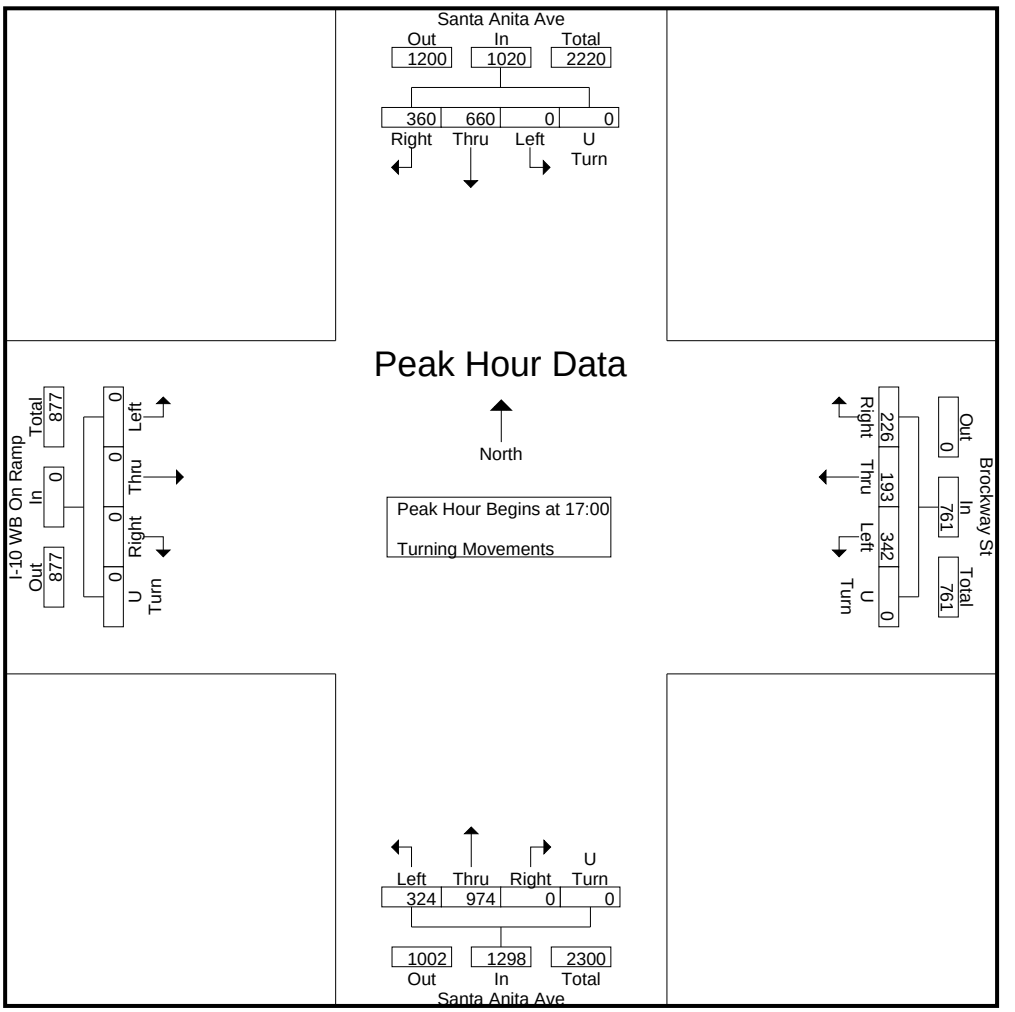


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 WB On Ramp,Brockway

File Name : H2208017
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Brockway St Westbound					Santa Anita Ave Northbound					I-10 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	**123**						**67**	73	0	192	0	234	**92**								**797**
17:15	83	**198**	0	0	**281**	44	45	**92**													
17:30	**75**	**154**	**0**	**0**	**229**	**57**	**49**	**88**	**0**	**194**	0	234	68	0	302	0	0	0	0	0	725
17:45	79	152	0	0	231	**73**						**278**	87	0	**365**	0	0	0	0	0	790
Total Volume	360	660	0	0	1020	226	193	342	0	761	0	974	324	0	1298	0	0	0	0	0	3079
% App. Total	35.3	64.7	0	0		29.7	25.4	44.9	0		0	75	25	0		0	0	0	0		
PHF	.732	.833	.000	.000	.907	.774	.720	.929	.000	.981	.000	.876	.880	.000	.889	.000	.000	.000	.000	.000	.966



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 EB Off Ramp,/Asher

File Name : H2208018
Site Code : 00000000
Start Date : 8/24/2022

Groups Printed- Turning Movements

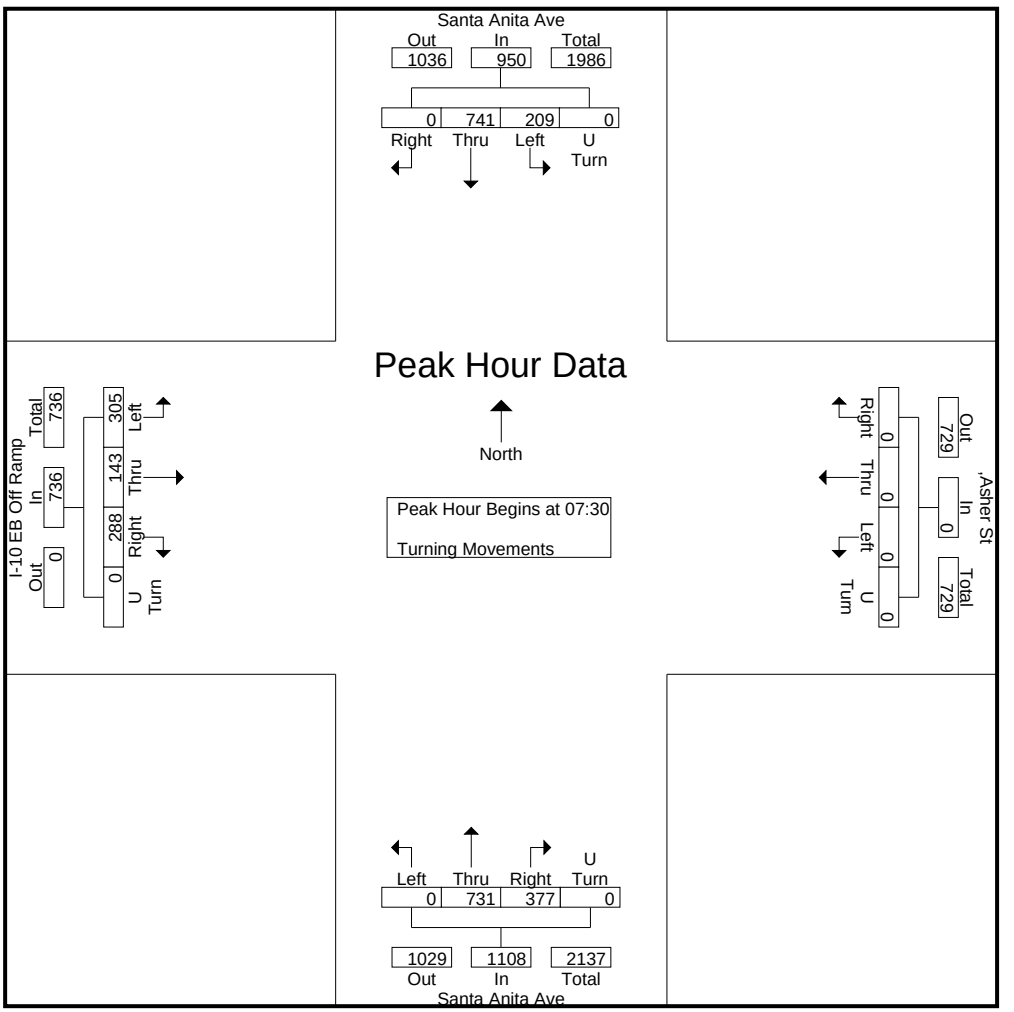
	Santa Anita Ave Southbound				,Asher St Westbound				Santa Anita Ave Northbound				I-10 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	0	36	32	0	0	0	0	0	67	115	0	0	34	20	40	0	344
07:15	0	156	44	0	0	0	0	0	89	167	0	0	56	22	54	0	588
07:30	0	173	44	0	0	0	0	0	106	209	0	0	65	32	60	0	689
07:45	0	180	52	0	0	0	0	0	93	178	0	0	74	40	84	0	701
Total	0	545	172	0	0	0	0	0	355	669	0	0	229	114	238	0	2322
08:00	0	186	57	0	0	0	0	0	89	178	0	0	74	26	75	0	685
08:15	0	202	56	0	0	0	0	0	89	166	0	0	75	45	86	0	719
08:30	0	187	62	0	0	0	0	0	91	154	0	0	81	33	78	0	686
08:45	0	188	44	0	0	0	0	0	58	147	0	0	88	33	79	0	637
Total	0	763	219	0	0	0	0	0	327	645	0	0	318	137	318	0	2727
16:00	0	185	43	0	0	0	0	0	56	206	0	0	85	39	81	0	695
16:15	0	180	38	0	0	0	0	0	46	195	0	0	96	31	80	0	666
16:30	0	201	48	0	0	0	0	0	53	173	0	0	126	31	88	0	720
16:45	0	198	36	0	0	0	0	0	52	232	0	0	120	28	95	0	761
Total	0	764	165	0	0	0	0	0	207	806	0	0	427	129	344	0	2842
17:00	0	200	27	0	0	0	0	0	50	233	0	0	103	38	97	0	748
17:15	0	242	45	0	0	0	0	0	43	214	0	0	133	55	79	0	811
17:30	0	201	40	0	0	0	0	0	52	220	0	0	127	32	107	0	779
17:45	0	207	47	0	0	0	0	0	45	244	0	0	119	39	111	0	812
Total	0	850	159	0	0	0	0	0	190	911	0	0	482	164	394	0	3150
Grand Total	0	2922	715	0	0	0	0	0	1079	3031	0	0	1456	544	1294	0	11041
Apprch %	0	80.3	19.7	0	0	0	0	0	26.3	73.7	0	0	44.2	16.5	39.3	0	
Total %	0	26.5	6.5	0	0	0	0	0	9.8	27.5	0	0	13.2	4.9	11.7	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 EB Off Ramp,/Asher

File Name : H2208018
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					,Asher St Westbound					Santa Anita Ave Northbound					I-10 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	173	44	0	217	0	0	0	0	0	**106**	**209**	0	0	**315**	65	32	60	0	157	689
07:45	0	180	52	0	232	0	0	0	0	0	93	178	0	0	271	74	40	84	0	198	701
08:00	0	186	**57**																		
08:15	**0**	**202**	56	0	**258**	0	0	0	0	0	89	166	0	0	255	**75**	**45**	**86**	**0**	**206**	**719**
Total Volume	0	741	209	0	950	0	0	0	0	0	377	731	0	0	1108	288	143	305	0	736	2794
% App. Total	0	78	22	0		0	0	0	0		34	66	0	0		39.1	19.4	41.4	0		
PHF	.000	.917	.917	.000	.921	.000	.000	.000	.000	.000	.889	.874	.000	.000	.879	.960	.794	.887	.000	.893	.971

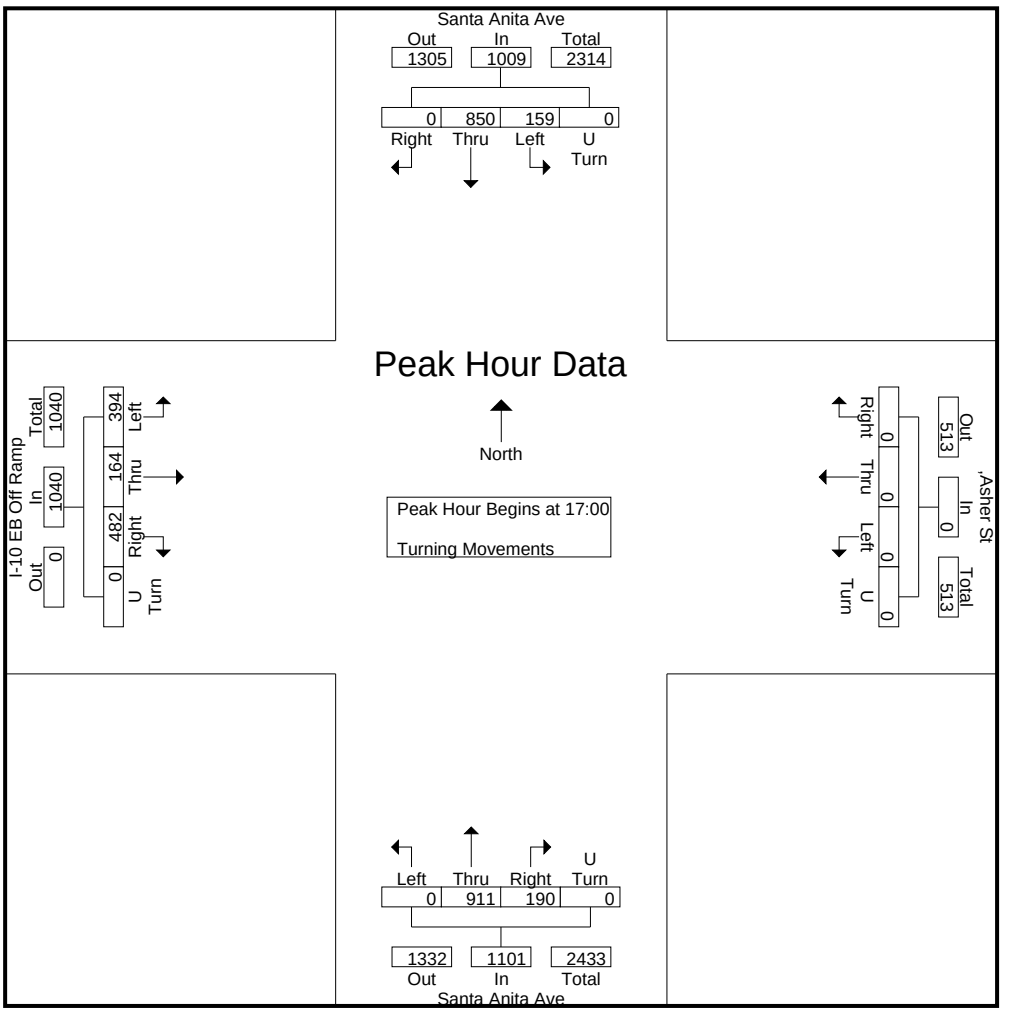


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: I-10 EB Off Ramp,/Asher

File Name : H2208018
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					,Asher St Westbound					Santa Anita Ave Northbound					I-10 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	200	27	0	227	0	0	0	0	0	50	233	0	0	283	103	38	97	0	238	748
17:15	0	**242**	45	0	**287**	0	0	0	0	0	43	214	0	0	257	**133**	**55**	79	0	267	811
17:30	0	201	40	0	241	0	0	0	0	0	**52**										
17:45	**0**	**207**	**47**	**0**	**254**	**0**	**0**	**0**	**0**	**0**	**45**	**244**	0	0	**289**	119	39	**111**	**0**	**269**	**812**
Total Volume	0	850	159	0	1009	0	0	0	0	0	190	911	0	0	1101	482	164	394	0	1040	3150
% App. Total	0	84.2	15.8	0		0	0	0	0		17.3	82.7	0	0		46.3	15.8	37.9	0		
PHF	.000	.878	.846	.000	.879	.000	.000	.000	.000	.000	.913	.933	.000	.000	.952	.906	.745	.887	.000	.967	.970



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Mildred St

File Name : H2208019
Site Code : 00000000
Start Date : 8/24/2022
Page No : 1

Groups Printed- Turning Movements

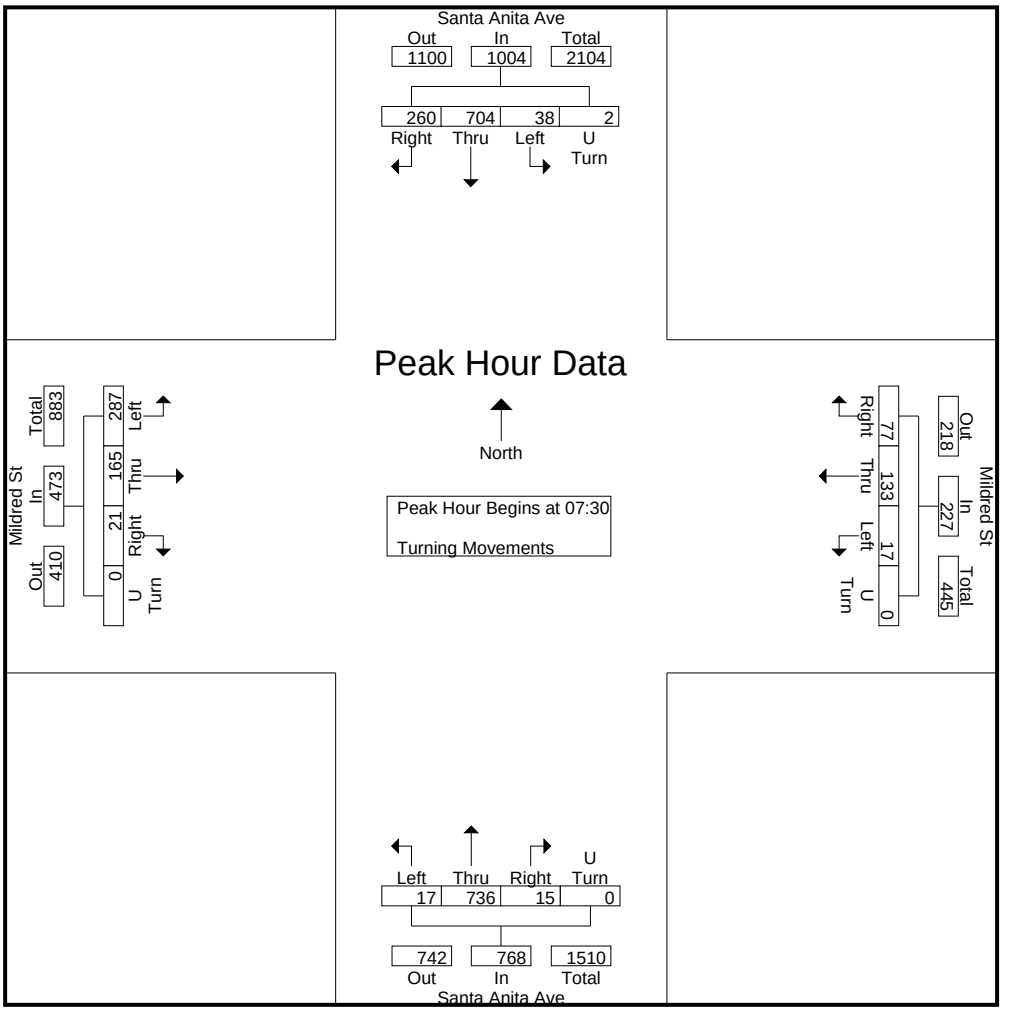
	Santa Anita Ave Southbound				Mildred St Westbound				Santa Anita Ave Northbound				Mildred St Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	35	114	0	0	11	8	3	0	2	130	0	0	6	11	53	0	373
07:15	55	142	4	0	18	14	2	0	3	166	3	0	3	20	72	0	502
07:30	61	149	10	2	24	24	6	0	3	219	3	0	6	35	83	0	625
07:45	74	168	8	0	20	36	2	0	5	180	4	0	7	44	81	0	629
Total	225	573	22	2	73	82	13	0	13	695	10	0	22	110	289	0	2129
08:00	59	186	7	0	15	38	3	0	3	179	7	0	5	39	61	0	602
08:15	66	201	13	0	18	35	6	0	4	158	3	0	3	47	62	0	616
08:30	63	193	8	1	16	27	4	0	2	151	0	0	7	11	79	0	562
08:45	70	202	9	2	8	14	1	0	3	154	2	0	3	11	45	0	524
Total	258	782	37	3	57	114	14	0	12	642	12	0	18	108	247	0	2304
16:00	77	181	16	0	14	16	7	0	2	181	2	0	4	16	52	0	568
16:15	61	214	11	1	9	17	3	0	5	177	2	0	1	22	42	0	565
16:30	92	232	15	1	11	15	3	0	4	196	3	0	3	20	52	0	647
16:45	74	209	9	1	9	18	4	0	4	214	5	0	5	23	56	0	631
Total	304	836	51	3	43	66	17	0	15	768	12	0	13	81	202	0	2411
17:00	71	217	13	1	7	16	1	0	2	232	7	0	8	24	42	0	641
17:15	112	205	37	1	13	11	5	0	8	192	5	0	7	17	65	0	678
17:30	67	213	20	1	9	6	4	0	6	193	7	0	9	18	61	0	614
17:45	65	235	9	4	12	25	2	0	4	197	4	0	6	29	67	0	659
Total	315	870	79	7	41	58	12	0	20	814	23	0	30	88	235	0	2592
Grand Total	1102	3061	189	15	214	320	56	0	60	2919	57	0	83	387	973	0	9436
Apprch %	25.2	70.1	4.3	0.3	36.3	54.2	9.5	0	2	96.1	1.9	0	5.8	26.8	67.4	0	
Total %	11.7	32.4	2	0.2	2.3	3.4	0.6	0	0.6	30.9	0.6	0	0.9	4.1	10.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Mildred St

