



Appendix H

Traffic Impact Study



Traffic Impact Study

For:

Rubio Village Mixed-Use Project

In the City of San Gabriel

Prepared for:
Panku Inc.

February 2023

Kimley»»Horn

TRAFFIC IMPACT STUDY
FOR
RUBIO VILLAGE MIXED-USE PROJECT
IN THE CITY OF SAN GABRIEL

Prepared for:

Panku Inc.

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TRAFFIC IMPACT STUDY FOR RUBIO VILLAGE MIXED-USE PROJECT IN THE CITY OF SAN GABRIEL

I. INTRODUCTION AND SUMMARY

A. Purpose of Report and Study Objectives

Kimley-Horn and Associates, Inc. (KHA) has been retained to prepare a Traffic Impact Study for the proposed Rubio Village Mixed-Use Project in the City of San Gabriel. This Traffic Study is an update to the priorly approved *Traffic Impact Study for Rubio Village Mixed-Use Project in the City of San Gabriel* (January 2015). The project applicant proposes a mixed-use project consisting of a combination of restaurant, retail, and residential uses. The project is located on the southwest corner of San Gabriel Boulevard and Live Oak Street at 201-205 South San Gabriel Boulevard in the City of San Gabriel. The purpose of this Traffic Impact Study is to evaluate the traffic-related impacts on the traffic circulation system due to the development of the proposed project.

This Traffic Study has been prepared in accordance with the *Traffic Study Guidelines for Development Projects in the City of San Gabriel* (September 2006). The format of this report is in accordance with Appendix A – Required Traffic Study Report Format of the City’s guidelines.

The study will evaluate project-related traffic impacts on the surrounding street system for each study scenario. If applicable, the report will identify necessary mitigation measures associated with project traffic impacts. In accordance with the City’s traffic study guidelines, the following study scenarios will be analyzed:

- Existing Conditions
- Existing Plus Project Conditions
- Future (Opening Year) with Ambient Growth
- Future (Opening Year) with Ambient Growth and Cumulative Projects
- Future (Opening Year) with Ambient Growth and Cumulative Plus Proposed Project
- Future (Opening Year) with Ambient Growth and Cumulative Plus Proposed Project and Proposed Mitigation Measures

1. Intersection Analysis Methodology

Signalized Intersections

The study will evaluate the project’s traffic-related impact at selected study intersections. The project site driveways will also be evaluated for all “With Project” scenarios. In accordance with the criteria outlined in the *Traffic Study Guidelines for Development Projects in the City of San Gabriel* (September

2006), signalized intersection operation is evaluated using the Intersection Capacity Utilization (ICU) capacity methodology.

The ICU methodology provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles actually passing through that intersection during a given hour. The ICU calculations assume a per-lane capacity of 1,600 vehicles per hour (vph) (1,440 per lane for a dual left-turn lane) with a clearance interval of 0.10. The results of the evaluation are reported in terms of Level of Service (LOS), which is represented by letter grades A (excellent, free-flow conditions) through F (severely congested conditions).

The following chart identifies each Level of Service category, and the corresponding intersection capacity utilization:

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

Unsignalized Intersections

In accordance with the Los Angeles County Public Works *Transportation Impact Analysis Guidelines* (July 2020), peak hour operating conditions for unsignalized intersections were analyzed using the Highway Capacity Manual (HCM) 6th Edition methodology.

For unsignalized intersections, the HCM methodology analysis determines the average total delay for each vehicle making any movement from the stop-controlled minor street, as well as left turns from the major street. Delay values are calculated based on the relationship between traffic on major street and the availability of acceptable gaps in the traffic stream through which conflicting traffic movements can be made.

LEVEL OF SERVICE DESCRIPTIONS			
Level of Service	Signalized: HCM	Unsignalized: HCM	Description
	Delay (sec)	Delay (sec)	
A	< 10	≤10	EXCELLENT – No vehicle waits longer than one red light, and no approach phase is fully used.
B	> 10 – 20	> 10 and ≤ 15	VERY GOOD – An occasional approach phase is fully utilized; drivers begin to feel somewhat restricted within groups of vehicles.
C	> 20 – 35	> 15 and ≤ 25	GOOD – Occasionally, drivers may have to wait through more than one red light; back-ups may develop behind turning vehicles.
D	> 35 – 55	> 25 and ≤ 35	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 back-ups.
E	> 55 – 80	> 35 and ≤ 50	POOR – Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 80	> 50	FAILURE – Back-ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

2. Performance Criteria

The City of San Gabriel Level of Service standard for intersection operation is Level of Service D.

3. Impact Significance Thresholds

A project traffic impact on an intersection is determined to be significant in accordance with the following table:

INTERSECTION IMPACT SIGNIFICANCE THRESHOLD		
Level of Service	V/C Ratio	Project-Related Increase in V/C
A, B	0.600 – 0.700	Equal to or greater than 0.06
C	> 0.700 – 0.800	Equal to or greater than 0.04
D	> 0.800 – 0.900	Equal to or greater than 0.02
E / F	> 0.900 or greater	Equal to or greater than 0.01

Based on HCM 6th Edition methodology, a project-related effect on transportation occurs if either of the following criteria are satisfied:

1. The project causes a signalized or unsignalized intersection operating at or above an acceptable operating condition to degrade to an unacceptable condition, or
2. The project causes a signalized or unsignalized intersection operating at an unacceptable operating condition to further degrade and for a signalized intersection the change is:
 - a. From LOS E to LOS F,
 - b. An increase of at least 4 seconds for an LOS E intersection, or
 - c. An increase of at least 2 seconds for an LOS F intersection.

B. Executive Summary

1. Site Location and Study Area

The project site is bounded by Live Oak Street to the north, a mix of residential and commercial development to the south, San Gabriel Boulevard to the east, and Pine Street to the west. There are currently no active uses on the site.

2. Development Description

The proposed project is a mixed-use restaurant / retail / residential development consisting of 13,478 square feet of retail and restaurant space, and 225 residential units.

3. Principal Findings

a. Required Level of Service

The City of San Gabriel Level of Service (LOS) standard for intersection peak hour operation is LOS D.

b. Level of Service with Proposed Development

The project was evaluated for typical weekday peak hour operations impacts at the following study intersections:

1. San Gabriel Boulevard at Las Tunas Drive
2. Live Oak Street at Pine Street
3. San Gabriel Boulevard at Live Oak Street
4. Broadway at Pine Street
5. San Gabriel Boulevard at Broadway

The study also includes an evaluation of peak hour operations at the three future site access points on San Gabriel Boulevard, Live Oak Street, and Pine Street.

All the study intersections will operate at an acceptable Level of Service with the proposed development, with the exception of the following intersections:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS F, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F
- #5 – San Gabriel Boulevard at Broadway – PM LOS E
- #7 – San Gabriel Boulevard Driveway – PM LOS F

Based on the City of San Gabriel impact significance threshold, the project was found to have a significant impact at the following intersections:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

All other site driveways will operate at LOS B or better in both peak hours.

4. Capital Improvement Plan Project

Capital Improvement Plan (CIP) projects were researched for projects that would be completed before the project Opening Year in 2023. The CIP projects are located outside the study area of the project and therefore have not been considered during the analysis.

5. Conclusions

At build-out of the development, the project is estimated to generate approximately 1,442 trips on a daily basis, with 70 trips in the morning peak hour, and 57 trips in the evening peak hour.

Access to the project site will be via one driveway on Live Oak Street and one driveway on San Gabriel Boulevard. A third driveway along Pine Street will be provided to accommodate the 3 residential units located within Building B.

The project will have a significant impact at the following intersections:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

Recommended Improvements at intersection #7 are presented in the Recommended Improvements section of this report.

II. PROPOSED DEVELOPMENT

A. *Summary of Development*

The project site is a 2.9-acre parcel located on the south side of Live Oak Street between San Gabriel Boulevard and Pine Street in the City of San Gabriel. The project site is shown in its regional setting on the vicinity map on **Figure 1**.

The proposed project is a mixed-use restaurant / retail / residential development consisting of 13,478 square feet of retail and restaurant space and 225 residential units, totaling 190,901 square feet. The ITE trip rates and the estimated project trip generation are shown on **Table 1**. A copy of the proposed site plan is provided on **Figure 2**. The project proposes to take access via three driveways: one on Live Oak Street, one on San Gabriel Boulevard, and one on Pine Street. Access to Buildings B and C will be provided via pedestrian bridges. Additionally, the driveway along Pine Street is provided to accommodate the 3 residential units located within Building B.

The project will be studied in one development phase. The project Opening Year is anticipated to be Year 2023.