File Name : H2208019
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Mildred St Westbound					Santa Anita Ave Northbound					Mildred St Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	61	149	10	**2**		**24**		**6**				**219**	3	0	**225**	6	35	**83**			
07:45	**74**	**168**	**8**	**0**	**250**	**20**	**36**	**2**	**0**	**58**	**5**	**180**	**4**	**0**	**189**	**7**	**44**	**81**	**0**	**132**	**629**
08:00	59	186	7	0	252	15	**38**	3	0	56	3	179	**7**								
08:15	**66**	**201**	**13**	**0**	**280**	18	35	6	0	**59**	4	158	3	0	165	3	**47**	62	0	112	616
Total Volume	260	704	38	2	1004	77	133	17	0	227	15	736	17	0	768	21	165	287	0	473	2472
% App. Total	25.9	70.1	3.8	0.2		33.9	58.6	7.5	0		2	95.8	2.2	0		4.4	34.9	60.7	0		
PHF	.878	.876	.731	.250	.896	.802	.875	.708	.000	.962	.750	.840	.607	.000	.853	.750	.878	.864	.000	.896	.983

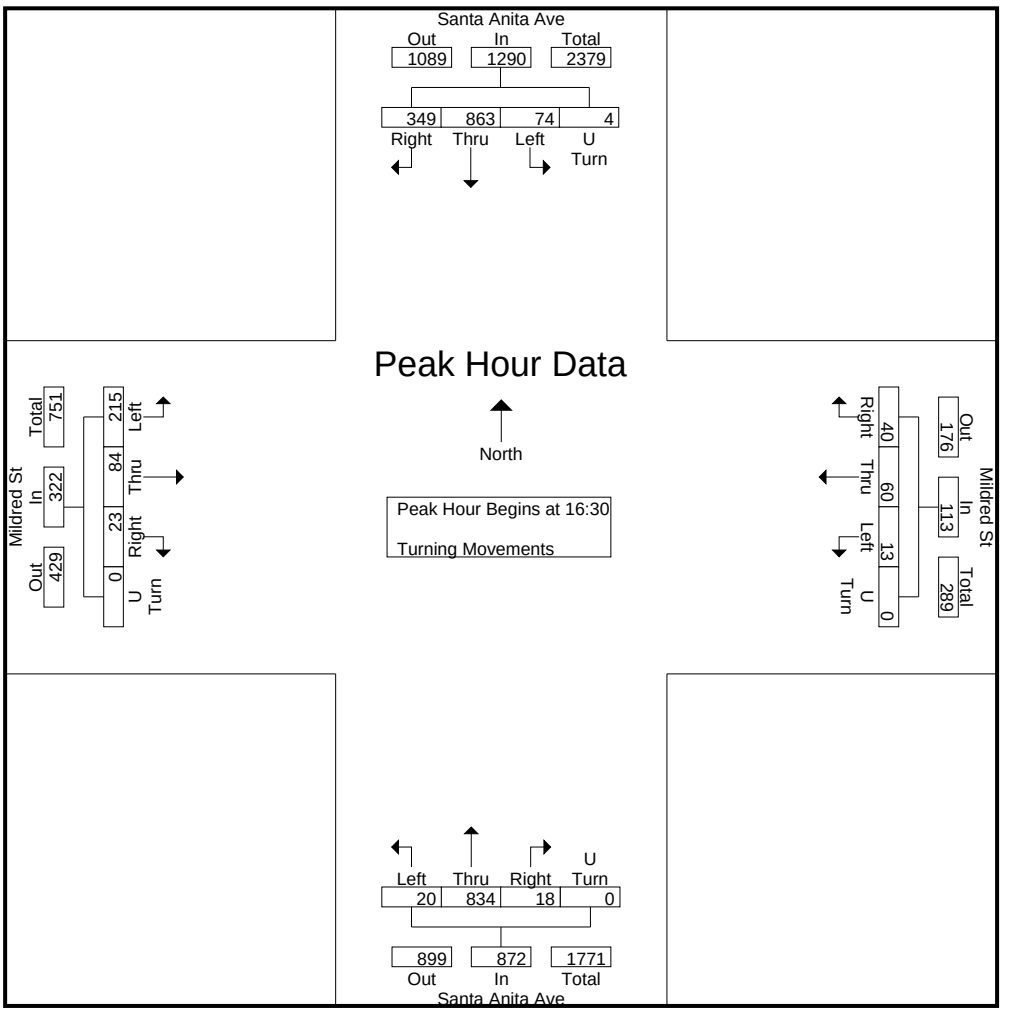


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Mildred St

File Name : H2208019
Site Code : 00000000
Start Date : 8/24/2022
Page No : 3

	Santa Anita Ave Southbound					Mildred St Westbound					Santa Anita Ave Northbound					Mildred St Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	92	**232**	15	**1**																	
16:45	**74**	**209**	**9**	**1**	**293**	**9**	**18**	4	0	**31**	4	214	5	0	223	5	23	56	0	84	631
17:00	71	217	13	1	302	7	16	1	0	24	2	**232**	**7**		**241**	**8**	**24**	42	0	74	641
17:15	**112**		**37**		**355**	**13**		**5**			**8**							**65**		**89**	**678**
Total Volume	349	863	74	4	1290	40	60	13	0	113	18	834	20	0	872	23	84	215	0	322	2597
% App. Total	27.1	66.9	5.7	0.3		35.4	53.1	11.5	0		2.1	95.6	2.3	0		7.1	26.1	66.8	0		
PHF	.779	.930	.500	1.00	.908	.769	.833	.650	.000	.911	.563	.899	.714	.000	.905	.719	.875	.827	.000	.904	.958



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Garvey Ave

File Name : H2208020
Site Code : 00000000
Start Date : 8/24/2022
Page No : 1

Groups Printed- Turning Movements

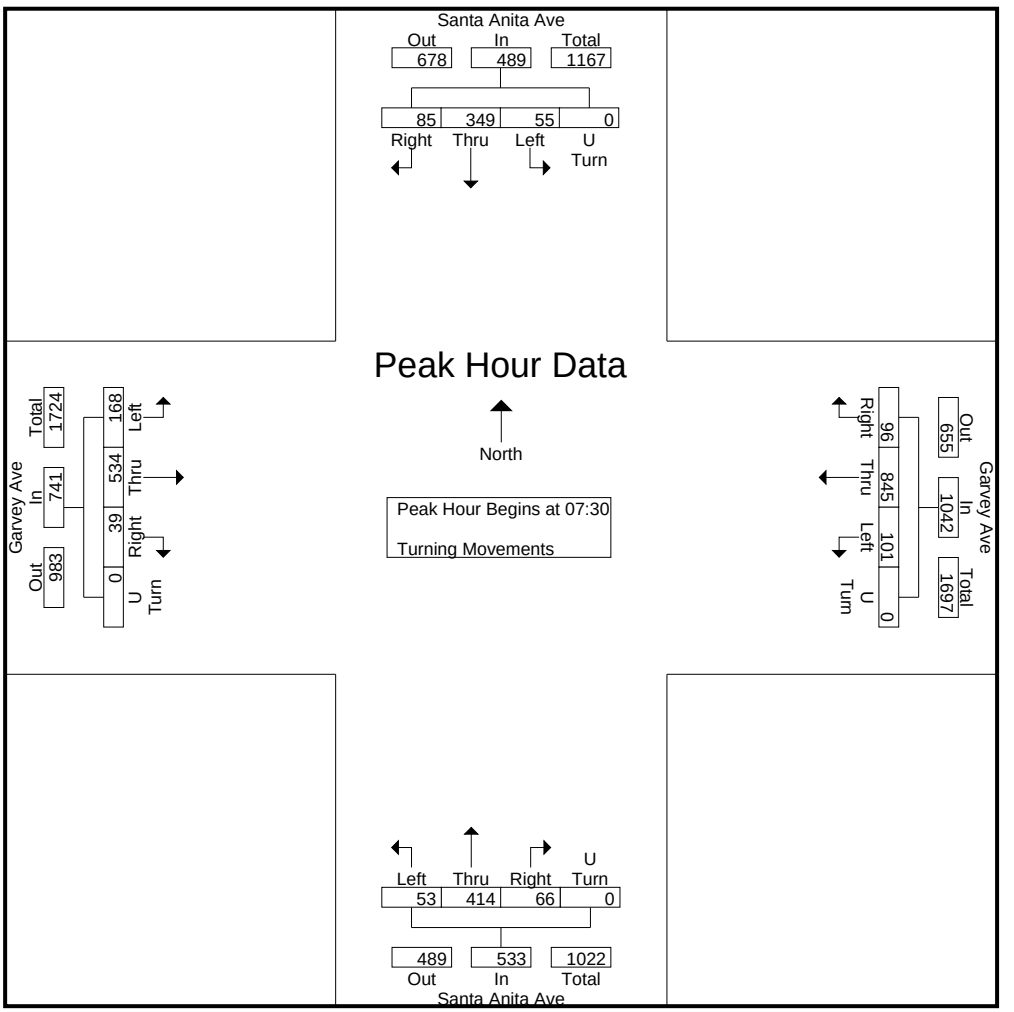
	Santa Anita Ave Southbound				Garvey Ave Westbound				Santa Anita Ave Northbound				Garvey Ave Eastbound				
Start Time	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Right	Thru	Left	U Turn	Int. Total
07:00	24	68	9	0	11	92	15	0	5	68	8	0	5	79	26	0	410
07:15	32	76	12	0	17	128	16	0	8	97	15	0	7	106	41	0	555
07:30	23	81	11	0	28	208	24	0	19	115	13	0	14	134	40	0	710
07:45	23	90	12	0	23	205	33	0	18	112	15	0	11	115	47	0	704
Total	102	315	44	0	79	633	88	0	50	392	51	0	37	434	154	0	2379
08:00	20	82	20	0	22	202	23	0	15	95	16	0	6	154	44	0	699
08:15	19	96	12	0	23	230	21	0	14	92	9	0	8	131	37	0	692
08:30	24	89	13	0	14	201	16	0	10	86	8	0	4	95	47	0	607
08:45	28	92	6	0	19	211	16	0	12	78	12	0	9	112	31	0	626
Total	91	359	51	0	78	844	76	0	51	351	45	0	27	492	159	0	2624
16:00	28	92	13	0	24	149	26	0	25	114	12	0	10	188	44	0	725
16:15	30	104	9	0	14	128	23	0	19	111	14	0	13	166	41	0	672
16:30	27	102	10	0	18	143	25	0	15	98	13	0	6	169	46	0	672
16:45	24	94	19	0	14	147	23	0	17	130	13	0	11	189	48	0	729
Total	109	392	51	0	70	567	97	0	76	453	52	0	40	712	179	0	2798
17:00	20	91	22	0	25	149	19	0	18	126	14	0	19	228	45	0	776
17:15	15	94	14	0	16	144	29	0	18	106	17	0	14	188	45	0	700
17:30	22	98	19	0	24	147	29	0	22	127	18	0	15	198	44	0	763
17:45	28	104	21	0	15	119	22	0	23	127	15	0	19	193	36	0	722
Total	85	387	76	0	80	559	99	0	81	486	64	0	67	807	170	0	2961
Grand Total	387	1453	222	0	307	2603	360	0	258	1682	212	0	171	2445	662	0	10762
Apprch %	18.8	70.5	10.8	0	9.4	79.6	11	0	12	78.2	9.9	0	5.2	74.6	20.2	0	
Total %	3.6	13.5	2.1	0	2.9	24.2	3.3	0	2.4	15.6	2	0	1.6	22.7	6.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Garvey Ave

File Name : H2208020
Site Code : 00000000
Start Date : 8/24/2022
Page No : 2

	Santa Anita Ave Southbound					Garvey Ave Westbound					Santa Anita Ave Northbound					Garvey Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**23**					**28**					**19**	**115**	13	0	**147**	**14**					**710**
07:45	23	90	12	0	125	23	205	**33**										**47**			
08:00	**20**	**82**	**20**	**0**	**122**	**22**	**202**	**23**	**0**	**247**	**15**	**95**	**16**	**0**	**126**	**6**	**154**	44	0	**204**	699
08:15	19	**96**	12	0	**127**	23	**230**	21	0	**274**	14	92	9	0	115	8	131	37	0	176	692
Total Volume	85	349	55	0	489	96	845	101	0	1042	66	414	53	0	533	39	534	168	0	741	2805
% App. Total	17.4	71.4	11.2	0		9.2	81.1	9.7	0		12.4	77.7	9.9	0		5.3	72.1	22.7	0		
PHF	.924	.909	.688	.000	.963	.857	.918	.765	.000	.951	.868	.900	.828	.000	.906	.696	.867	.894	.000	.908	.988

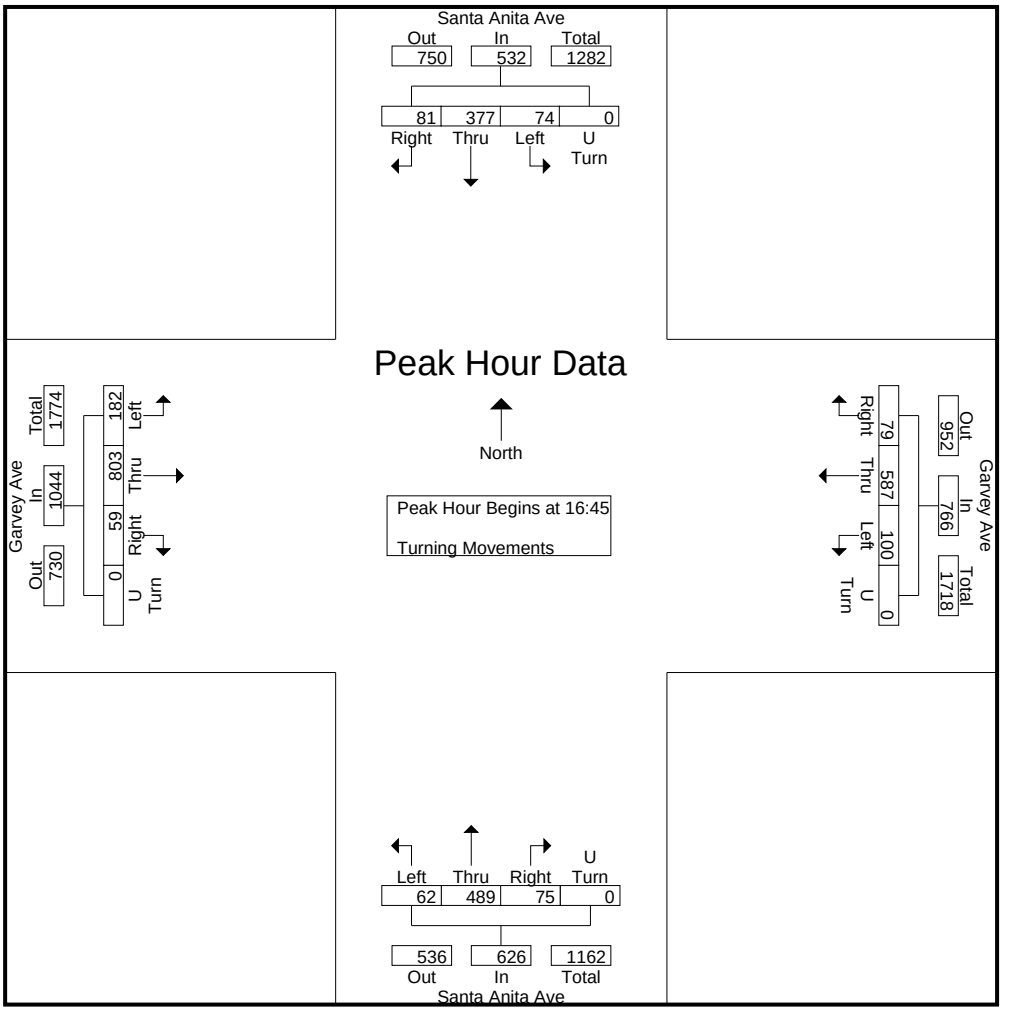


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City : El Monte
N-S Direction : Santa Anita Ave
E-W Direction: Garvey Ave

File Name : H2208020
Site Code : 00000000
Start Date : 8/24/2022

	Santa Anita Ave Southbound					Garvey Ave Westbound					Santa Anita Ave Northbound					Garvey Ave Eastbound					
Start Time	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Right	Thru	Left	U Turn	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	**24**											**130**	13	0	160	11	189	**48**			
17:00	**20**	**91**	**22**	**0**	**133**	**25**	**149**	19	0	193	18	126	14	0	158	**19**	**228**	45	0	**292**	**776**
17:15	15	94	14	0	123	16	144	**29**													
17:30	**22**	**98**	19	0	**139**	24	147	29	0	**200**	**22**	**127**	**18**	**0**	**167**	15	198	44	0	257	763
Total Volume	81	377	74	0	532	79	587	100	0	766	75	489	62	0	626	59	803	182	0	1044	2968
% App. Total	15.2	70.9	13.9	0		10.3	76.6	13.1	0		12	78.1	9.9	0		5.7	76.9	17.4	0		
PHF	.844	.962	.841	.000	.957	.790	.985	.862	.000	.958	.852	.940	.861	.000	.937	.776	.880	.948	.000	.894	.956



APPENDIX D

EXISTING TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.774

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	369	442	37	42	671	259	139	452	4	41	823	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	369	442	37	42	671	259	139	452	4	41	823	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	92	111	9	11	168	65	35	113	1	10	206	7
Total Analysis Volume [veh/h]	369	442	37	42	671	259	139	452	4	41	823	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.10	0.10	0.03	0.19	0.19	0.09	0.14	0.14	0.01	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.774											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.328

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	849	19	23	728	0	2	65	324	12	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	849	19	23	728	0	2	65	324	12	0	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	212	5	6	182	0	1	16	81	3	0	10
Total Analysis Volume [veh/h]	0	849	19	23	728	0	2	65	324	12	0	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.01	0.15	0.00	0.00	0.04	0.20	0.01	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.328											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.432