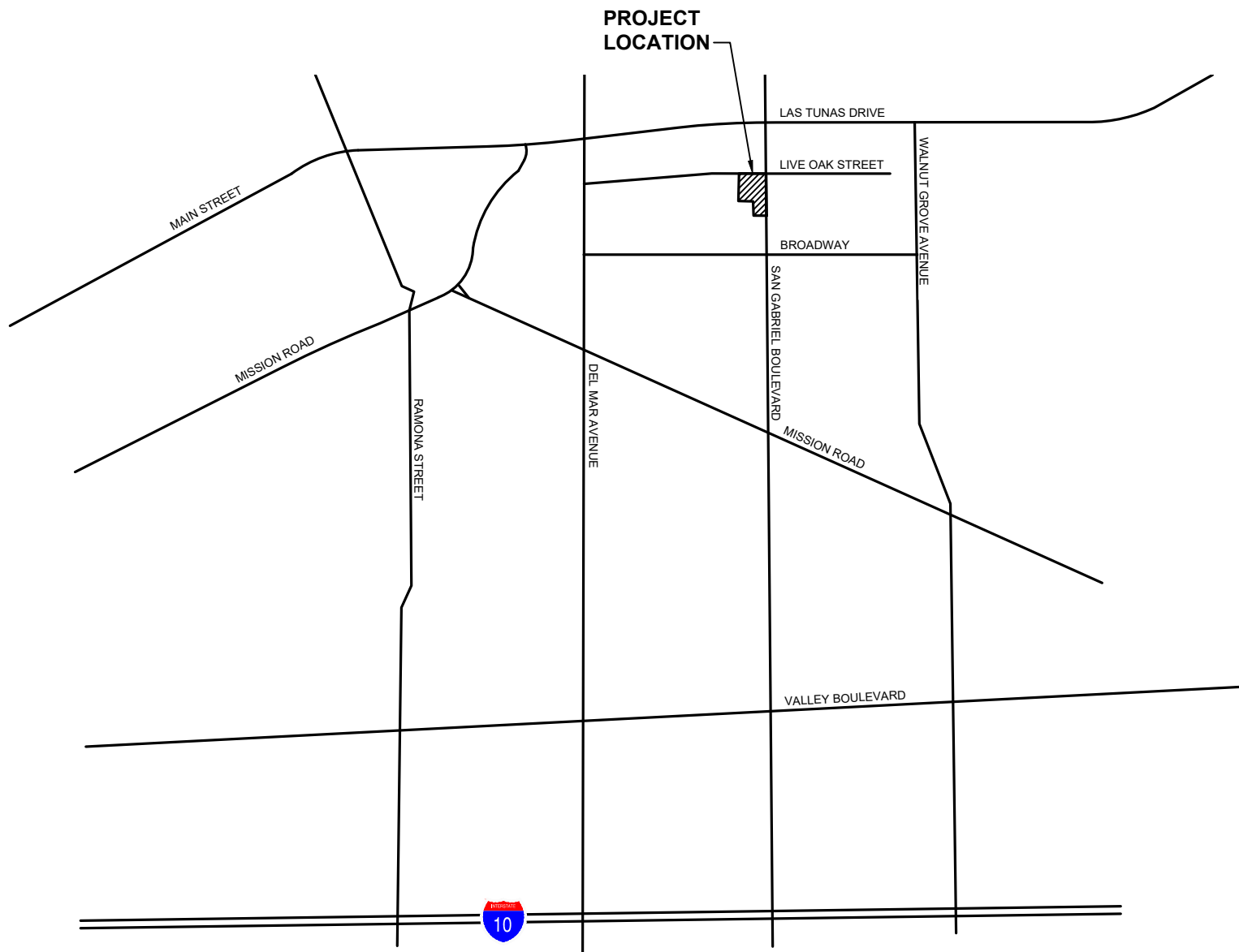
III. AREA CONDITIONS

A. *Study Area*

The project was evaluated for typical weekday peak hour operations impacts at the following study intersections:

1. San Gabriel Boulevard at Las Tunas Drive
2. Live Oak Street at Pine Street
3. San Gabriel Boulevard at Live Oak Street
4. Broadway at Pine Street
5. San Gabriel Boulevard at Broadway

The study also includes an evaluation of peak hour operations at the three future site access points on San Gabriel Boulevard, Live Oak Street, and Pine Street.