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	58	789	163	64	952	68	29	29	50	109	52	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	789	163	64	952	68	29	29	50	109	52	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	197	41	16	238	17	7	7	13	27	13	20
Total Analysis Volume [veh/h]	58	789	163	64	952	68	29	29	50	109	52	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.20	0.20	0.04	0.21	0.21	0.02	0.05	0.05	0.03	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.432											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.352

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	8	982	1082	28	25	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	982	1082	28	25	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	246	271	7	6	3
Total Analysis Volume [veh/h]	8	982	1082	28	25	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.20	0.23	0.23	0.02	0.01
Intersection LOS	A					
Intersection V/C	0.352					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	993	28	8	1073	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	993	28	8	1073	0	5
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	256	7	2	277	0	1
Total Analysis Volume [veh/h]	1025	29	8	1107	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	14.98	0.00	0.00	13.58
Movement LOS	A	A	B	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.66	0.00	0.00	0.89
d_A, Approach Delay [s/veh]	0.00		0.11		13.58	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.705

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	282	754	0	0	638	429	0	0	0	296	200	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	754	0	0	638	429	0	0	0	296	200	267
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	189	0	0	160	107	0	0	0	74	50	67
Total Analysis Volume [veh/h]	282	754	0	0	638	429	0	0	0	296	200	267
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.24	0.00	0.00	0.13	0.27	0.00	0.00	0.00	0.09	0.16	0.16
Intersection LOS	C											
Intersection V/C	0.705											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.646

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	731	377	209	741	0	305	143	288	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	731	377	209	741	0	305	143	288	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	183	94	52	185	0	76	36	72	0	0	0
Total Analysis Volume [veh/h]	0	731	377	209	741	0	305	143	288	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.24	0.13	0.23	0.00	0.10	0.14	0.18	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.646											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.652

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	17	736	15	40	704	260	287	165	21	17	133	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	736	15	40	704	260	287	165	21	17	133	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	184	4	10	176	65	72	41	5	4	33	19
Total Analysis Volume [veh/h]	17	736	15	40	704	260	287	165	21	17	133	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.03	0.22	0.16	0.18	0.12	0.12	0.01	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.652											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	53	414	66	55	349	85	168	534	39	101	845	96
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	414	66	55	349	85	168	534	39	101	845	96
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	104	17	14	87	21	42	134	10	25	211	24
Total Analysis Volume [veh/h]	53	414	66	55	349	85	168	534	39	101	845	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.15	0.15	0.03	0.14	0.14	0.11	0.18	0.18	0.06	0.29	0.29
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	306	678	39	39	489	139	280	709	6	79	535	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	306	678	39	39	489	139	280	709	6	79	535	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	170	10	10	122	35	70	177	2	20	134	15
Total Analysis Volume [veh/h]	306	678	39	39	489	139	280	709	6	79	535	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.15	0.02	0.13	0.13	0.18	0.22	0.22	0.03	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.698											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.393

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1007	38	26	527	0	9	109	356	22	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1007	38	26	527	0	9	109	356	22	0	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	252	10	7	132	0	2	27	89	6	0	16
Total Analysis Volume [veh/h]	0	1007	38	26	527	0	9	109	356	22	0	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

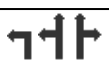
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.02	0.11	0.00	0.01	0.07	0.22	0.01	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.393											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	66	943	172	82	797	34	61	91	80	98	37	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	943	172	82	797	34	61	91	80	98	37	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	236	43	21	199	9	15	23	20	25	9	13
Total Analysis Volume [veh/h]	66	943	172	82	797	34	61	91	80	98	37	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.23	0.05	0.17	0.17	0.04	0.11	0.11	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.521											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.365

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	13	1205	1061	22	23	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1205	1061	22	23	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	301	265	6	6	3
Total Analysis Volume [veh/h]	13	1205	1061	22	23	13
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.23	0.23	0.01	0.01
Intersection LOS	A					
Intersection V/C	0.365					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	17.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1172	25	1	977	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1172	25	1	977	0	3
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	305	7	0	254	0	1
Total Analysis Volume [veh/h]	1221	26	1	1018	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	17.17	0.00	0.00	14.88
Movement LOS	A	A	C	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.25	0.00	0.00	0.62
d_A, Approach Delay [s/veh]	0.00		0.02		14.88	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	324	974	0	0	660	360	0	0	0	342	193	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	324	974	0	0	660	360	0	0	0	342	193	226
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	244	0	0	165	90	0	0	0	86	48	57
Total Analysis Volume [veh/h]	324	974	0	0	660	360	0	0	0	342	193	226
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.30	0.00	0.00	0.14	0.23	0.00	0.00	0.00	0.11	0.16	0.16
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	911	190	159	850	0	394	164	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	911	190	159	850	0	394	164	482	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	228	48	40	213	0	99	41	121	0	0	0
Total Analysis Volume [veh/h]	0	911	190	159	850	0	394	164	482	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.12	0.10	0.27	0.00	0.12	0.17	0.30	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.690											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.587

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	20	834	18	78	863	349	215	84	23	13	60	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	834	18	78	863	349	215	84	23	13	60	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	209	5	20	216	87	54	21	6	3	15	10
Total Analysis Volume [veh/h]	20	834	18	78	863	349	215	84	23	13	60	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.05	0.27	0.22	0.13	0.07	0.07	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.587											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	62	489	75	74	377	81	182	803	59	100	587	79
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	489	75	74	377	81	182	803	59	100	587	79
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	122	19	19	94	20	46	201	15	25	147	20
Total Analysis Volume [veh/h]	62	489	75	74	377	81	182	803	59	100	587	79
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.05	0.14	0.14	0.11	0.27	0.27	0.06	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.654											

APPENDIX D-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	372	450	37	42	679	259	139	452	4	41	823	26
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	372	450	37	42	679	259	139	452	4	41	823	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	113	9	11	170	65	35	113	1	10	206	7
Total Analysis Volume [veh/h]	372	450	37	42	679	259	139	452	4	41	823	26
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.10	0.10	0.03	0.20	0.20	0.09	0.14	0.14	0.01	0.27	0.27
Intersection LOS	C											
Intersection V/C	0.777											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.331

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	860	19	23	736	0	2	65	327	12	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	860	19	23	736	0	2	65	327	12	0	39
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	215	5	6	184	0	1	16	82	3	0	10
Total Analysis Volume [veh/h]	0	860	19	23	736	0	2	65	327	12	0	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.18	0.01	0.15	0.00	0.00	0.04	0.20	0.01	0.00	0.03
Intersection LOS	A											
Intersection V/C	0.331											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	58	800	169	64	963	68	29	29	50	116	52	78
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	800	169	64	963	68	29	29	50	116	52	78
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	200	42	16	241	17	7	7	13	29	13	20
Total Analysis Volume [veh/h]	58	800	169	64	963	68	29	29	50	116	52	78
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.20	0.20	0.04	0.21	0.21	0.02	0.05	0.05	0.04	0.05	0.05
Intersection LOS	A											
Intersection V/C	0.437											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	8	999	1100	28	25	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	999	1100	28	25	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	250	275	7	6	3
Total Analysis Volume [veh/h]	8	999	1100	28	25	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.21	0.24	0.24	0.02	0.01
Intersection LOS	A					
Intersection V/C	0.356					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	15.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1010	32	8	1091	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1010	32	8	1091	0	5
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	261	8	2	281	0	1
Total Analysis Volume [veh/h]	1042	33	8	1126	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.02	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	15.23	0.00	0.00	13.72
Movement LOS	A	A	C	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.07	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.70	0.00	0.00	0.91
d_A, Approach Delay [s/veh]	0.00		0.11		13.72	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.09					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	282	775	0	0	610	429	0	0	0	350	205	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	775	0	0	610	429	0	0	0	350	205	273
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	194	0	0	153	107	0	0	0	88	51	68
Total Analysis Volume [veh/h]	282	775	0	0	610	429	0	0	0	350	205	273
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.24	0.00	0.00	0.13	0.27	0.00	0.00	0.00	0.11	0.17	0.17
Intersection LOS	C											
Intersection V/C	0.717											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.649

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	746	377	214	762	0	311	143	288	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	746	377	214	762	0	311	143	288	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	187	94	54	191	0	78	36	72	0	0	0
Total Analysis Volume [veh/h]	0	746	377	214	762	0	311	143	288	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.24	0.13	0.24	0.00	0.10	0.14	0.18	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.649											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	17	749	15	43	720	263	290	165	21	17	133	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	749	15	43	720	263	290	165	21	17	133	77
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	187	4	11	180	66	73	41	5	4	33	19
Total Analysis Volume [veh/h]	17	749	15	43	720	263	290	165	21	17	133	77
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.16	0.16	0.03	0.23	0.16	0.18	0.12	0.12	0.01	0.14	0.14
Intersection LOS	B											
Intersection V/C	0.659											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.692

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	53	422	66	60	357	88	171	534	39	101	845	98
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	53	422	66	60	357	88	171	534	39	101	845	98
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	106	17	15	89	22	43	134	10	25	211	25
Total Analysis Volume [veh/h]	53	422	66	60	357	88	171	534	39	101	845	98
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.15	0.15	0.04	0.14	0.14	0.11	0.18	0.18	0.06	0.29	0.29
Intersection LOS	B											
Intersection V/C	0.692											

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	308	683	39	39	495	139	280	709	6	79	535	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	308	683	39	39	495	139	280	709	6	79	535	60
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	171	10	10	124	35	70	177	2	20	134	15
Total Analysis Volume [veh/h]	308	683	39	39	495	139	280	709	6	79	535	60
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.15	0.02	0.13	0.13	0.18	0.22	0.22	0.03	0.19	0.19
Intersection LOS	B											
Intersection V/C	0.700											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.394

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1014	38	26	533	0	9	109	358	22	0	63
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1014	38	26	533	0	9	109	358	22	0	63
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	254	10	7	133	0	2	27	90	6	0	16
Total Analysis Volume [veh/h]	0	1014	38	26	533	0	9	109	358	22	0	63
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.22	0.22	0.02	0.11	0.00	0.01	0.07	0.22	0.01	0.00	0.05
Intersection LOS	A											
Intersection V/C	0.394											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.525

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	66	950	176	82	804	34	61	91	80	102	37	53
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	950	176	82	804	34	61	91	80	102	37	53
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	238	44	21	201	9	15	23	20	26	9	13
Total Analysis Volume [veh/h]	66	950	176	82	804	34	61	91	80	102	37	53
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.23	0.23	0.05	0.17	0.17	0.04	0.11	0.11	0.03	0.04	0.04
Intersection LOS	A											
Intersection V/C	0.525											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	13	1216	1073	22	23	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1216	1073	22	23	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	304	268	6	6	3
Total Analysis Volume [veh/h]	13	1216	1073	22	23	13
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.23	0.23	0.01	0.01
Intersection LOS	A					
Intersection V/C	0.368					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	17.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1183	28	1	989	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1183	28	1	989	0	3
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	308	7	0	258	0	1
Total Analysis Volume [veh/h]	1232	29	1	1030	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	17.36	0.00	0.00	14.99
Movement LOS	A	A	C	A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.00	0.00	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.26	0.00	0.00	0.62
d_A, Approach Delay [s/veh]	0.00		0.02		14.99	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.696

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	324	988	0	0	637	360	0	0	0	381	197	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	324	988	0	0	637	360	0	0	0	381	197	230
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	247	0	0	159	90	0	0	0	95	49	58
Total Analysis Volume [veh/h]	324	988	0	0	637	360	0	0	0	381	197	230
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.31	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.12	0.17	0.17
Intersection LOS	B											
Intersection V/C	0.696											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.695

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	921	190	163	864	0	398	164	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	921	190	163	864	0	398	164	482	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	230	48	41	216	0	100	41	121	0	0	0
Total Analysis Volume [veh/h]	0	921	190	163	864	0	398	164	482	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.19	0.12	0.10	0.27	0.00	0.12	0.18	0.30	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.695											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.592

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	20	843	18	80	874	351	217	84	23	13	60	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	843	18	80	874	351	217	84	23	13	60	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	211	5	20	219	88	54	21	6	3	15	10
Total Analysis Volume [veh/h]	20	843	18	80	874	351	217	84	23	13	60	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.18	0.18	0.05	0.27	0.22	0.14	0.07	0.07	0.01	0.07	0.07
Intersection LOS	A											
Intersection V/C	0.592											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	62	495	75	78	382	83	184	803	59	100	587	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	495	75	78	382	83	184	803	59	100	587	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	124	19	20	96	21	46	201	15	25	147	20
Total Analysis Volume [veh/h]	62	495	75	78	382	83	184	803	59	100	587	80
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.05	0.15	0.15	0.12	0.27	0.27	0.06	0.21	0.21
Intersection LOS	B											
Intersection V/C	0.659											

APPENDIX E

YEAR 2024 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX E-I

YEAR 2024 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.847

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	449	534	94	48	750	274	146	485	4	108	884	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	449	534	94	48	750	274	146	485	4	108	884	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	134	24	12	188	69	37	121	1	27	221	8
Total Analysis Volume [veh/h]	449	534	94	48	750	274	146	485	4	108	884	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.13	0.13	0.03	0.21	0.21	0.09	0.15	0.15	0.04	0.29	0.29
Intersection LOS	D											
Intersection V/C	0.847											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1076	28	23	874	0	2	66	382	23	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1076	28	23	874	0	2	66	382	23	0	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	269	7	6	219	0	1	17	96	6	0	10
Total Analysis Volume [veh/h]	0	1076	28	23	874	0	2	66	382	23	0	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.01	0.18	0.00	0.00	0.04	0.24	0.01	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.385											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.499

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	59	975	185	75	1213	69	30	30	51	141	53	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	975	185	75	1213	69	30	30	51	141	53	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	244	46	19	303	17	8	8	13	35	13	23
Total Analysis Volume [veh/h]	59	975	185	75	1213	69	30	30	51	141	53	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.24	0.24	0.05	0.27	0.27	0.02	0.05	0.05	0.04	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.499											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	8	1191	1374	29	26	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1191	1374	29	26	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	298	344	7	7	3
Total Analysis Volume [veh/h]	8	1191	1374	29	26	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.29	0.29	0.02	0.01
Intersection LOS	A					
Intersection V/C	0.414					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	17.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1202	29	8	1364	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1202	29	8	1364	0	5
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	310	7	2	352	0	1
Total Analysis Volume [veh/h]	1240	30	8	1408	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	17.80	0.00	0.00	15.11
Movement LOS	A	A	C	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.13	0.00	0.00	1.05
d_A, Approach Delay [s/veh]	0.00		0.10		15.11	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.770

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	296	928	0	0	826	484	0	0	0	325	204	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	928	0	0	826	484	0	0	0	325	204	319
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	232	0	0	207	121	0	0	0	81	51	80
Total Analysis Volume [veh/h]	296	928	0	0	826	484	0	0	0	325	204	319
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.29	0.00	0.00	0.17	0.30	0.00	0.00	0.00	0.10	0.18	0.18
Intersection LOS	C											
Intersection V/C	0.770											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.709

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	869	410	266	901	0	357	146	299	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	869	410	266	901	0	357	146	299	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	217	103	67	225	0	89	37	75	0	0	0
Total Analysis Volume [veh/h]	0	869	410	266	901	0	357	146	299	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.26	0.17	0.28	0.00	0.11	0.16	0.19	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.709											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	17	894	15	43	864	267	296	168	21	17	136	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	894	15	43	864	267	296	168	21	17	136	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	224	4	11	216	67	74	42	5	4	34	21
Total Analysis Volume [veh/h]	17	894	15	43	864	267	296	168	21	17	136	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.19	0.03	0.27	0.17	0.19	0.12	0.12	0.01	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	60	504	71	63	445	132	216	577	41	110	907	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	504	71	63	445	132	216	577	41	110	907	109
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	126	18	16	111	33	54	144	10	28	227	27
Total Analysis Volume [veh/h]	60	504	71	63	445	132	216	577	41	110	907	109
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.04	0.18	0.18	0.14	0.19	0.19	0.07	0.32	0.32
Intersection LOS	C											
Intersection V/C	0.772											

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	408	812	154	46	679	148	296	774	6	250	582	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	408	812	154	46	679	148	296	774	6	250	582	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	203	39	12	170	37	74	194	2	63	146	17
Total Analysis Volume [veh/h]	408	812	154	46	679	148	296	774	6	250	582	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.03	0.17	0.17	0.19	0.24	0.24	0.09	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.802											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1357	62	27	885	0	9	111	527	59	0	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1357	62	27	885	0	9	111	527	59	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	339	16	7	221	0	2	28	132	15	0	16
Total Analysis Volume [veh/h]	0	1357	62	27	885	0	9	111	527	59	0	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.30	0.30	0.02	0.18	0.00	0.01	0.08	0.33	0.04	0.00	0.08
Intersection LOS	A											
Intersection V/C	0.495											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.668

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	67	1368	250	88	1309	35	62	93	82	213	38	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	1368	250	88	1309	35	62	93	82	213	38	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	342	63	22	327	9	16	23	21	53	10	16
Total Analysis Volume [veh/h]	67	1368	250	88	1309	35	62	93	82	213	38	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.34	0.34	0.06	0.28	0.28	0.04	0.11	0.11	0.07	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.668											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	13	1710	1691	22	23	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1710	1691	22	23	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	428	423	6	6	3
Total Analysis Volume [veh/h]	13	1710	1691	22	23	13
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.36	0.36	0.36	0.01	0.01
Intersection LOS	A					
Intersection V/C	0.479					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	27.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1676	26	1	1606	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1676	26	1	1606	0	3
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	436	7	0	418	0	1
Total Analysis Volume [veh/h]	1746	27	1	1673	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	27.25	0.00	0.00	19.77
Movement LOS	A	A	D	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.46	0.00	0.00	0.92
d_A, Approach Delay [s/veh]	0.00		0.02		19.77	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	D					

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.793

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	338	1415	0	0	960	446	0	0	0	388	197	358
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1415	0	0	960	446	0	0	0	388	197	358
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	354	0	0	240	112	0	0	0	97	49	90
Total Analysis Volume [veh/h]	338	1415	0	0	960	446	0	0	0	388	197	358
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.44	0.00	0.00	0.20	0.28	0.00	0.00	0.00	0.12	0.20	0.20
Intersection LOS	C											
Intersection V/C	0.793											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.824

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	1236	230	245	1109	0	524	167	502	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1236	230	245	1109	0	524	167	502	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	58	61	277	0	131	42	126	0	0	0
Total Analysis Volume [veh/h]	0	1236	230	245	1109	0	524	167	502	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.14	0.15	0.35	0.00	0.16	0.22	0.31	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.824											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.683

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	20	1176	18	85	1122	361	228	86	23	13	61	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1176	18	85	1122	361	228	86	23	13	61	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	294	5	21	281	90	57	22	6	3	15	13
Total Analysis Volume [veh/h]	20	1176	18	85	1122	361	228	86	23	13	61	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.05	0.35	0.23	0.14	0.07	0.07	0.01	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.683											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.807

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	66	703	85	94	522	158	265	880	66	108	651	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	703	85	94	522	158	265	880	66	108	651	105
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	176	21	24	131	40	66	220	17	27	163	26
Total Analysis Volume [veh/h]	66	703	85	94	522	158	265	880	66	108	651	105
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.25	0.25	0.06	0.21	0.21	0.17	0.30	0.30	0.07	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.807											