PROJECT
LOCATION

FIGURE 1
VICINITY MAP

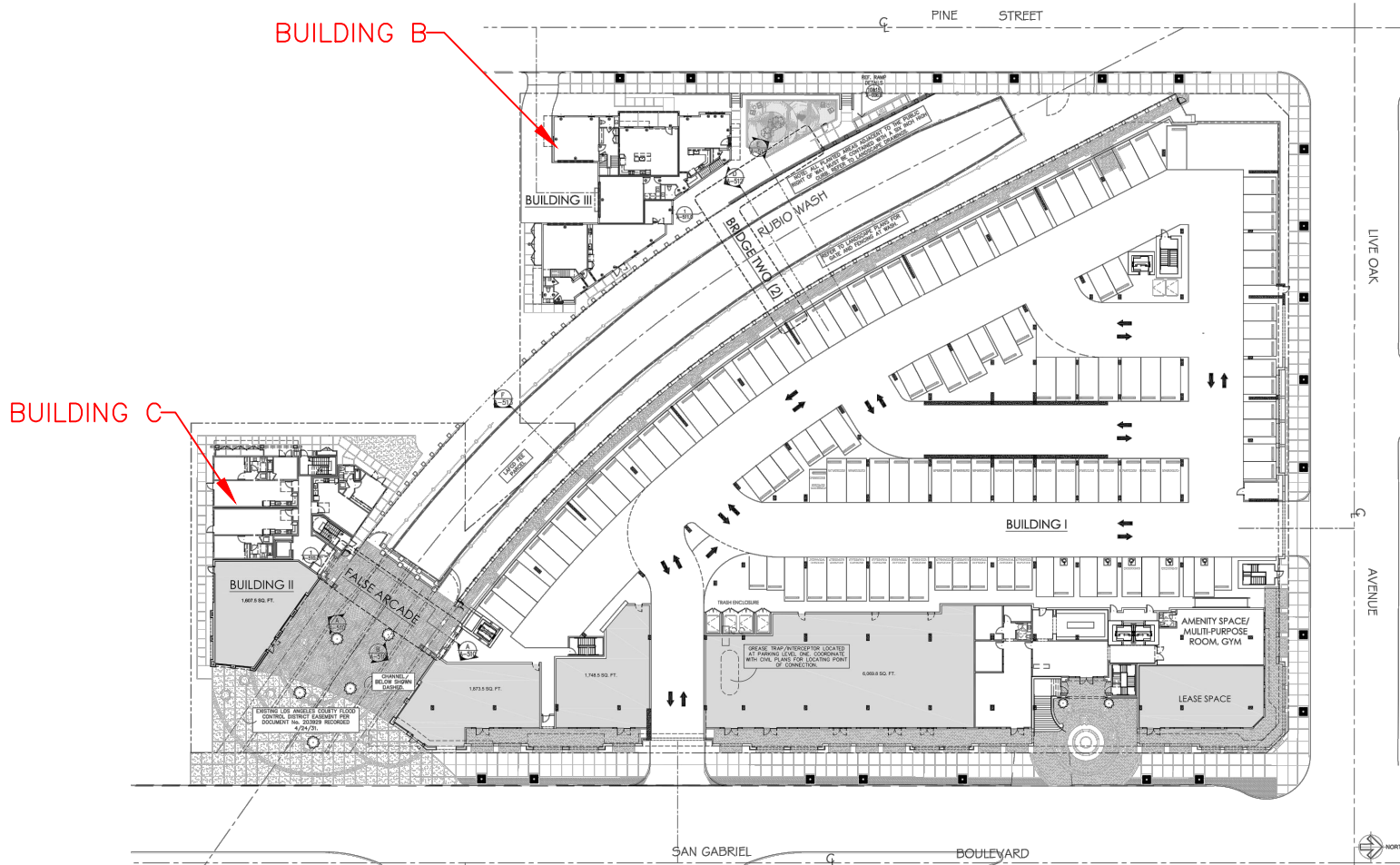
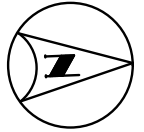


FIGURE 2
SITE PLAN

B. Study Area Land Use

The site is bounded by Live Oak Street to the north, a mix of residential and commercial development to the south, San Gabriel Boulevard to the east, and Pine Street to the west. There are currently no active uses on the site. Approved future development projects within the study area are included in the Cumulative Projects list, which is discussed in detail in the Forecast Traffic section of this report.