APPENDIX E-II

YEAR 2024 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.849

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	452	542	94	48	758	274	146	485	4	108	884	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	452	542	94	48	758	274	146	485	4	108	884	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	136	24	12	190	69	37	121	1	27	221	8
Total Analysis Volume [veh/h]	452	542	94	48	758	274	146	485	4	108	884	32
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.13	0.13	0.03	0.22	0.22	0.09	0.15	0.15	0.04	0.29	0.29
Intersection LOS	D											
Intersection V/C	0.849											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1087	28	23	882	0	2	66	385	23	0	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1087	28	23	882	0	2	66	385	23	0	40
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	272	7	6	221	0	1	17	96	6	0	10
Total Analysis Volume [veh/h]	0	1087	28	23	882	0	2	66	385	23	0	40
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.23	0.23	0.01	0.18	0.00	0.00	0.04	0.24	0.01	0.00	0.04
Intersection LOS	A											
Intersection V/C	0.387											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.503

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	59	986	191	75	1224	69	30	30	51	148	53	90
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	59	986	191	75	1224	69	30	30	51	148	53	90
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	247	48	19	306	17	8	8	13	37	13	23
Total Analysis Volume [veh/h]	59	986	191	75	1224	69	30	30	51	148	53	90
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.25	0.25	0.05	0.27	0.27	0.02	0.05	0.05	0.05	0.06	0.06
Intersection LOS	A											
Intersection V/C	0.503											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	8	1208	1392	29	26	12
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	1208	1392	29	26	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	302	348	7	7	3
Total Analysis Volume [veh/h]	8	1208	1392	29	26	12
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.30	0.30	0.02	0.01
Intersection LOS	A					
Intersection V/C	0.417					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	18.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1219	33	8	1382	0	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1219	33	8	1382	0	5
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	1.0000	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	314	9	2	357	0	1
Total Analysis Volume [veh/h]	1258	34	8	1426	0	5
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.03	0.01	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	18.13	0.00	0.00	15.28
Movement LOS	A	A	C	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.09	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.18	0.00	0.00	1.07
d_A, Approach Delay [s/veh]	0.00		0.10		15.28	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.08					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.781

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	296	949	0	0	798	484	0	0	0	379	209	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	949	0	0	798	484	0	0	0	379	209	325
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	237	0	0	200	121	0	0	0	95	52	81
Total Analysis Volume [veh/h]	296	949	0	0	798	484	0	0	0	379	209	325
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.30	0.00	0.00	0.17	0.30	0.00	0.00	0.00	0.12	0.19	0.19
Intersection LOS	C											
Intersection V/C	0.781											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	884	410	271	922	0	363	146	299	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	884	410	271	922	0	363	146	299	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	221	103	68	231	0	91	37	75	0	0	0
Total Analysis Volume [veh/h]	0	884	410	271	922	0	363	146	299	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.18	0.26	0.17	0.29	0.00	0.11	0.16	0.19	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.713											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.719

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	17	907	15	46	880	270	299	168	21	17	136	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	907	15	46	880	270	299	168	21	17	136	82
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	227	4	12	220	68	75	42	5	4	34	21
Total Analysis Volume [veh/h]	17	907	15	46	880	270	299	168	21	17	136	82
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.19	0.19	0.03	0.28	0.17	0.19	0.12	0.12	0.01	0.15	0.15
Intersection LOS	C											
Intersection V/C	0.719											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.780

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	60	512	71	68	453	135	219	577	41	110	907	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	512	71	68	453	135	219	577	41	110	907	111
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	128	18	17	113	34	55	144	10	28	227	28
Total Analysis Volume [veh/h]	60	512	71	68	453	135	219	577	41	110	907	111
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.18	0.18	0.04	0.18	0.18	0.14	0.19	0.19	0.07	0.32	0.32
Intersection LOS	C											
Intersection V/C	0.780											

Intersection Level Of Service Report
Intersection 1: Santa Anita Avenue at Valley Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.804

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Valley Blvd			Valley Blvd		
Base Volume Input [veh/h]	410	817	154	46	685	148	296	774	6	250	582	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	410	817	154	46	685	148	296	774	6	250	582	68
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	204	39	12	171	37	74	194	2	63	146	17
Total Analysis Volume [veh/h]	410	817	154	46	685	148	296	774	6	250	582	68
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.20	0.20	0.03	0.17	0.17	0.19	0.24	0.24	0.09	0.20	0.20
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report
Intersection 2: Santa Anita Avenue at Main Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Main Street			Main Street		
Base Volume Input [veh/h]	0	1364	62	27	891	0	9	111	529	59	0	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1364	62	27	891	0	9	111	529	59	0	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	341	16	7	223	0	2	28	132	15	0	16
Total Analysis Volume [veh/h]	0	1364	62	27	891	0	9	111	529	59	0	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	7	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.30	0.30	0.02	0.19	0.00	0.01	0.08	0.33	0.04	0.00	0.08
Intersection LOS	A											
Intersection V/C	0.496											

Intersection Level Of Service Report
Intersection 3: Santa Anita Avenue at MTA/Ramona Boulevard

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			MTA			Ramona Blvd		
Base Volume Input [veh/h]	67	1375	254	88	1316	35	62	93	82	217	38	64
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	1375	254	88	1316	35	62	93	82	217	38	64
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	344	64	22	329	9	16	23	21	54	10	16
Total Analysis Volume [veh/h]	67	1375	254	88	1316	35	62	93	82	217	38	64
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.34	0.34	0.06	0.28	0.28	0.04	0.11	0.11	0.07	0.06	0.06
Intersection LOS	B											
Intersection V/C	0.672											

Intersection Level Of Service Report
Intersection 4: Santa Anita Avenue at El Monte Busway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.482

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		Yes		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		El Monte Busway	
Base Volume Input [veh/h]	13	1721	1703	22	23	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1721	1703	22	23	13
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	430	426	6	6	3
Total Analysis Volume [veh/h]	13	1721	1703	22	23	13
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protected	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	1	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.36	0.36	0.36	0.01	0.01
Intersection LOS	A					
Intersection V/C	0.482					

Intersection Level Of Service Report
Intersection 5: Santa Anita Avenue at Amador Street

Control Type:	Two-way stop	Delay (sec / veh):	27.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Amador St	
Base Volume Input [veh/h]	1687	29	1	1618	0	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1687	29	1	1618	0	3
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	439	8	0	421	0	1
Total Analysis Volume [veh/h]	1757	30	1	1685	0	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.02	0.00	0.01
d_M, Delay for Movement [s/veh]	0.00	0.00	27.61	0.00	0.00	19.93
Movement LOS	A	A	D	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.02	0.00	0.00	0.04
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.47	0.00	0.00	0.93
d_A, Approach Delay [s/veh]	0.00		0.02		19.93	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.03					
Intersection LOS	D					

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway St		
Base Volume Input [veh/h]	338	1429	0	0	937	446	0	0	0	427	201	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1429	0	0	937	446	0	0	0	427	201	362
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	357	0	0	234	112	0	0	0	107	50	91
Total Analysis Volume [veh/h]	338	1429	0	0	937	446	0	0	0	427	201	362
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.45	0.00	0.00	0.20	0.28	0.00	0.00	0.00	0.13	0.21	0.21
Intersection LOS	D											
Intersection V/C	0.801											

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/Asher Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.829

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	1246	230	249	1123	0	528	167	502	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1246	230	249	1123	0	528	167	502	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	312	58	62	281	0	132	42	126	0	0	0
Total Analysis Volume [veh/h]	0	1246	230	249	1123	0	528	167	502	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.26	0.14	0.16	0.35	0.00	0.17	0.22	0.31	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.829											

Intersection Level Of Service Report
Intersection 8: Santa Anita Avenue at Mildred Street

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.688

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Mildred St			Mildred St		
Base Volume Input [veh/h]	20	1185	18	87	1133	363	230	86	23	13	61	50
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	1185	18	87	1133	363	230	86	23	13	61	50
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	296	5	22	283	91	58	22	6	3	15	13
Total Analysis Volume [veh/h]	20	1185	18	87	1133	363	230	86	23	13	61	50
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.25	0.25	0.05	0.35	0.23	0.14	0.07	0.07	0.01	0.08	0.08
Intersection LOS	B											
Intersection V/C	0.688											

Intersection Level Of Service Report
Intersection 9: Santa Anita Avenue at Garvey Avenue

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.813

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			Garvey Ave			Garvey Ave		
Base Volume Input [veh/h]	66	709	85	98	527	160	267	880	66	108	651	106
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	709	85	98	527	160	267	880	66	108	651	106
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	177	21	25	132	40	67	220	17	27	163	27
Total Analysis Volume [veh/h]	66	709	85	98	527	160	267	880	66	108	651	106
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	10.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.25	0.25	0.06	0.21	0.21	0.17	0.30	0.30	0.07	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.813											

APPENDIX F

CALTRANS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX F-I

EXISTING TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.814

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	282	754	0	0	638	429	0	0	0	296	200	267
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	754	0	0	638	429	0	0	0	296	200	267
Peak Hour Factor	0.9570	0.9570	1.0000	1.0000	0.9570	0.9570	1.0000	1.0000	1.0000	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	197	0	0	167	112	0	0	0	77	52	70
Total Analysis Volume [veh/h]	295	788	0	0	667	448	0	0	0	309	209	279
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	53	0	0	24	0	0	0	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	19	64	40	40		23	23	23
g / C, Green / Cycle	0.20	0.67	0.42	0.42		0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.18	0.25	0.15	0.31		0.16	0.16	0.21
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1666	1302
c, Capacity [veh/h]	328	2144	1936	604		396	411	321
d1, Uniform Delay [s]	36.84	6.90	18.56	23.09		32.03	32.02	34.30
k, delay calibration	0.14	0.50	0.50	0.50		0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	11.34	0.49	0.49	8.00		1.75	1.68	7.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.37	0.34	0.74		0.64	0.64	0.87
d, Delay for Lane Group [s/veh]	48.18	7.39	19.05	31.10		33.78	33.70	41.85
Lane Group LOS	D	A	B	C		C	C	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.58	3.20	3.30	9.40		5.33	5.52	6.71
50th-Percentile Queue Length [ft/ln]	189.53	80.05	82.58	235.11		133.16	137.98	167.72
95th-Percentile Queue Length [veh/ln]	12.10	5.76	5.95	14.43		9.11	9.37	10.96
95th-Percentile Queue Length [ft/ln]	302.42	144.08	148.64	360.85		227.78	234.30	273.92

Movement, Approach, & Intersection Results

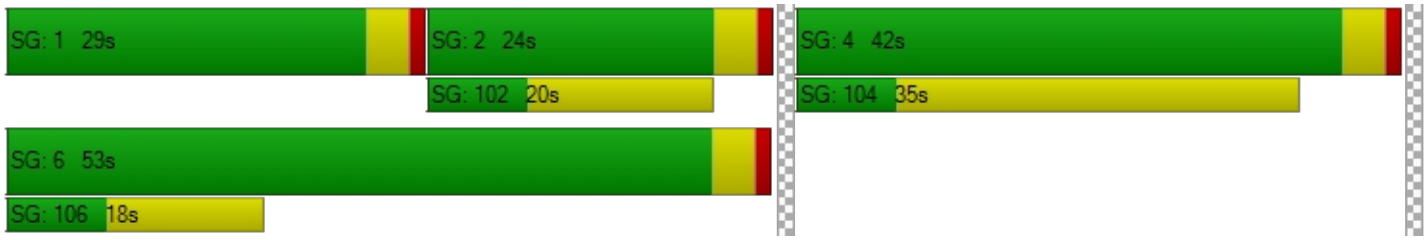
d_M, Delay for Movement [s/veh]	48.18	7.39	0.00	0.00	19.05	31.10	0.00	0.00	0.00	33.77	33.70	41.85
Movement LOS	D	A			B	C				C	C	D
d_A, Approach Delay [s/veh]	18.50			23.89			0.00			36.58		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	25.32											
Intersection LOS	C											
Intersection V/C	0.814											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.900	2.181	2.201
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1031	421	0	800
d_b, Bicycle Delay [s]	11.14	29.61	47.51	17.11
l_b,int, Bicycle LOS Score for Intersection	2.453	2.173	4.132	2.217
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.690

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	731	377	209	741	0	305	143	288	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	731	377	209	741	0	305	143	288	0	0	0
Peak Hour Factor	1.0000	0.9880	0.9880	0.9880	0.9880	1.0000	0.9880	0.9880	0.9880	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	185	95	53	188	0	77	36	73	0	0	0
Total Analysis Volume [veh/h]	0	740	382	212	750	0	309	145	291	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	25	0	35	60	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	15	65	22	22	22	
g / C, Green / Cycle	0.49	0.49	0.15	0.68	0.23	0.23	0.23	
(v / s)_i Volume / Saturation Flow Rate	0.16	0.27	0.13	0.23	0.14	0.14	0.20	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1653	1431	
c, Capacity [veh/h]	2228	695	247	2186	374	386	334	
d1, Uniform Delay [s]	14.97	17.12	39.17	6.26	32.46	32.42	35.05	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.18	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.40	3.11	8.40	0.43	1.54	1.47	10.78	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.33	0.55	0.86	0.34	0.60	0.59	0.87	
d, Delay for Lane Group [s/veh]	15.37	20.23	47.57	6.69	34.01	33.89	45.82	
Lane Group LOS	B	C	D	A	C	C	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.22	6.16	5.33	2.82	4.69	4.78	7.34	
50th-Percentile Queue Length [ft/ln]	80.56	154.07	133.17	70.55	117.24	119.53	183.44	
95th-Percentile Queue Length [veh/ln]	5.80	10.23	9.11	5.08	8.24	8.37	11.78	
95th-Percentile Queue Length [ft/ln]	145.00	255.86	227.80	126.99	206.02	209.18	294.50	

Movement, Approach, & Intersection Results

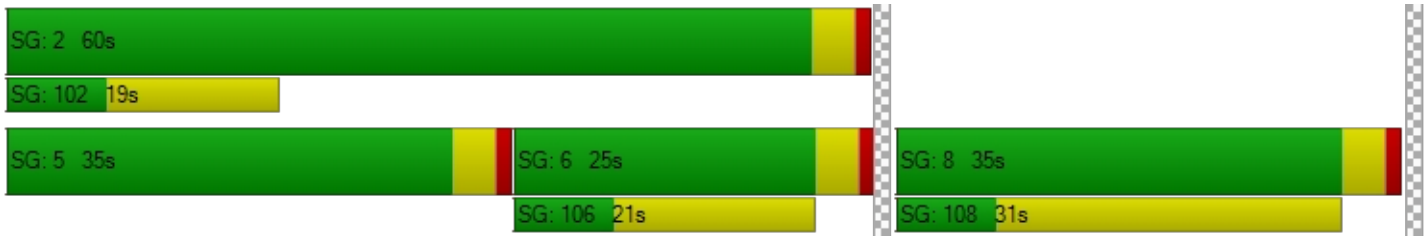
d_M, Delay for Movement [s/veh]	0.00	15.37	20.23	47.57	6.69	0.00	33.97	33.89	45.82	0.00	0.00	0.00
Movement LOS		B	C	D	A		C	C	D			
d_A, Approach Delay [s/veh]	17.02			15.70			38.59			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.25											
Intersection LOS	C											
Intersection V/C	0.690											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.807	0.000	2.185	2.146
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	442	1179	653	0
d_b, Bicycle Delay [s]	28.83	8.01	21.56	47.51
l_b,int, Bicycle LOS Score for Intersection	2.177	2.353	2.789	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	26.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	324	974	0	0	660	360	0	0	0	342	193	226
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	324	974	0	0	660	360	0	0	0	342	193	226
Peak Hour Factor	0.9830	0.9830	1.0000	1.0000	0.9830	0.9830	1.0000	1.0000	1.0000	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	248	0	0	168	92	0	0	0	87	49	57
Total Analysis Volume [veh/h]	330	991	0	0	671	366	0	0	0	348	196	230
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	47	71	0	0	24	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	110	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	25	79	51	51		23	23	23
g / C, Green / Cycle	0.23	0.72	0.46	0.46		0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.21	0.31	0.15	0.26		0.17	0.17	0.18
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1659	1302
c, Capacity [veh/h]	361	2315	2112	659		328	340	267
d1, Uniform Delay [s]	41.54	6.13	18.74	21.49		41.74	41.73	42.23
k, delay calibration	0.11	0.50	0.50	0.50		0.11	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	9.34	0.58	0.40	3.36		4.93	4.74	9.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.43	0.32	0.56		0.82	0.81	0.86
d, Delay for Lane Group [s/veh]	50.87	6.71	19.13	24.85		46.67	46.47	51.65
Lane Group LOS	D	A	B	C		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.57	4.20	3.64	7.30		7.32	7.55	6.68
50th-Percentile Queue Length [ft/ln]	239.28	105.02	91.01	182.55		183.11	188.76	166.95
95th-Percentile Queue Length [veh/ln]	14.64	7.56	6.55	11.73		11.76	12.06	10.92
95th-Percentile Queue Length [ft/ln]	366.12	189.03	163.82	293.35		294.07	301.42	272.90

Movement, Approach, & Intersection Results

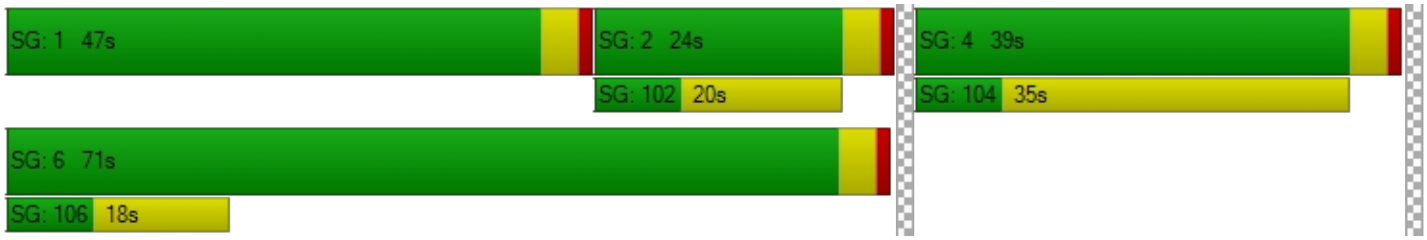
d_M, Delay for Movement [s/veh]	50.87	6.71	0.00	0.00	19.13	24.85	0.00	0.00	0.00	46.62	46.47	51.65
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	17.74			21.15			0.00			48.08		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	26.37											
Intersection LOS	C											
Intersection V/C	0.717											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	44.54	44.54	44.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.918	2.159	2.201
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1218	364	0	636
d_b, Bicycle Delay [s]	8.40	36.81	54.99	25.56
l_b,int, Bicycle LOS Score for Intersection	2.649	2.130	4.132	2.198
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	25.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.739

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	911	190	159	850	0	394	164	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	911	190	159	850	0	394	164	482	0	0	0
Peak Hour Factor	1.0000	0.9840	0.9840	0.9840	0.9840	1.0000	0.9840	0.9840	0.9840	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	231	48	40	216	0	100	42	122	0	0	0
Total Analysis Volume [veh/h]	0	926	193	162	864	0	400	167	490	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	29	0	18	47	0	0	48	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	36	36	11	52	35	35	35	
g / C, Green / Cycle	0.38	0.38	0.12	0.54	0.37	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.13	0.10	0.27	0.18	0.17	0.34	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1649	1431	
c, Capacity [veh/h]	1745	544	192	1738	599	616	534	
d1, Uniform Delay [s]	22.85	21.07	40.96	13.62	22.66	22.53	28.37	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.27	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.16	1.80	9.65	1.02	0.58	0.54	14.55	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.53	0.35	0.84	0.50	0.47	0.46	0.92	
d, Delay for Lane Group [s/veh]	24.01	22.88	50.61	14.64	23.25	23.06	42.92	
Lane Group LOS	C	C	D	B	C	C	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.39	3.27	4.18	5.68	4.80	4.77	12.34	
50th-Percentile Queue Length [ft/ln]	134.81	81.87	104.57	142.07	120.00	119.17	308.38	
95th-Percentile Queue Length [veh/ln]	9.20	5.89	7.53	9.59	8.39	8.35	18.10	
95th-Percentile Queue Length [ft/ln]	230.01	147.37	188.22	239.81	209.82	208.68	452.38	

Movement, Approach, & Intersection Results

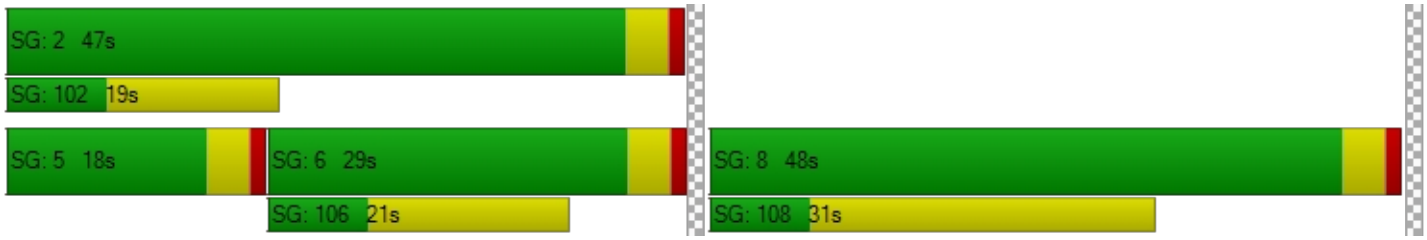
d_M, Delay for Movement [s/veh]	0.00	24.01	22.88	50.61	14.64	0.00	23.19	23.06	42.92	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	D			
d_A, Approach Delay [s/veh]	23.81			20.32			32.32			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	25.50											
Intersection LOS	C											
Intersection V/C	0.739											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.857	0.000	2.286	1.935
Crosswalk LOS	C	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	905	926	0
d_b, Bicycle Delay [s]	25.80	14.24	13.69	47.51
l_b,int, Bicycle LOS Score for Intersection	2.175	2.406	3.304	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-II

EXISTING PLUS PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	25.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.820

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	282	775	0	0	610	429	0	0	0	350	205	273
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	282	775	0	0	610	429	0	0	0	350	205	273
Peak Hour Factor	0.9570	0.9570	1.0000	1.0000	0.9570	0.9570	1.0000	1.0000	1.0000	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	202	0	0	159	112	0	0	0	91	54	71
Total Analysis Volume [veh/h]	295	810	0	0	637	448	0	0	0	366	214	285
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	29	53	0	0	24	0	0	0	0	0	42	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	95	95	95	95		95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	19	63	40	40		24	24	24
g / C, Green / Cycle	0.20	0.66	0.42	0.42		0.25	0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.18	0.25	0.14	0.31		0.18	0.18	0.22
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1660	1302
c, Capacity [veh/h]	328	2125	1909	596		405	420	329
d1, Uniform Delay [s]	36.84	7.22	18.79	23.56		32.27	32.27	33.97
k, delay calibration	0.14	0.50	0.50	0.50		0.11	0.11	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	11.34	0.52	0.47	8.52		2.24	2.16	7.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.90	0.38	0.33	0.75		0.70	0.70	0.87
d, Delay for Lane Group [s/veh]	48.18	7.74	19.27	32.08		34.51	34.43	41.75
Lane Group LOS	D	A	B	C		C	C	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.58	3.41	3.17	9.57		6.09	6.29	6.86
50th-Percentile Queue Length [ft/ln]	189.53	85.21	79.23	239.29		152.23	157.37	171.40
95th-Percentile Queue Length [veh/ln]	12.10	6.14	5.70	14.65		10.14	10.41	11.15
95th-Percentile Queue Length [ft/ln]	302.42	153.38	142.61	366.13		253.40	260.23	278.75

Movement, Approach, & Intersection Results

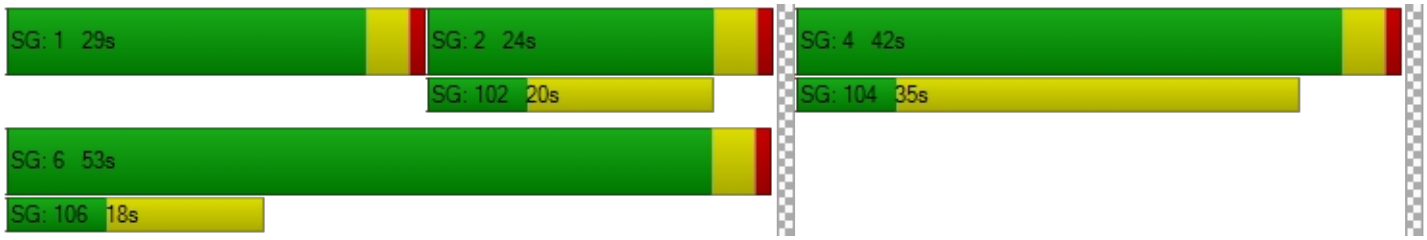
d_M, Delay for Movement [s/veh]	48.18	7.74	0.00	0.00	19.27	32.08	0.00	0.00	0.00	34.50	34.43	41.75
Movement LOS	D	A			B	C				C	C	D
d_A, Approach Delay [s/veh]	18.53			24.56			0.00			36.87		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	25.86											
Intersection LOS	C											
Intersection V/C	0.820											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	37.14	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.900	2.184	2.224
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1031	421	0	800
d_b, Bicycle Delay [s]	11.14	29.61	47.51	17.11
l_b,int, Bicycle LOS Score for Intersection	2.471	2.156	4.132	2.273
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	746	377	214	762	0	311	143	288	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	746	377	214	762	0	311	143	288	0	0	0
Peak Hour Factor	1.0000	0.9880	0.9880	0.9880	0.9880	1.0000	0.9880	0.9880	0.9880	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	189	95	54	193	0	79	36	73	0	0	0
Total Analysis Volume [veh/h]	0	755	382	217	771	0	315	145	291	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	25	0	35	60	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	46	46	15	65	22	22	22	
g / C, Green / Cycle	0.48	0.48	0.16	0.68	0.23	0.23	0.23	
(v / s)_i Volume / Saturation Flow Rate	0.16	0.27	0.14	0.24	0.14	0.14	0.20	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1652	1431	
c, Capacity [veh/h]	2213	691	252	2186	374	386	334	
d1, Uniform Delay [s]	15.22	17.34	39.02	6.32	32.53	32.48	35.03	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.18	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.42	3.18	8.39	0.45	1.59	1.51	10.74	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.34	0.55	0.86	0.35	0.61	0.60	0.87	
d, Delay for Lane Group [s/veh]	15.64	20.52	47.41	6.77	34.12	33.99	45.78	
Lane Group LOS	B	C	D	A	C	C	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.33	6.22	5.45	2.93	4.77	4.86	7.33	
50th-Percentile Queue Length [ft/ln]	83.20	155.43	136.16	73.21	119.14	121.38	183.34	
95th-Percentile Queue Length [veh/ln]	5.99	10.31	9.27	5.27	8.35	8.47	11.78	
95th-Percentile Queue Length [ft/ln]	149.76	257.66	231.85	131.78	208.64	211.72	294.38	

Movement, Approach, & Intersection Results

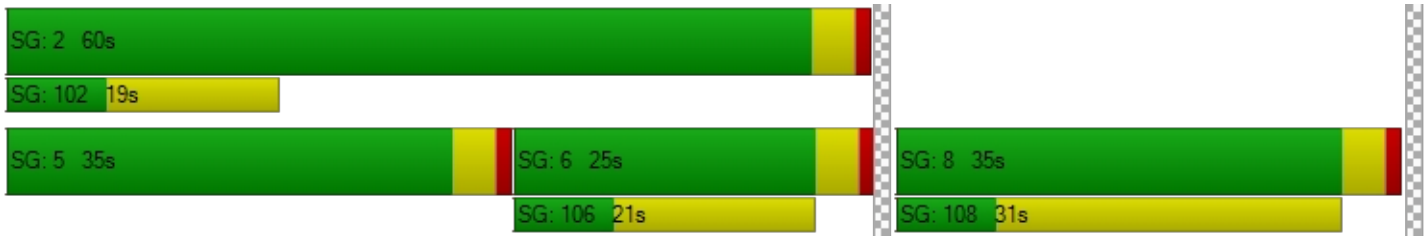
d_M, Delay for Movement [s/veh]	0.00	15.64	20.52	47.41	6.77	0.00	34.08	33.99	45.78	0.00	0.00	0.00
Movement LOS		B	C	D	A		C	C	D			
d_A, Approach Delay [s/veh]	17.28			15.69			38.60			0.00		
Approach LOS	B			B			D			A		
d_I, Intersection Delay [s/veh]	22.30											
Intersection LOS	C											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.812	0.000	2.187	2.151
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	442	1179	653	0
d_b, Bicycle Delay [s]	28.83	8.01	21.56	47.51
l_b,int, Bicycle LOS Score for Intersection	2.185	2.375	2.799	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.721

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	324	988	0	0	637	360	0	0	0	381	197	230
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	324	988	0	0	637	360	0	0	0	381	197	230
Peak Hour Factor	0.9830	0.9830	1.0000	1.0000	0.9830	0.9830	1.0000	1.0000	1.0000	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	82	251	0	0	162	92	0	0	0	97	50	58
Total Analysis Volume [veh/h]	330	1005	0	0	648	366	0	0	0	388	200	234
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	47	71	0	0	24	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	110	110	110	110		110	110	110
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	25	79	50	50		23	23	23
g / C, Green / Cycle	0.23	0.72	0.46	0.46		0.21	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.21	0.31	0.14	0.26		0.18	0.18	0.18
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1655	1303
c, Capacity [veh/h]	361	2300	2091	652		336	347	273
d1, Uniform Delay [s]	41.54	6.38	18.95	21.86		41.92	41.92	41.95
k, delay calibration	0.11	0.50	0.50	0.50		0.14	0.14	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	9.34	0.61	0.39	3.47		7.97	7.69	9.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.44	0.31	0.56		0.86	0.86	0.86
d, Delay for Lane Group [s/veh]	50.87	6.98	19.33	25.33		49.89	49.61	51.73
Lane Group LOS	D	A	B	C		D	D	D
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	9.57	4.39	3.53	7.38		8.23	8.47	6.85
50th-Percentile Queue Length [ft/ln]	239.28	109.82	88.27	184.62		205.84	211.74	171.21
95th-Percentile Queue Length [veh/ln]	14.64	7.83	6.36	11.84		12.94	13.24	11.14
95th-Percentile Queue Length [ft/ln]	366.12	195.76	158.88	296.04		323.49	331.06	278.50

Movement, Approach, & Intersection Results

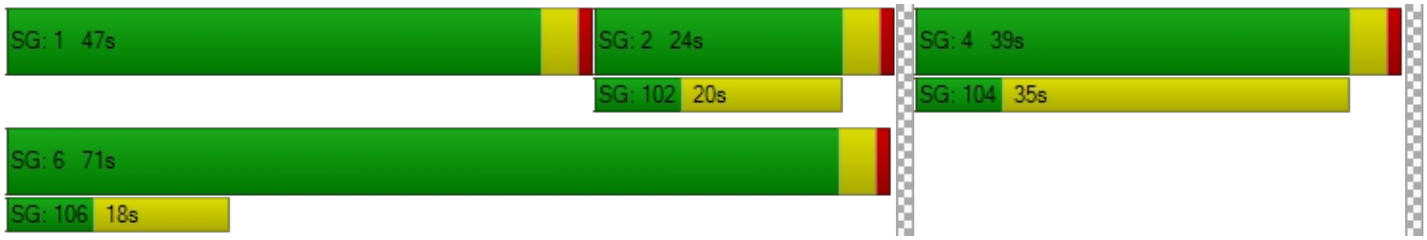
d_M, Delay for Movement [s/veh]	50.87	6.98	0.00	0.00	19.33	25.33	0.00	0.00	0.00	49.81	49.62	51.73
Movement LOS	D	A			B	C				D	D	D
d_A, Approach Delay [s/veh]	17.83			21.50			0.00			50.32		
Approach LOS	B			C			A			D		
d_I, Intersection Delay [s/veh]	27.42											
Intersection LOS	C											
Intersection V/C	0.721											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	44.54	44.54	44.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.917	2.161	2.217
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1218	364	0	636
d_b, Bicycle Delay [s]	8.40	36.81	54.99	25.56
l_b,int, Bicycle LOS Score for Intersection	2.661	2.117	4.132	2.238
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	25.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	921	190	163	864	0	398	164	482	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	921	190	163	864	0	398	164	482	0	0	0
Peak Hour Factor	1.0000	0.9840	0.9840	0.9840	0.9840	1.0000	0.9840	0.9840	0.9840	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	234	48	41	220	0	101	42	122	0	0	0
Total Analysis Volume [veh/h]	0	936	193	166	878	0	404	167	490	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	95
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	29	0	18	47	0	0	48	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	95	95	95	95	95	95	95	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	36	36	12	52	35	35	35	
g / C, Green / Cycle	0.38	0.38	0.12	0.54	0.37	0.37	0.37	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.13	0.10	0.27	0.18	0.17	0.34	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1649	1431	
c, Capacity [veh/h]	1733	541	196	1738	599	616	534	
d1, Uniform Delay [s]	23.10	21.25	40.84	13.71	22.69	22.56	28.37	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.27	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	1.21	1.84	9.65	1.05	0.59	0.54	14.53	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.54	0.36	0.85	0.51	0.48	0.46	0.92	
d, Delay for Lane Group [s/veh]	24.31	23.09	50.48	14.76	23.28	23.10	42.89	
Lane Group LOS	C	C	D	B	C	C	D	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	5.50	3.29	4.28	5.81	4.84	4.81	12.33	
50th-Percentile Queue Length [ft/ln]	137.42	82.33	107.05	145.33	121.02	120.19	308.28	
95th-Percentile Queue Length [veh/ln]	9.34	5.93	7.68	9.77	8.45	8.40	18.09	
95th-Percentile Queue Length [ft/ln]	233.55	148.19	191.89	244.19	211.23	210.08	452.25	

Movement, Approach, & Intersection Results

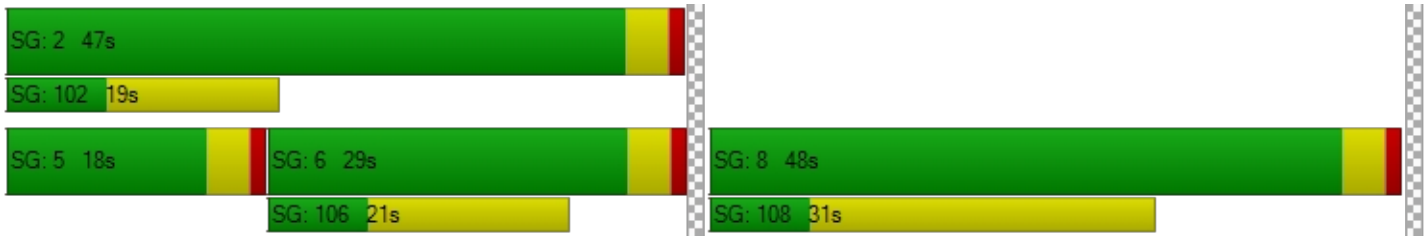
d_M, Delay for Movement [s/veh]	0.00	24.31	23.09	50.48	14.76	0.00	23.23	23.10	42.89	0.00	0.00	0.00
Movement LOS		C	C	D	B		C	C	D			
d_A, Approach Delay [s/veh]		24.10			20.44			32.29			0.00	
Approach LOS		C			C			C			A	
d_I, Intersection Delay [s/veh]	25.61											
Intersection LOS	C											
Intersection V/C	0.744											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	37.14	0.00	37.14	37.14
l_p,int, Pedestrian LOS Score for Intersection	2.861	0.000	2.287	1.939
Crosswalk LOS	C	F	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	526	905	926	0
d_b, Bicycle Delay [s]	25.80	14.24	13.69	47.51
l_b,int, Bicycle LOS Score for Intersection	2.181	2.421	3.310	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX F-III

YEAR 2024 CUMULATIVE TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	35.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.891

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	296	928	0	0	826	484	0	0	0	325	204	319
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	928	0	0	826	484	0	0	0	325	204	319
Peak Hour Factor	0.9570	0.9570	1.0000	1.0000	0.9570	0.9570	1.0000	1.0000	1.0000	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	242	0	0	216	126	0	0	0	85	53	83
Total Analysis Volume [veh/h]	309	970	0	0	863	506	0	0	0	340	213	333
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	26	77	0	0	51	0	0	0	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	120	120	120	120		120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	22	79	53	53		33	33	33
g / C, Green / Cycle	0.18	0.66	0.44	0.44		0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.19	0.30	0.19	0.35		0.17	0.17	0.26
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1663	1302
c, Capacity [veh/h]	294	2101	2010	627		445	462	362
d1, Uniform Delay [s]	48.95	10.20	23.29	29.25		37.66	37.66	42.03
k, delay calibration	0.28	0.50	0.50	0.50		0.11	0.11	0.30
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	53.01	0.73	0.67	10.66		1.35	1.31	21.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.05	0.46	0.43	0.81		0.61	0.61	0.92
d, Delay for Lane Group [s/veh]	101.96	10.94	23.96	39.92		39.01	38.96	63.82
Lane Group LOS	F	B	C	D		D	D	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	13.11	6.20	5.73	14.25		7.09	7.34	11.66
50th-Percentile Queue Length [ft/ln]	327.74	154.89	143.34	356.23		177.22	183.62	291.60
95th-Percentile Queue Length [veh/ln]	19.52	10.28	9.66	20.44		11.46	11.79	17.26
95th-Percentile Queue Length [ft/ln]	488.10	256.94	241.51	511.00		286.38	294.74	431.62

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	101.96	10.94	0.00	0.00	23.96	39.92	0.00	0.00	0.00	39.00	38.96	63.82
Movement LOS	F	B			C	D				D	D	E
d_A, Approach Delay [s/veh]	32.93			29.86			0.00			48.32		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	35.60											
Intersection LOS	D											
Intersection V/C	0.891											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.49	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.980	2.230	2.242
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1217	784	0	650
d_b, Bicycle Delay [s]	9.19	22.19	59.98	27.32
l_b,int, Bicycle LOS Score for Intersection	2.615	2.313	4.132	2.291
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	24.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.761