C. Site Accessibility

1. Area Roadway System

Regional freeway access to the site is provided by the I-10, I-210, and I-605 freeways. The I-10 Freeway is a regional east-west route, located approximately 2 miles to the south of the site. The I-210 Freeway is located approximately 3 miles to the north of the site, while the I-605 Freeway is located approximately 6 miles to the east.

Local arterial access to the project vicinity is provided by the following arterials and local roadways.

Live Oak Street is an east-west two-lane undivided local roadway which provides access to the commercial uses to the north of the project site. Live Oak Streets forms the north boundary of the project site. On-street two-hour parking is generally permitted along the project frontage and is prohibited near the adjacent intersections. The posted speed limit is 25 miles per hour. Live Oak Street is not shown on the City of San Gabriel Mobility Element.

San Gabriel Boulevard is a north-south four-lane roadway with two travel lanes in each direction divided by a painted center median. San Gabriel provides access to commercial uses to the south of the project site and forms the east boundary of the project site. On-street two-hour parking is available along the project frontage and is prohibited near the adjacent intersections. The posted speed limit is 35 miles per hour. San Gabriel Boulevard is classified on the City of San Gabriel Mobility Element as a 6-lane Major Arterial, which calls for 82 to 88 feet curb-to-curb within a 100 to 112-foot right-of-way. San Gabriel Boulevard is also a designated truck route.

Pine Street is a north-south two-lane undivided local roadway which provides access to the residential neighborhood southwest of the project site. Pine Street forms the west boundary of the project site. Along the project frontage, Pine Street has one travel lane and one parking lane in each direction. Untimed on-street parking is generally allowed along both sides of the street. Pine Street is not shown on the City of San Gabriel Mobility Element.

2. Traffic Volumes and Conditions

The existing transportation system, including transit lines, truck routes, lane configurations and traffic control at each of the study intersections are shown on **Figure 3**. Existing peak hour turning movement counts for the following study intersections were obtained from a prior traffic study:

- San Gabriel Boulevard at Las Tunas Drive
- San Gabriel Boulevard at Live Oak Street
- San Gabriel Boulevard at Broadway

The counts were collected in March 2013. Existing peak hour turning movement counts were conducted for the other study intersections in September 2014. Per direction from city staff, an annual growth factor was applied to these counts to represent existing conditions, consistent with the area growth projections published in the Los Angeles Congestion Management Program (CMP). The resulting morning and evening peak hour traffic volumes for the study intersections are shown on **Figure 4**. Copies of the traffic count data forms and growth worksheets are provided in **Appendix A**.