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	869	410	266	901	0	357	146	299	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	869	410	266	901	0	357	146	299	0	0	0
Peak Hour Factor	1.0000	0.9880	0.9880	0.9880	0.9880	1.0000	0.9880	0.9880	0.9880	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	220	104	67	228	0	90	37	76	0	0	0
Total Analysis Volume [veh/h]	0	880	415	269	912	0	361	148	303	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	25	0	40	65	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	19	68	24	24	24	
g / C, Green / Cycle	0.45	0.45	0.19	0.68	0.24	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.29	0.17	0.28	0.16	0.16	0.21	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1648	1431	
c, Capacity [veh/h]	2066	645	303	2179	385	396	343	
d1, Uniform Delay [s]	18.67	21.26	39.50	7.16	34.27	34.19	36.63	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.22	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.64	4.89	8.61	0.59	1.90	1.79	13.67	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.43	0.64	0.89	0.42	0.66	0.65	0.88	
d, Delay for Lane Group [s/veh]	19.32	26.15	48.11	7.76	36.18	35.98	50.30	
Lane Group LOS	B	C	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.61	8.11	7.07	4.01	5.67	5.73	8.31	
50th-Percentile Queue Length [ft/ln]	115.37	202.74	176.84	100.22	141.66	143.32	207.77	
95th-Percentile Queue Length [veh/ln]	8.14	12.78	11.44	7.22	9.57	9.66	13.04	
95th-Percentile Queue Length [ft/ln]	203.45	319.50	285.89	180.39	239.26	241.49	325.97	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	19.32	26.15	48.11	7.76	0.00	36.12	35.98	50.30	0.00	0.00	0.00
Movement LOS		B	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	21.51			16.95			41.39			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	24.78											
Intersection LOS	C											
Intersection V/C	0.761											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	2.866	0.000	2.209	2.239
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	1220	620	0
d_b, Bicycle Delay [s]	31.21	7.61	23.81	50.00
l_b,int, Bicycle LOS Score for Intersection	2.272	2.534	2.899	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report

Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	34.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.906

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	338	1415	0	0	960	446	0	0	0	388	197	358
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1415	0	0	960	446	0	0	0	388	197	358
Peak Hour Factor	0.9830	0.9830	1.0000	1.0000	0.9830	0.9830	1.0000	1.0000	1.0000	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	360	0	0	244	113	0	0	0	99	50	91
Total Analysis Volume [veh/h]	344	1439	0	0	977	454	0	0	0	395	200	364
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	36	76	0	0	40	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	115	115	115	115		115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	27	73	42	42		34	34	34
g / C, Green / Cycle	0.23	0.63	0.37	0.37		0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.21	0.45	0.21	0.32		0.18	0.18	0.28
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1655	1302
c, Capacity [veh/h]	370	2035	1692	528		473	489	385
d1, Uniform Delay [s]	43.26	13.90	29.07	33.51		34.91	34.91	39.61
k, delay calibration	0.28	0.50	0.50	0.50		0.16	0.16	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	21.55	2.10	1.44	16.57		1.96	1.90	29.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.71	0.58	0.86		0.62	0.62	0.95
d, Delay for Lane Group [s/veh]	64.81	16.00	30.52	50.08		36.87	36.81	69.16
Lane Group LOS	E	B	C	D		D	D	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.71	12.06	7.37	13.92		7.28	7.51	13.07
50th-Percentile Queue Length [ft/ln]	292.69	301.40	184.37	347.94		182.07	187.78	326.69
95th-Percentile Queue Length [veh/ln]	17.32	17.75	11.83	20.04		11.71	12.01	19.00
95th-Percentile Queue Length [ft/ln]	432.98	443.76	295.71	500.89		292.71	300.15	474.90

Movement, Approach, & Intersection Results

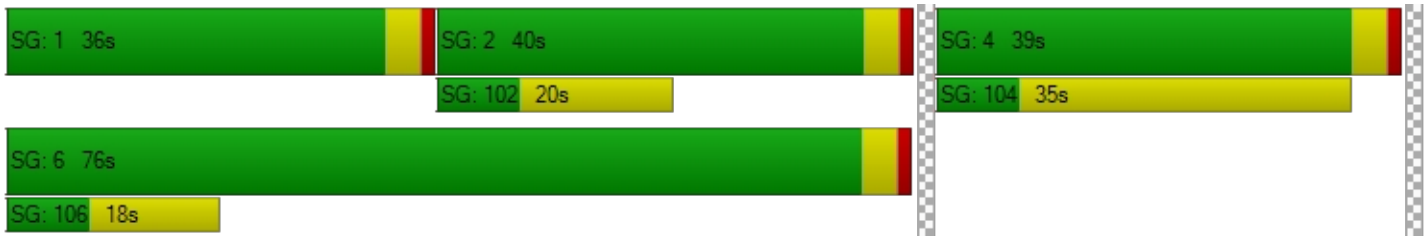
d_M, Delay for Movement [s/veh]	64.81	16.00	0.00	0.00	30.52	50.08	0.00	0.00	0.00	36.85	36.81	69.16
Movement LOS	E	B			C	D				D	D	E
d_A, Approach Delay [s/veh]	25.42			36.72			0.00			49.11		
Approach LOS	C			D			A			D		
d_I, Intersection Delay [s/veh]	34.74											
Intersection LOS	C											
Intersection V/C	0.906											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	47.01	47.01	47.01
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.056	2.213	2.264
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1252	626	0	609
d_b, Bicycle Delay [s]	8.03	27.12	57.49	27.81
l_b,int, Bicycle LOS Score for Intersection	3.031	2.347	4.132	2.351
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	34.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.882

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	1236	230	245	1109	0	524	167	502	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1236	230	245	1109	0	524	167	502	0	0	0
Peak Hour Factor	1.0000	0.9840	0.9840	0.9840	0.9840	1.0000	0.9840	0.9840	0.9840	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	314	58	62	282	0	133	42	128	0	0	0
Total Analysis Volume [veh/h]	0	1256	234	249	1127	0	533	170	510	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	43	0	23	66	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	110	110	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	39	39	19	62	40	40	40	
g / C, Green / Cycle	0.36	0.36	0.17	0.56	0.36	0.36	0.36	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.16	0.16	0.35	0.22	0.21	0.36	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1641	1431	
c, Capacity [veh/h]	1639	511	274	1809	581	595	519	
d1, Uniform Delay [s]	31.26	27.13	44.75	16.08	28.60	28.42	34.70	
k, delay calibration	0.50	0.50	0.13	0.50	0.17	0.16	0.45	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.49	2.93	13.43	1.63	1.56	1.35	33.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.77	0.46	0.91	0.62	0.60	0.59	0.98	
d, Delay for Lane Group [s/veh]	34.75	30.07	58.18	17.70	30.16	29.77	68.14	
Lane Group LOS	C	C	E	B	C	C	E	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.19	5.10	7.64	9.48	7.71	7.64	17.95	
50th-Percentile Queue Length [ft/ln]	254.80	127.62	190.96	236.90	192.80	190.88	448.80	
95th-Percentile Queue Length [veh/ln]	15.43	8.81	12.17	14.52	12.27	12.17	24.90	
95th-Percentile Queue Length [ft/ln]	385.69	220.25	304.27	363.11	306.66	304.18	622.52	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	34.75	30.07	58.18	17.70	0.00	30.03	29.77	68.14	0.00	0.00	0.00
Movement LOS		C	C	E	B		C	C	E			
d_A, Approach Delay [s/veh]		34.01			25.03			46.02			0.00	
Approach LOS		C			C			D			A	
d_I, Intersection Delay [s/veh]	34.55											
Intersection LOS	C											
Intersection V/C	0.882											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.53	0.00	44.53	44.53
l_p,int, Pedestrian LOS Score for Intersection	2.971	0.000	2.344	2.070
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	709	1128	727	0
d_b, Bicycle Delay [s]	22.90	10.46	22.26	54.98
l_b,int, Bicycle LOS Score for Intersection	2.379	2.695	3.561	4.132
Bicycle LOS	B	B	D	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX F-IV

YEAR 2024 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.897

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	296	949	0	0	798	484	0	0	0	379	209	325
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	296	949	0	0	798	484	0	0	0	379	209	325
Peak Hour Factor	0.9570	0.9570	1.0000	1.0000	0.9570	0.9570	1.0000	1.0000	1.0000	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	248	0	0	208	126	0	0	0	99	55	85
Total Analysis Volume [veh/h]	309	992	0	0	834	506	0	0	0	396	218	340
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	120
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	26	77	0	0	51	0	0	0	0	0	43	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	120	120	120	120		120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	22	78	52	52		34	34	34
g / C, Green / Cycle	0.18	0.65	0.43	0.43		0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.19	0.31	0.18	0.35		0.19	0.19	0.26
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1658	1302
c, Capacity [veh/h]	294	2083	1985	619		454	470	369
d1, Uniform Delay [s]	48.95	10.64	23.57	29.83		37.95	37.95	41.69
k, delay calibration	0.28	0.50	0.50	0.50		0.15	0.15	0.31
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	53.01	0.78	0.66	11.40		2.29	2.21	22.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.05	0.48	0.42	0.82		0.66	0.66	0.92
d, Delay for Lane Group [s/veh]	101.96	11.42	24.22	41.23		40.24	40.16	63.93
Lane Group LOS	F	B	C	D		D	D	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	13.11	6.54	5.56	14.50		8.09	8.36	11.94
50th-Percentile Queue Length [ft/ln]	327.74	163.43	139.03	362.41		202.36	209.07	298.48
95th-Percentile Queue Length [veh/ln]	19.52	10.73	9.43	20.74		12.76	13.11	17.61
95th-Percentile Queue Length [ft/ln]	488.10	268.26	235.72	518.51		319.01	327.64	440.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	101.96	11.42	0.00	0.00	24.22	41.23	0.00	0.00	0.00	40.22	40.16	63.93
Movement LOS	F	B			C	D				D	D	E
d_A, Approach Delay [s/veh]	32.93			30.65			0.00			48.66		
Approach LOS	C			C			A			D		
d_I, Intersection Delay [s/veh]	36.25											
Intersection LOS	D											
Intersection V/C	0.897											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	49.49	49.49	49.49
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.980	2.232	2.264
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1217	784	0	650
d_b, Bicycle Delay [s]	9.19	22.19	59.98	27.32
l_b,int, Bicycle LOS Score for Intersection	2.633	2.297	4.132	2.347
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	884	410	271	922	0	363	146	299	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	884	410	271	922	0	363	146	299	0	0	0
Peak Hour Factor	1.0000	0.9880	0.9880	0.9880	0.9880	1.0000	0.9880	0.9880	0.9880	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	224	104	69	233	0	92	37	76	0	0	0
Total Analysis Volume [veh/h]	0	895	415	274	933	0	367	148	303	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	25	0	40	65	0	0	35	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	45	45	19	68	24	24	24	
g / C, Green / Cycle	0.45	0.45	0.19	0.68	0.24	0.24	0.24	
(v / s)_i Volume / Saturation Flow Rate	0.20	0.29	0.17	0.29	0.16	0.16	0.21	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1648	1431	
c, Capacity [veh/h]	2051	640	308	2178	385	396	344	
d1, Uniform Delay [s]	18.97	21.51	39.34	7.23	34.34	34.26	36.62	
k, delay calibration	0.50	0.50	0.11	0.50	0.11	0.11	0.22	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.68	5.03	8.60	0.62	1.97	1.85	13.63	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.44	0.65	0.89	0.43	0.66	0.66	0.88	
d, Delay for Lane Group [s/veh]	19.65	26.53	47.94	7.85	36.31	36.11	50.26	
Lane Group LOS	B	C	D	A	D	D	D	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.75	8.18	7.20	4.14	5.75	5.81	8.31	
50th-Percentile Queue Length [ft/ln]	118.72	204.48	179.97	103.55	143.78	145.35	207.66	
95th-Percentile Queue Length [veh/ln]	8.32	12.87	11.60	7.46	9.68	9.77	13.03	
95th-Percentile Queue Length [ft/ln]	208.06	321.73	289.97	186.40	242.10	244.21	325.83	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	19.65	26.53	47.94	7.85	0.00	36.25	36.11	50.26	0.00	0.00	0.00
Movement LOS		B	C	D	A		D	D	D			
d_A, Approach Delay [s/veh]	21.83			16.95			41.41			0.00		
Approach LOS	C			B			D			A		
d_I, Intersection Delay [s/veh]	24.87											
Intersection LOS	C											
Intersection V/C	0.765											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	39.61	0.00	39.61	39.61
l_p,int, Pedestrian LOS Score for Intersection	2.871	0.000	2.211	2.244
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	420	1220	620	0
d_b, Bicycle Delay [s]	31.21	7.61	23.81	50.00
l_b,int, Bicycle LOS Score for Intersection	2.280	2.555	2.909	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Santa Anita Avenue at I-10 WB On-Ramp/Brockway Street

Control Type:	Signalized	Delay (sec / veh):	35.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.910

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 WB On-Ramp			Brockway Street		
Base Volume Input [veh/h]	338	1429	0	0	937	446	0	0	0	427	201	362
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	338	1429	0	0	937	446	0	0	0	427	201	362
Peak Hour Factor	0.9830	0.9830	1.0000	1.0000	0.9830	0.9830	1.0000	1.0000	1.0000	0.9830	0.9830	0.9830
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	86	363	0	0	238	113	0	0	0	109	51	92
Total Analysis Volume [veh/h]	344	1454	0	0	953	454	0	0	0	434	204	368
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	115
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	0	2	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	6	6	0	0	6	0	0	0	0	0	6	0
Maximum Green [s]	30	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	36	76	0	0	40	0	0	0	0	0	39	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	11	0	0	13	0	0	0	0	0	28	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No						No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No			No						No	
Maximum Recall	No	No			No						No	
Pedestrian Recall	No	No			No						No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	C	C
C, Cycle Length [s]	115	115	115	115		115	115	115
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00		4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00		2.00	2.00	2.00
g_i, Effective Green Time [s]	27	73	42	42		34	34	34
g / C, Green / Cycle	0.23	0.63	0.37	0.37		0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.21	0.45	0.21	0.32		0.20	0.20	0.28
s, saturation flow rate [veh/h]	1603	3204	4584	1431		1603	1652	1302
c, Capacity [veh/h]	370	2027	1681	525		477	492	388
d1, Uniform Delay [s]	43.26	14.20	29.10	33.77		35.25	35.25	39.51
k, delay calibration	0.28	0.50	0.50	0.50		0.19	0.19	0.40
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00
d2, Incremental Delay [s]	21.55	2.21	1.39	17.19		2.76	2.68	30.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.72	0.57	0.87		0.66	0.66	0.95
d, Delay for Lane Group [s/veh]	64.81	16.41	30.49	50.96		38.01	37.93	69.76
Lane Group LOS	E	B	C	D		D	D	E
Critical Lane Group	Yes	No	No	Yes		No	No	Yes
50th-Percentile Queue Length [veh/ln]	11.71	12.40	7.17	14.04		8.00	8.24	13.28
50th-Percentile Queue Length [ft/ln]	292.69	310.12	179.36	351.08		200.01	205.90	332.04
95th-Percentile Queue Length [veh/ln]	17.32	18.18	11.57	20.19		12.64	12.94	19.26
95th-Percentile Queue Length [ft/ln]	432.98	454.53	289.17	504.73		315.97	323.57	481.46

Movement, Approach, & Intersection Results

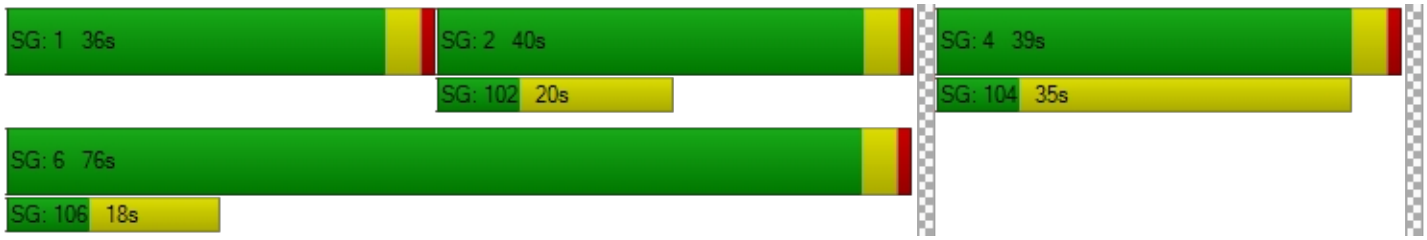
d_M, Delay for Movement [s/veh]	64.81	16.41	0.00	0.00	30.49	50.96	0.00	0.00	0.00	37.99	37.93	69.76
Movement LOS	E	B			C	D				D	D	E
d_A, Approach Delay [s/veh]	25.67			37.10			0.00			49.60		
Approach LOS	C			D			A			D		
d_I, Intersection Delay [s/veh]	35.21											
Intersection LOS	D											
Intersection V/C	0.910											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	47.01	47.01	47.01
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.055	2.215	2.279
Crosswalk LOS	F	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1252	626	0	609
d_b, Bicycle Delay [s]	8.03	27.12	57.49	27.81
l_b,int, Bicycle LOS Score for Intersection	3.043	2.333	4.132	2.390
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: Santa Anita Avenue at I-10 EB Off-Ramp/ Asher Street

Control Type:	Signalized	Delay (sec / veh):	34.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	Santa Anita Ave			Santa Anita Ave			I-10 EB Off-Ramp			Asher St		
Base Volume Input [veh/h]	0	1246	230	249	1123	0	528	167	502	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1246	230	249	1123	0	528	167	502	0	0	0
Peak Hour Factor	1.0000	0.9840	0.9840	0.9840	0.9840	1.0000	0.9840	0.9840	0.9840	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	317	58	63	285	0	134	42	128	0	0	0
Total Analysis Volume [veh/h]	0	1266	234	253	1141	0	537	170	510	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	110
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	6	0	6	6	0	0	6	0	0	0	0
Maximum Green [s]	0	30	0	30	30	0	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	43	0	23	66	0	0	44	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	0	0
Pedestrian Clearance [s]	0	14	0	0	12	0	0	24	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No		No	No			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	110	110	110	110	110	110	110	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	39	39	19	62	40	40	40	
g / C, Green / Cycle	0.35	0.35	0.17	0.56	0.36	0.36	0.36	
(v / s)_i Volume / Saturation Flow Rate	0.28	0.16	0.16	0.36	0.22	0.22	0.36	
s, saturation flow rate [veh/h]	4584	1431	1603	3204	1603	1640	1431	
c, Capacity [veh/h]	1629	508	277	1809	581	595	519	
d1, Uniform Delay [s]	31.57	27.32	44.65	16.19	28.65	28.46	34.70	
k, delay calibration	0.50	0.50	0.14	0.50	0.17	0.16	0.45	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	3.72	2.99	14.11	1.68	1.61	1.39	33.44	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.78	0.46	0.91	0.63	0.61	0.59	0.98	
d, Delay for Lane Group [s/veh]	35.29	30.31	58.75	17.87	30.25	29.85	68.14	
Lane Group LOS	D	C	E	B	C	C	E	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	10.37	5.13	7.81	9.66	7.77	7.70	17.95	
50th-Percentile Queue Length [ft/ln]	259.20	128.19	195.26	241.61	194.35	192.41	448.80	
95th-Percentile Queue Length [veh/ln]	15.65	8.84	12.39	14.76	12.35	12.25	24.90	
95th-Percentile Queue Length [ft/ln]	391.22	221.03	309.84	369.07	308.66	306.15	622.51	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	35.29	30.31	58.75	17.87	0.00	30.12	29.85	68.14	0.00	0.00	0.00
Movement LOS		D	C	E	B		C	C	E			
d_A, Approach Delay [s/veh]	34.51			25.29			46.01			0.00		
Approach LOS	C			C			D			A		
d_I, Intersection Delay [s/veh]	34.79											
Intersection LOS	C											
Intersection V/C	0.887											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.53	0.00	44.53	44.53
l_p,int, Pedestrian LOS Score for Intersection	2.974	0.000	2.345	2.074
Crosswalk LOS	C	F	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	709	1128	727	0
d_b, Bicycle Delay [s]	22.90	10.46	22.26	54.98
l_b,int, Bicycle LOS Score for Intersection	2.385	2.710	3.568	4.132
Bicycle LOS	B	B	D	D

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

APPENDIX G

DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

APPENDIX G-I

YEAR 2024 CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

Intersection Level Of Service Report
Intersection 10: Santa Anita Avenue at Project Dwy No. 1

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.156

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Project Dwy No. 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Project Dwy No. 1	
Base Volume Input [veh/h]	1120	54	45	1213	0	47
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1120	54	45	1213	0	47
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	295	14	12	319	0	12
Total Analysis Volume [veh/h]	1179	57	47	1277	0	49
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.16	0.01	0.00	0.13
d_M, Delay for Movement [s/veh]	0.00	0.00	19.18	0.00	0.00	16.20
Movement LOS	A	A	C	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.55	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	13.67	0.00	0.00	11.31
d_A, Approach Delay [s/veh]	0.00		0.68		16.20	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.65					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 11: Project Dwy No. 2 at Brockway Street

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Project Dwy No. 2		Brockway St		Brockway St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy No. 2		Brockway St		Brockway St	
Base Volume Input [veh/h]	0	59	0	0	854	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	59	0	0	854	11
Peak Hour Factor	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	16	0	0	225	3
Total Analysis Volume [veh/h]	0	62	0	0	899	12
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	13.78	0.00	0.00	0.00	0.00
Movement LOS		B			A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.45	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	11.24	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.78		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.88					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Santa Anita Avenue at Project Dwy No. 1

Control Type:	Two-way stop	Delay (sec / veh):	24.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.163

Intersection Setup

Name	Santa Anita Ave		Santa Anita Ave		Project Dwy No. 1	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Santa Anita Ave		Santa Anita Ave		Project Dwy No. 1	
Base Volume Input [veh/h]	1370	41	35	1137	0	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1370	41	35	1137	0	35
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	1.0000	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	361	11	9	299	0	9
Total Analysis Volume [veh/h]	1442	43	37	1197	0	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.16	0.01	0.00	0.12
d_M, Delay for Movement [s/veh]	0.00	0.00	23.95	0.00	0.00	18.32
Movement LOS	A	A	C	A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.57	0.00	0.00	0.41
95th-Percentile Queue Length [ft/ln]	0.00	0.00	14.29	0.00	0.00	10.15
d_A, Approach Delay [s/veh]	0.00		0.72		18.32	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.57					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 11: Project Dwy No. 2 at Brockway Street

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Project Dwy No. 2		Brockway St		Brockway St	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Project Dwy No. 2		Brockway St		Brockway St	
Base Volume Input [veh/h]	0	42	0	0	946	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	42	0	0	946	7
Peak Hour Factor	1.0000	0.9500	1.0000	1.0000	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	11	0	0	249	2
Total Analysis Volume [veh/h]	0	44	0	0	996	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.10	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	14.07	0.00	0.00	0.00	0.00
Movement LOS		B			A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.33	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	8.26	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.07		0.00		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	B					

APPENDIX H

DRIVE-THROUGH QUEUING STUDY DATA

Table 1
Chick-Fil-A Drive-Through Lane Queuing Observations
December 7, 2010 - Tustin, CA

Time	Queue	Time	Queue	Time	Queue
7:00	1	**11:00**	2	**4:00**	2
7:05	3	**11:05**	3	**4:05**	1
7:10	1	**11:10**	2	**4:10**	2
7:15	1	**11:15**	3	**4:15**	0
7:20	3	**11:20**	2	**4:20**	1
7:25	0	**11:25**	2	**4:25**	1
7:30	0	**11:30**	1	**4:30**	1
7:35	3	**11:35**	1	**4:35**	0
7:40	1	**11:40**	8	**4:40**	1
7:45	2	**11:45**	6	**4:45**	2
7:50	4	**11:50**	6	**4:50**	0
7:55	0	**11:55**	5	**4:55**	0
8:00	1	**12:00**	4	**5:00**	0
8:05	1	**12:05**	2	**5:05**	2
8:10	2	**12:10**	3	**5:10**	0
8:15	3	**12:15**	4	**5:15**	3
8:20	2	**12:20**	7	**5:20**	5
8:25	0	**12:25**	12	**5:25**	2
8:30	1	**12:30**	15	**5:30**	1
8:35	0	**12:35**	15	**5:35**	5
8:40	0	**12:40**	13	**5:40**	5
8:45	0	**12:45**	13	**5:45**	4
8:50	2	**12:50**	10	**5:50**	2
8:55	2	**12:55**	10	**5:55**	3
9:00	0	**1:00**	12	**6:00**	1
Average	1.32	**Average**	6.44	**Average**	1.76
85%	3	**85%**	12.4	**85%**	3.4
95%	3	**95%**	14.6	**95%**	5
Max	4	**Max**	15	**Max**	5
Average	**3.2**				
85%	**5.9**				
95%	**12.3**				
Max	**15.0**				

Table 2
Chick-Fil-A Drive-Through Lane Queuing Observations
April 17, 2012 - Orange, CA

Time	Queue	Time	Queue	Time	Queue
7:00	1	**11:00**	0	**4:00**	2
7:05	1	**11:05**	3	**4:05**	0
7:10	0	**11:10**	7	**4:10**	2
7:15	2	**11:15**	5	**4:15**	4
7:20	0	**11:20**	3	**4:20**	3
7:25	0	**11:25**	4	**4:25**	5
7:30	2	**11:30**	3	**4:30**	5
7:35	2	**11:35**	4	**4:35**	3
7:40	2	**11:40**	5	**4:40**	2
7:45	5	**11:45**	9	**4:45**	1
7:50	5	**11:50**	12	**4:50**	2
7:55	2	**11:55**	15	**4:55**	0
8:00	0	**12:00**	14	**5:00**	3
8:05	2	**12:05**	12	**5:05**	3
8:10	2	**12:10**	11	**5:10**	0
8:15	1	**12:15**	12	**5:15**	2
8:20	3	**12:20**	15	**5:20**	4
8:25	3	**12:25**	15	**5:25**	5
8:30	1	**12:30**	13	**5:30**	3
8:35	1	**12:35**	10	**5:35**	6
8:40	4	**12:40**	14	**5:40**	7
8:45	3	**12:45**	11	**5:45**	4
8:50	1	**12:50**	13	**5:50**	5
8:55	3	**12:55**	9	**5:55**	5
9:00	2	**1:00**	10	**6:00**	6
Average	1.92	**Average**	9.16	**Average**	3.28
85%	3	**85%**	14	**85%**	5
95%	4.8	**95%**	15	**95%**	6
Max	5	**Max**	15	**Max**	7
Average	**4.8**				
85%	**10.9**				
95%	**14.0**				
Max	**15.0**				

Table 3
Chick-Fil-A Drive-Through Lane Queuing Observations
April 19, 2012 - Irvine, CA

Time	Queue	Time	Queue	Time	Queue
7:00	1	**11:00**	1	**4:00**	3
7:05	1	**11:05**	2	**4:05**	2
7:10	2	**11:10**	0	**4:10**	4
7:15	0	**11:15**	1	**4:15**	1
7:20	1	**11:20**	3	**4:20**	5
7:25	3	**11:25**	3	**4:25**	7
7:30	2	**11:30**	3	**4:30**	4
7:35	1	**11:35**	1	**4:35**	3
7:40	3	**11:40**	1	**4:40**	3
7:45	0	**11:45**	1	**4:45**	5
7:50	1	**11:50**	6	**4:50**	5
7:55	2	**11:55**	4	**4:55**	2
8:00	1	**12:00**	5	**5:00**	0
8:05	1	**12:05**	8	**5:05**	4
8:10	2	**12:10**	8	**5:10**	7
8:15	3	**12:15**	7	**5:15**	8
8:20	1	**12:20**	10	**5:20**	8
8:25	2	**12:25**	8	**5:25**	10
8:30	3	**12:30**	10	**5:30**	9
8:35	6	**12:35**	12	**5:35**	12
8:40	5	**12:40**	10	**5:40**	8
8:45	2	**12:45**	10	**5:45**	9
8:50	0	**12:50**	5	**5:50**	7
8:55	0	**12:55**	7	**5:55**	7
9:00	2	**1:00**	7	**6:00**	8
Average	1.8	**Average**	5.32	**Average**	5.64
85%	3	**85%**	10	**85%**	8.4
95%	4.6	**95%**	10	**95%**	9.8
Max	6	**Max**	12	**Max**	12
Average	**4.3**				
85%	**8.0**				
95%	**10.0**				
Max	**12.0**				

Table 4
Chick-Fil-A Drive-Through Lane Queuing Observations
Laguna Hills, California

Time (Sat. 1/21/17)	Queue	Time (Tues. 1/31/17)	Queue	Time (Tues. 1/31/17)	Queue	Time (Tues. 1/31/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Sat. 11/18/17)	Queue	Time (Sat. 11/18/17)	Queue	Time (Mon. 11/20/17)	Queue	Time (Mon. 11/20/17)	Queue	Time (Mon. 11/20/17)	Queue
11:30	7	7:00	1	11:00	6	4:00	3	7:00	4	11:00	8	4:00	5	7:00	6	4:00	8	7:00	6	7:00	4	11:00	7	4:00	7
11:35	9	7:05	5	11:05	5	4:05	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:40	8	7:10	4	11:10	7	4:10	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:45	6	7:15	1	11:15	8	4:15	4	7:15	4	11:15	7	4:15	5	7:15	5	4:15	8	7:15	8	7:15	4	11:15	7	4:15	6
11:50	5	7:20	1	11:20	8	4:20	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:55	4	7:25	1	11:25	8	4:25	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:00	5	7:30	2	11:30	10	4:30	5	7:30	10	11:30	7	4:30	11	7:30	7	4:30	9	7:30	5	7:30	6	11:30	9	4:30	8
12:05	4	7:35	1	11:35	9	4:35	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:10	5	7:40	2	11:40	10	4:40	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:15	4	7:45	0	11:45	7	4:45	5	7:45	10	11:45	10	4:45	9	7:45	4	4:45	4	7:45	7	7:45	5	11:45	10	4:45	5
12:20	5	7:50	0	11:50	8	4:50	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:25	10	7:55	2	11:55	9	4:55	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:30	11	8:00	1	12:00	8	5:00	5	8:00	3	12:00	14	5:00	9	8:00	6	5:00	4	8:00	6	8:00	6	12:00	11	5:00	6
12:35	9	8:05	4	12:05	7	5:05	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:40	8	8:10	2	12:10	10	5:10	6	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:45	11	8:15	1	12:15	9	5:15	7	8:15	3	12:15	12	5:15	6	8:15	6	5:15	7	8:15	6	8:15	4	12:15	10	5:15	9
12:50	11	8:20	1	12:20	8	5:20	10	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:55	14	8:25	0	12:25	8	5:25	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:00	12	8:30	0	12:30	9	5:30	0	8:30	5	12:30	13	5:30	9	8:30	6	5:30	8	8:30	4	8:30	5	12:30	16	5:30	9
1:05	11	8:35	4	12:35	11	5:35	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:10	10	8:40	2	12:40	12	5:40	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:15	10	8:45	7	12:45	9	5:45	13	8:45	4	12:45	13	5:45	9	8:45	6	5:45	9	8:45	6	8:45	4	12:45	15	5:45	11
1:20	7	8:50	4	12:50	8	5:50	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:25	11	8:55	6	12:55	10	5:55	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:30	9	--	--	1:00	11	6:00	13	--	--	1:00	14	6:00	8	9:00	4	6:00	9	9:00	6	--	--	1:00	17	6:00	12
1:35	8	--	--	1:05	10	6:05	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:40	9	--	--	1:10	13	6:10	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:45	9	--	--	1:15	9	6:15	11	--	--	1:15	12	6:15	10	9:15	3	6:15	8	9:15	6	--	--	1:15	15	6:15	13
1:50	8	--	--	1:20	6	6:20	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:55	10	--	--	1:25	6	6:25	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2:00	12	--	--	1:30	2	6:30	10	--	--	1:30	16	6:30	9	9:30	2	6:30	5	9:30	2	--	--	1:30	11	6:30	6
2:05	12	--	--	1:35	6	6:35	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2:10	11	--	--	1:40	5	6:40	6	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2:15	9	--	--	1:45	3	6:45	8	--	--	1:45	14	6:45	7	9:45	3	6:45	4	9:45	2	--	--	1:45	14	6:45	10
2:20	8	--	--	1:50	2	6:50	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2:25	9	--	--	1:55	6	6:55	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Average	8.64	Average	2.17	Average	7.86	Average	7.83	Average	5.38	Average	11.67	Average	8.0833	Average	4.83	Average	6.9167	Average	5.3333	Average	4.75	Average	11.83	Average	8.5
85%	11	85%	4	85%	10	85%	11	85%	9.75	85%	14	85%	9.35	85%	6	85%	9	85%	6.35	85%	5.95	85%	15.35	85%	11.35
95%	12	95%	5.85	95%	11.25	95%	13.25	95%	10	95%	14.9	95%	10.45	95%	6.45	95%	9	95%	7.45	95%	6	95%	16.45	95%	12.45
Max	14	Max	7	Max	13	Max	14	Max	10	Max	16	Max	11	Max	7	Max	9	Max	8	Max	6	Max	17	Max	13
Average	7.3																								
85%	11.0																								
95%	13.5																								
Max	17.0																								

Table 5
Chick-Fil-A Drive-Through Lane Queuing Observations
Corona, California

Time (Sat. 1/21/17)	Queue	Time (Thur. 1/26/17)	Queue	Time (Thur. 1/26/17)	Queue	Time (Thur. 1/26/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Fri. 11/17/17)	Queue	Time (Sat. 11/18/17)	Queue	Time (Sat. 11/18/17)	Queue	Time (Mon. 11/20/17)	Queue	Time (Mon. 11/20/17)	Queue	Time (Mon. 11/20/17)	Queue
11:30	3	7:00	2	11:00	9	4:00	11	7:00	9	11:00	10	4:00	12	7:00	12	4:00	7	7:00	12	7:00	4	11:00	7	4:00	7
11:35	9	7:05	1	11:05	10	4:05	8	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:40	10	7:10	2	11:10	8	4:10	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:45	10	7:15	1	11:15	4	4:15	2	7:15	11	11:15	12	4:15	13	7:15	13	4:15	15	7:15	11	7:15	4	11:15	13	4:15	8
11:50	13	7:20	5	11:20	10	4:20	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11:55	12	7:25	8	11:25	9	4:25	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:00	5	7:30	7	11:30	9	4:30	3	7:30	8	11:30	12	4:30	12	7:30	11	4:30	10	7:30	13	7:30	4	11:30	12	4:30	7
12:05	9	7:35	4	11:35	11	4:35	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:10	11	7:40	5	11:40	10	4:40	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:15	11	7:45	3	11:45	12	4:45	6	7:45	8	11:45	13	4:45	11	7:45	10	4:45	9	7:45	11	7:45	5	11:45	10	4:45	7
12:20	12	7:50	5	11:50	12	4:50	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:25	10	7:55	3	11:55	12	4:55	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:30	9	8:00	2	12:00	13	5:00	6	8:00	5	12:00	14	5:00	12	8:00	12	5:00	11	8:00	10	8:00	6	12:00	11	5:00	9
12:35	8	8:05	4	12:05	14	5:05	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:40	9	8:10	7	12:10	9	5:10	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:45	13	8:15	5	12:15	11	5:15	8	8:15	9	12:15	16	5:15	16	8:15	12	5:15	13	8:15	6	8:15	8	12:15	12	5:15	9
12:50	12	8:20	3	12:20	13	5:20	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12:55	12	8:25	2	12:25	11	5:25	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:00	10	8:30	4	12:30	12	5:30	13	8:30	11	12:30	14	5:30	13	8:30	11	5:30	13	8:30	6	8:30	5	12:30	12	5:30	7
1:05	12	8:35	3	12:35	10	5:35	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:10	12	8:40	3	12:40	10	5:40	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:15	9	8:45	6	12:45	10	5:45	11	8:45	8	12:45	10	5:45	15	8:45	9	5:45	12	8:45	8	8:45	6	12:45	12	5:45	11
1:20	10	8:50	4	12:50	12	5:50	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:25	11	8:55	3	12:55	12	5:55	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1:30	9	--	--	1:00	15	6:00	12	--	--	1:00	11	6:00	13	9:00	7	6:00	14	9:00	7	--	--	1:00	12	6:00	13
1:35	7	--	--	1:05	10	6:05	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:10	14	6:10	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:15	13	6:15	13	--	--	1:15	10	6:15	14	9:15	6	6:15	12	9:15	8	--	--	1:15	10	6:15	12
--	--	--	--	1:20	12	6:20	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:25	10	6:25	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:30	10	6:30	10	--	--	1:30	13	6:30	11	9:30	3	6:30	11	9:30	5	--	--	1:30	11	6:30	10
--	--	--	--	1:35	8	6:35	9	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:40	8	6:40	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:45	6	6:45	13	--	--	1:45	11	6:45	12	9:45	4	6:45	13	9:45	3	--	--	1:45	13	6:45	13
--	--	--	--	1:50	6	6:50	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	1:55	8	6:55	11	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Average	9.92	Average	3.83	Average	10.36	Average	8.92	Average	8.63	Average	12.17	Average	12.833	Average	9.17	Average	11.667	Average	8.3333	Average	5.25	Average	11.25	Average	9.4167
85%	12	85%	5.55	85%	12.75	85%	12.75	85%	10.9	85%	14	85%	14.35	85%	12	85%	13.35	85%	11.35	85%	6	85%	12.35	85%	12.35
95%	12.75	95%	7	95%	14	95%	13	95%	11	95%	14.9	95%	15.45	95%	12.45	95%	14.45	95%	12.45	95%	7.3	95%	13	95%	13
Max	13	Max	8	Max	15	Max	13	Max	11	Max	16	Max	16	Max	13	Max	15	Max	13	Max	8	Max	13	Max	13
Average	9.2																								
85%	13.0																								
95%	13.0																								
Max	16.0																								