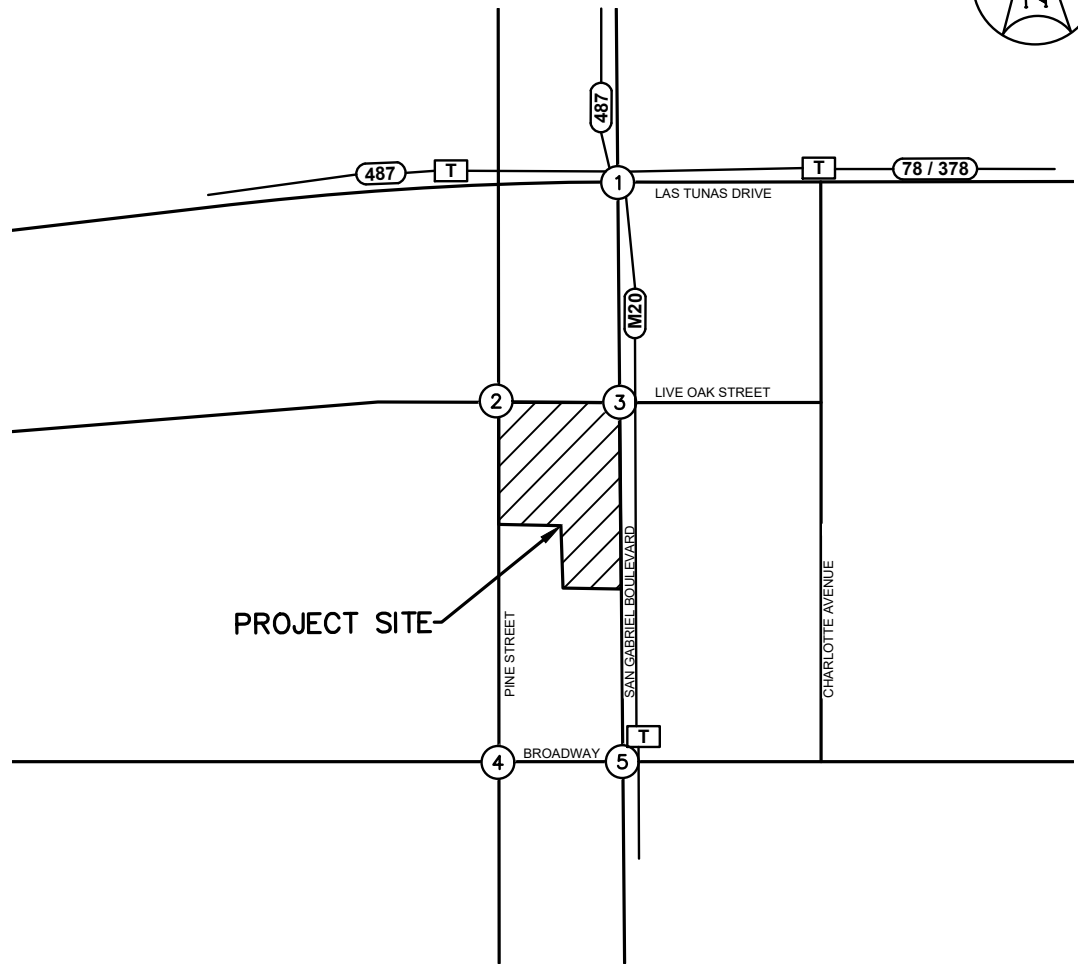
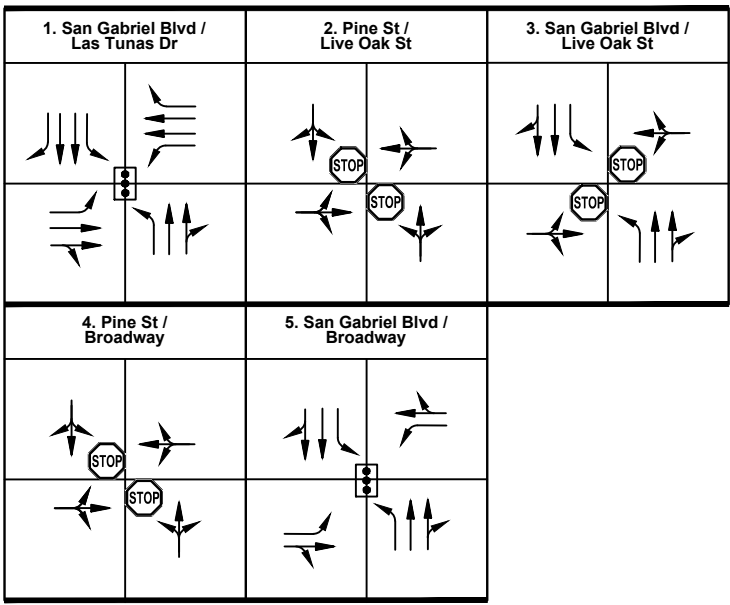
3. Transit Service

Transit service to the project area is provided by the Los Angeles County Metropolitan Transportation Authority (Metro). Bus stops are located on the northwest and southwest corners of the intersection of San Gabriel Boulevard at Las Tunas Drive. The following is a brief description of the bus routes that provide transit service on the street system in the vicinity of the proposed project.

Metro Bus line 78/79/378 operates between the City of Los Angeles and the City of Arcadia via Mission Road, Huntington Drive, Las Tunas Drive, and Live Oak Avenue. Route 78/79/378 operates on weekdays from approximately 4:00 AM to 2:00 AM with 10-minute to 1-hour headways. Route 78/79 operates on weekends and holidays, from approximately 4:00 AM to 2:00 AM with 15-minutes to 30-minute headways.

Metro Bus Line 487/489 operates between the City of Los Angeles and the City of El Monte via San Gabriel Boulevard, Del Mar Avenue, Valley Boulevard and Santa Anita Avenue in a northeast-southwest direction. MTA Bus Line 487/489 provides service to the Cities of Los Angeles, El Monte, San Gabriel, San Marino, Pasadena, and Arcadia. The route operates seven days a week, from 5:20 AM to 9:00 PM on weekdays, 6:00 AM to 8:40 PM on Saturdays, and 6:00 AM to 8:40 PM on Sundays and holidays with 20-minute to one-hour headways.