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Thursday April 25, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
11:00 AM	2	5		2 Order Takers Outside
11:05 AM	2	5		3 Order Takers Outside
11:10 AM	0	6		3 Order Takers Outside
11:15 AM	4	12		3 Order Takers Outside
11:20 AM	2	11		3 Order Takers Outside
11:25 AM	2	9		3 Order Takers Outside
11:30 AM	2	6		3 Order Takers Outside
11:35 AM	4	7		3 Order Takers Outside
11:40 AM	5	13		3 Order Takers Return Inside
11:45 AM	3	11		
11:50 AM	4	12		
11:55 AM	5	10		
12:00 PM	4	12		
12:05 PM	6	11		
12:10 PM	5	15		
12:15 PM	5	14		
12:20 PM	5	15		
12:25 PM	10	15		
12:30 PM	6	16		
12:35 PM	5	12		
12:40 PM	6	15		
12:45 PM	6	16		
12:50 PM	1	9		
12:55 PM	4	12		
1:00 PM	10	17		
1:05 PM	10	19		
1:10 PM	6	14		
1:15 PM	11	18		
1:20 PM	8	16		
1:25 PM	8	15		
1:30 PM	6	15		
1:35 PM	7	17		
1:40 PM	7	16		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Thursday April 25, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
1:45 PM	4	12		
1:50 PM	4	12		
1:55 PM	5	14		
2:00 PM	5	13		
5:00 PM	12	20		
5:05 PM	6	14		
5:10 PM	4	10		
5:15 PM	4	12		
5:20 PM	3	11		1 Order Taker Outside
5:25 PM	5	13		
5:30 PM	4	11		2 Order Takers Outside
5:35 PM	3	9		
5:40 PM	1	6		
5:45 PM	2	5		
5:50 PM	6	10		
5:55 PM	4	10		
6:00 PM	5	13		
6:05 PM	4	11		
6:10 PM	2	7		
6:15 PM	1	5		
6:20 PM	3	8		3 Order Takers Outside
6:25 PM	2	7		
6:30 PM	5	11		
6:35 PM	2	6		
6:40 PM	6	14		
6:45 PM	6	14		
6:50 PM	8	16		
6:55 PM	10	18		
7:00 PM	4	11		
7:05 PM	4	12		
7:10 PM	2	8		
7:15 PM	3	10		
7:20 PM	3	10		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Thursday April 25, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
7:25 PM	12	19		
7:30 PM	13	20		
7:35 PM	10	17		
7:40 PM	3	9		
7:45 PM	5	14		
7:50 PM	5	12		
7:55 PM	4	11		
8:00 PM	8	15		
	Max	**20**		
	Sum	**896**		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Friday April 26, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
11:00 AM	3	3		2 Order Takers Outside
11:05 AM	1	4		
11:10 AM	3	7		3 Order Takers Outside
11:15 AM	6	9		
11:20 AM	5	10		
11:25 AM	5	12		
11:30 AM	6	14		
11:35 AM	7	15		
11:40 AM	2	9		
11:45 AM	7	12		
11:50 AM	4	13		
11:55 AM	6	14		
12:00 PM	8	14		
12:05 PM	6	13		
12:10 PM	6	11		
12:15 PM	7	14		
12:20 PM	6	14		
12:25 PM	6	13		
12:30 PM	6	14		
12:35 PM	7	12		
12:40 PM	5	13		
12:45 PM	6	13		
12:50 PM	5	13		
12:55 PM	5	10		
1:00 PM	5	12		
1:05 PM	4	10		
1:10 PM	5	12		
1:15 PM	7	15		
1:20 PM	9	15		
1:25 PM	7	15		
1:30 PM	6	15		
1:35 PM	8	16		
1:40 PM	6	14		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Friday April 26, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
1:45 PM	5	12		
1:50 PM	5	12		
1:55 PM	3	10		
2:00 PM	7	14		
5:00 PM	5	12		
5:05 PM	4	11		
5:10 PM	0	7		
5:15 PM	6	10		
5:20 PM	5	13		
5:25 PM	6	11		
5:30 PM	2	7		
5:35 PM	3	4		
5:40 PM	2	8		
5:45 PM	2	9		
5:50 PM	3	8		
5:55 PM	4	8		
6:00 PM	3	11		
6:05 PM	3	10		
6:10 PM	9	17		
6:15 PM	10	18		
6:20 PM	8	15		
6:25 PM	4	12		
6:30 PM	8	15		
6:35 PM	9	17		
6:40 PM	6	14		
6:45 PM	1	9		
6:50 PM	7	13		
6:55 PM	6	14		
7:00 PM	4	11		
7:05 PM	1	10		
7:10 PM	3	9		
7:15 PM	3	9		
7:20 PM	2	10		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Friday April 26, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
7:25 PM	4	13		
7:30 PM	3	9		
7:35 PM	3	10		
7:40 PM	8	15		
7:45 PM	5	14		
7:50 PM	5	13		
7:55 PM	1	11		
8:00 PM	3	9		
	Max	**18**		
	Sum	**864**		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Saturday April 27, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
11:00 AM	4	8		
11:05 AM	1	7		
11:10 AM	8	10		
11:15 AM	8	13		
11:20 AM	7	11		
11:25 AM	4	12		
11:30 AM	5	10		
11:35 AM	1	7		
11:40 AM	3	8		
11:45 AM	5	10		
11:50 AM	0	6		
11:55 AM	8	8		
12:00 PM	2	10		
12:05 PM	3	9		
12:10 PM	4	9		
12:15 PM	9	13		
12:20 PM	5	9		
12:25 PM	5	10		
12:30 PM	3	11		
12:35 PM	5	9		
12:40 PM	3	8		
12:45 PM	6	10		
12:50 PM	4	12		
12:55 PM	7	9		
1:00 PM	7	13		
1:05 PM	6	14		
1:10 PM	4	11		
1:15 PM	4	9		
1:20 PM	3	7		
1:25 PM	2	6		
1:30 PM	3	10		
1:35 PM	4	11		
1:40 PM	2	9		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Saturday April 27, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
1:45 PM	1	9		
1:50 PM	4	9		
1:55 PM	4	12		
2:00 PM	1	9		
6:00 PM	8	15		
6:05 PM	10	16		
6:10 PM	5	12		
6:15 PM	0	7		
6:20 PM	0	3		
6:25 PM	1	2		
6:30 PM	1	4		
6:35 PM	1	4		
6:40 PM	1	3		
6:45 PM	2	6		
6:50 PM	2	8		
6:55 PM	4	10		
7:00 PM	1	7		
7:05 PM	3	8		
7:10 PM	2	8		
7:15 PM	4	11		
7:20 PM	3	9		
7:25 PM	5	12		
7:30 PM	5	13		
7:35 PM	8	17		
7:40 PM	4	15		
7:45 PM	3	13		
7:50 PM	10	19		
7:55 PM	7	15		
8:00 PM	6	13		
8:05 PM	7	13		
8:10 PM	6	13		
8:15 PM	8	15		
8:20 PM	4	11		

Queuing Observations
Chick-fil-A (4401 Pacific Coast Highway, Long Beach)
Saturday April 27, 2019

Beginning Time	Max Queue		Street Overflow	Notes
	Order Board Back #	Entire Drive Thru		
8:25 PM	7	14		
8:30 PM	3	9		
8:35 PM	8	13		
8:40 PM	8	16		
8:45 PM	5	13		
8:50 PM	10	18		
8:55 PM	6	15		
9:00 PM	8	15		
	Max	**19**		
	Sum	**773**		

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
WEDNESDAY, FEBRUARY 20, 2019

WEEKDAY MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
AM	11:00	1	0	4		
	11:05	6	0	1		
	11:10	2	3	4		
	11:15	5	1	5		
	11:20	4	1	5		
	11:25	3	2	2		
	11:30	4	2	3		
	11:35	4	2	2		
	11:40	2	0	2		
	11:45	6	0	1		
	11:50	0	1	4		
	11:55	5	1	2		
PM	12:00	7	2	4		
	12:05	3	2	8		2 ORDER TAKERS ARRIVE OUTSIDE
	12:10	8	3	6		2 ORDER TAKERS OUTSIDE
	12:15	8	3	10	12:18PM-12:22PM Drive Thru	2 ORDER TAKERS OUTSIDE
	12:20	8	10	17		2 ORDER TAKERS OUTSIDE
	12:25	3	5	11		2 ORDER TAKERS OUTSIDE
	12:30	6	0	5		2 ORDER TAKERS OUTSIDE
	12:35	7	0	5		2 ORDER TAKERS OUTSIDE

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
WEDNESDAY, FEBRUARY 20, 2019

WEEKDAY MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	12:40	8	1	5		2 ORDER TAKERS OUTSIDE
	12:45	5	6	7		2 ORDER TAKERS OUTSIDE
	12:50	1	4	11		2 ORDER TAKERS OUTSIDE
	12:55	6	0	1		2 ORDER TAKERS OUTSIDE
	1:00	4	5	6		2 ORDER TAKERS OUTSIDE
	1:05	11	4	8		2 ORDER TAKERS OUTSIDE
	1:10	6	5	11	1:11PM-1:12PM Drive Thru	2 ORDER TAKERS OUTSIDE
	1:15	7	7	12		2 ORDER TAKERS OUTSIDE
	1:20	5	7	14		2 ORDER TAKERS OUTSIDE
	1:25	10	3	9		2 ORDER TAKERS OUTSIDE
	1:30	6	7	14	1:30PM-1:32PM Drive Thru	2 ORDER TAKERS OUTSIDE
	1:35	7	2	9		2 ORDER TAKERS OUTSIDE
	1:40	5	3	6		2 ORDER TAKERS OUTSIDE
	1:45	6	3	5		2 ORDER TAKERS OUTSIDE
	1:50	6	1	5		2 ORDER TAKERS RETURN INSIDE
	1:55	5	2	4		
	2:00	7	1	3		

TOTAL ARRIVAL: **197**

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
WEDNESDAY, FEBRUARY 20, 2019

WEEKDAY EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	5:00	4	1	2		
	5:05	1	1	2		
	5:10	3	2	2		
	5:15	4	0	2		
	5:20	6	2	4		
	5:25	6	3	5		
	5:30	5	4	6		
	5:35	4	5	10	5:36PM-5:40PM Drive Thru	
	5:40	2	4	6		
	5:45	5	4	6		
	5:50	4	5	9		
	5:55	3	6	10		
	6:00	4	3	8		
	6:05	2	3	7		
	6:10	2	0	3		
	6:15	4	1	2		

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
WEDNESDAY, FEBRUARY 20, 2019

WEEKDAY EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	6:20	6	2	3		
	6:25	5	2	4		
	6:30	7	3	6		
	6:35	4	3	9		
	6:40	4	8	13		
	6:45	5	4	10		
	6:50	6	4	11		
	6:55	5	4	10	6:56PM-7:00PM Drive Thru	1 ORDER TAKER ARRIVES OUTSIDE
	7:00	6	8	15		1 ORDER TAKER OUTSIDE
	7:05	4	6	13		1 ADDITIONAL ORDER TAKER ARRIVES
	7:10	5	2	7		2 ORDER TAKERS OUTSIDE
	7:15	5	2	9		2 ORDER TAKERS OUTSIDE
	7:20	4	5	11		2 ORDER TAKERS OUTSIDE
	7:25	4	2	8		2 ORDER TAKERS OUTSIDE
	7:30	5	0	7		2 ORDER TAKERS OUTSIDE

TOTAL ARRIVAL: **134**

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
FRIDAY, FEBRUARY 22, 2019

WEEKDAY MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
AM	11:00	3	1	7		
	11:05	5	1	6		
	11:10	4	1	5		
	11:15	4	1	5		
	11:20	3	2	6		
	11:25	5	1	2		
	11:30	8	2	4		
	11:35	3	5	10		
	11:40	4	3	9		
	11:45	5	2	6		
	11:50	8	0	5		
	11:55	1	3	8		
PM	12:00	6	0	4		
	12:05	2	4	8		2 ORDER TAKERS ARRIVE OUTSIDE
	12:10	5	0	4		2 ORDER TAKERS OUTSIDE
	12:15	6	0	5		2 ORDER TAKERS OUTSIDE
	12:20	7	1	4	12:24 - 12:26 - Drive Thru	2 ORDER TAKERS OUTSIDE
	12:25	7	5	10		2 ORDER TAKERS OUTSIDE
	12:30	6	6	12		2 ORDER TAKERS OUTSIDE
	12:35	11	5	11	12:37 - 12:39 - Drive Thru	2 ORDER TAKERS OUTSIDE

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
FRIDAY, FEBRUARY 22, 2019

WEEKDAY MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	12:40	5	6	13	12:40 - 12:46 - Drive Thru	2 ORDER TAKERS OUTSIDE
	12:45	6	5	11		2 ORDER TAKERS OUTSIDE
	12:50	6	2	8		2 ORDER TAKERS OUTSIDE
	12:55	7	3	6		2 ORDER TAKERS OUTSIDE
	1:00	10	2	8		2 ORDER TAKERS OUTSIDE
	1:05	5	6	8		1 ORDER TAKER RETURNS INSIDE
	1:10	7	2	5		1 ORDER TAKER OUTSIDE
	1:15	8	5	7	1:17 - 1:18 - Drive Thru	1 ADDITIONAL ORDER TAKER ARRIVES
	1:20	5	7	13		2 ORDER TAKERS OUTSIDE
	1:25	3	7	14		2 ORDER TAKERS OUTSIDE
	1:30	9	2	6		2 ORDER TAKERS OUTSIDE
	1:35	7	3	10		2 ORDER TAKERS OUTSIDE
	1:40	9	1	4	1:42 - 1:44 - Drive Thru	2 ORDER TAKERS OUTSIDE
	1:45	8	7	11		2 ORDER TAKERS OUTSIDE
	1:50	6	7	13	1:50 - 1:55 - Drive Thru	2 ORDER TAKERS OUTSIDE
	1:55	4	9	15		2 ORDER TAKERS OUTSIDE
	2:00	7	2	9		2 ORDER TAKERS OUTSIDE

TOTAL ARRIVAL: **215**

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
FRIDAY, FEBRUARY 22, 2019

WEEKDAY EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	5:00	6	2	4		
	5:05	5	7	8		
	5:10	4	6	1		1 ORDER TAKER ARRIVES OUTSIDE
	5:15	2	3	3		1 ORDER TAKER OUTSIDE
	5:20	4	2	3		1 ORDER TAKER RETURNS INSIDE
	5:25	5	1	2		
	5:30	3	1	3		
	5:35	7	0	1		
	5:40	2	3	4		
	5:45	5	1	3		
	5:50	7	1	4		
	5:55	8	7	10		
	6:00	2	6	10		
	6:05	5	5	6		1 ORDER TAKER ARRIVES OUTSIDE
	6:10	4	5	10		1 ORDER TAKER OUTSIDE
	6:15	6	3	8		1 ADDITIONAL ORDER TAKER ARRIVES

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
FRIDAY, FEBRUARY 22, 2019

WEEKDAY EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	6:20	2	6	13		2 ORDER TAKERS OUTSIDE
	6:25	5	2	5		1 ORDER TAKER RETURNS INSIDE
	6:30	4	0	3		1 ORDER TAKER OUTSIDE
	6:35	6	2	5		1 ORDER TAKER OUTSIDE
	6:40	2	3	6		1 ORDER TAKER OUTSIDE
	6:45	5	0	1		1 ORDER TAKER OUTSIDE
	6:50	4	3	4		1 ORDER TAKER OUTSIDE
	6:55	3	1	3		1 ORDER TAKER OUTSIDE
	7:00	4	1	3		1 ORDER TAKER OUTSIDE
	7:05	6	4	7		1 ORDER TAKER OUTSIDE
	7:10	6	5	7		1 ADDITIONAL ORDER TAKER ARRIVES
	7:15	3	3	5		1 ORDER TAKER RETURNS INSIDE
	7:20	7	2	7		1 ORDER TAKER OUTSIDE
	7:25	1	6	10		1 ORDER TAKER OUTSIDE
	7:30	6	7	11		1 ORDER TAKER OUTSIDE
	7:35	5	5	9	7:35 - 7:39 - Drive Thru	1 ORDER TAKER OUTSIDE

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
FRIDAY, FEBRUARY 22, 2019

WEEKDAY EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING TIME	TOTAL # OF CARS	ORDER BOARD BACK #	ENTIRE DRIVE THRU	STREET OVERFLOW	NOTES
PM	7:40	3	7	9	7:41- 7:43 - Drive Thru	1 ORDER TAKER OUTSIDE
	7:45	8	5	8		1 ORDER TAKER OUTSIDE
	7:50	3	7	11		1 ORDER TAKER OUTSIDE
	7:55	4	5	11		1 ORDER TAKER OUTSIDE
	8:00	6	3	6		1 ORDER TAKER OUTSIDE

TOTAL ARRIVAL: **168**

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
SATURDAY, FEBRUARY 23, 2019

WEEKEND MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
AM	11:00	5	2	3		
	11:05	4	1	4		
	11:10	4	3	5		
	11:15	4	2	6		
	11:20	5	2	6		
	11:25	5	3	8		
	11:30	3	1	5		
	11:35	7	0	1		
	11:40	3	2	5		
	11:45	6	3	5		
	11:50	2	5	7		
	11:55	5	2	6		
	12:00	7	4	7		
PM	12:05	5	6	9		2 ORDER TAKERS ARRIVE OUTSIDE
	12:10	3	5	8		2 ORDER TAKERS OUTSIDE
	12:15	2	3	8		1 ORDER TAKER RETURNS INSIDE
	12:20	3	1	4		1 ORDER TAKER OUTSIDE
	12:25	5	1	2		1 ORDER TAKER OUTSIDE
	12:30	5	2	3		1 ORDER TAKER OUTSIDE
	12:35	6	5	8		1 ORDER TAKER OUTSIDE

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
SATURDAY, FEBRUARY 23, 2019

WEEKEND MID-DAY

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	12:40	9	4	8		1 ORDER TAKER OUTSIDE
	12:45	4	5	9		1 ORDER TAKER OUTSIDE
	12:50	5	2	8		1 ORDER TAKER OUTSIDE
	12:55	4	4	7		1 ORDER TAKER OUTSIDE
	1:00	5	3	6		1 ORDER TAKER OUTSIDE
	1:05	5	4	8		1 ORDER TAKER OUTSIDE
	1:10	7	0	4		1 ORDER TAKER OUTSIDE
	1:15	6	1	5		1 ORDER TAKER OUTSIDE
	1:20	8	3	5		1 ORDER TAKER OUTSIDE
	1:25	6	4	10		1 ORDER TAKER OUTSIDE
	1:30	5	4	9		1 ADDITIONAL ORDER TAKER ARRIVES
	1:35	3	4	7		2 ORDER TAKERS OUTSIDE
	1:40	7	0	6		2 ORDER TAKERS OUTSIDE
	1:45	7	3	9		2 ORDER TAKERS OUTSIDE
	1:50	6	3	9		1 ORDER TAKER RETURNS INSIDE
	1:55	6	4	8	1:57 - 1:58 - Drive Thru	1 ADDITIONAL ORDER TAKER ARRIVES
	2:00	4	4	9		2 ORDER TAKERS OUTSIDE

TOTAL ARRIVAL: **186**

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
SATURDAY, FEBRUARY 23, 2019

WEEKEND EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	6:00	6	6	10		1 ORDER TAKER OUTSIDE
	6:05	3	5	10		1 ORDER TAKER OUTSIDE
	6:10	6	4	10		1 ORDER TAKER OUTSIDE
	6:15	5	4	9		1 ORDER TAKER OUTSIDE
	6:20	2	7	12		1 ORDER TAKER OUTSIDE
	6:25	3	2	5		1 ORDER TAKER RETURNS INSIDE
	6:30	5	3	7		
	6:35	1	3	6		
	6:40	4	6	5		
	6:45	4	1	5		
	6:50	4	2	4		
	6:55	4	2	3		
	7:00	6	2	7		
	7:05	6	3	6		
	7:10	4	3	6		
	7:15	2	2	6		

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
SATURDAY, FEBRUARY 23, 2019

WEEKEND EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING	TOTAL #	ORDER BOARD	ENTIRE	STREET	
	TIME	OF CARS	BACK #	DRIVE THRU	OVERFLOW	NOTES
PM	7:20	3	0	4		
	7:25	8	1	3		
	7:30	5	3	7		
	7:35	4	1	4		
	7:40	6	3	5		
	7:45	2	4	6		
	7:50	3	3	5		
	7:55	2	3	7		
	8:00	6	2	5		
	8:05	2	1	4		
	8:10	6	2	6		
	8:15	1	1	4		
	8:20	7	1	4		
	8:25	8	2	5		
	8:30	3	2	8		
	8:35	4	3	8		

VENICE CHICK-fil-A
4050 LINCOLN BLVD
VENICE, CA 90292
SATURDAY, FEBRUARY 23, 2019

WEEKEND EVENING

		ARRIVAL RATE	MAX QUEUE			
	BEGINNING TIME	TOTAL # OF CARS	ORDER BOARD BACK #	ENTIRE DRIVE THRU	STREET OVERFLOW	NOTES
PM	8:40	5	1	5		
	8:45	2	5	7		
	8:50	5	1	4		
	8:55	4	3	5		
	9:00	3	1	5		

TOTAL ARRIVAL: **154**