Montebello Bus Line 20 operates between the intersections of San Gabriel Boulevard at Las Tunas Drive and Telegraph Road at Gage Road in a generally north-south direction. Route 20 provides service seven days a week, from 5:25 AM to 11:30 PM on weekdays with 10 to 15-minute headways, and 5:30 AM to 11:15 PM on weekends with 5 to 10-minute headways. On weekdays, the northbound bus does not continue past Garvey Avenue on every other trip.



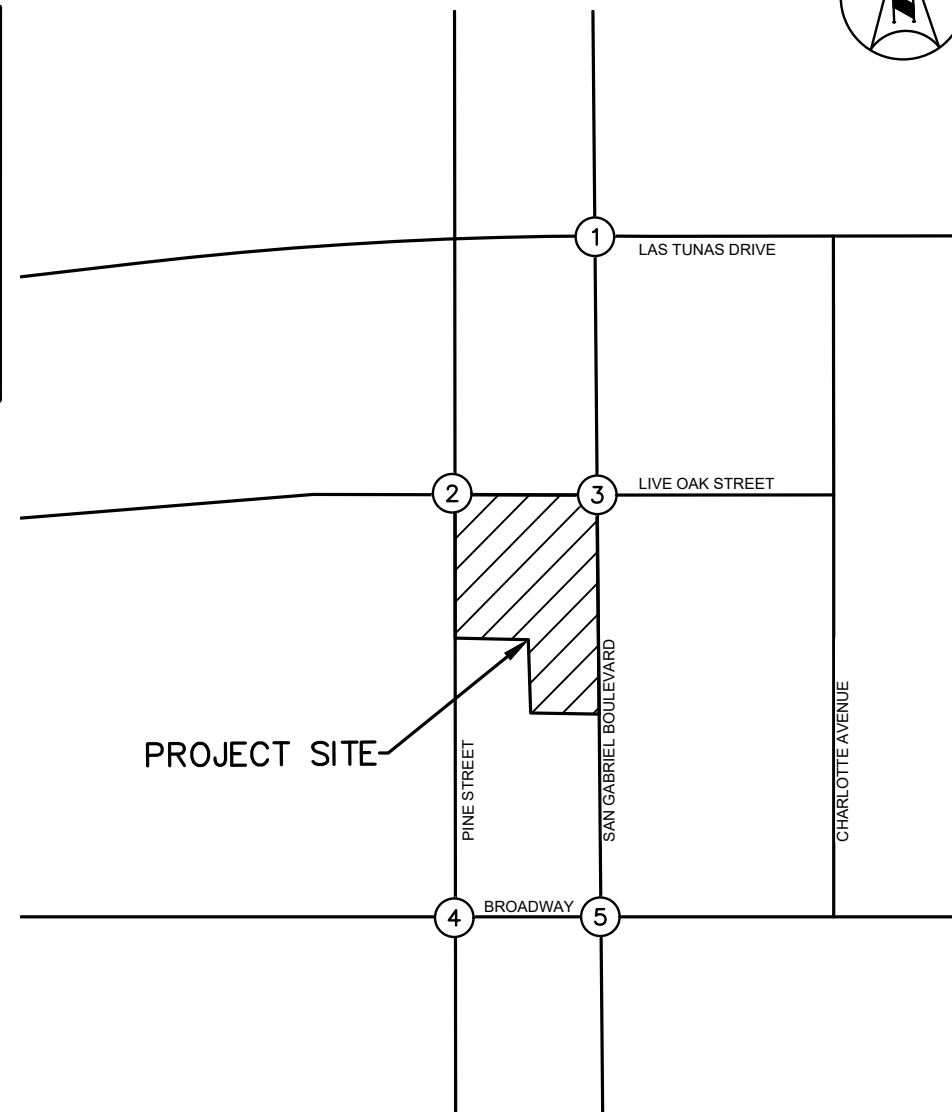
LEGEND:

- = Study Intersection
- = Signal
- = Stop Sign
- = Through Lane
- = Turn Lanes
- = Defacto Right-turn Lane
- = Transit Route
- = Truck Route

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	



LEGEND:

- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 4
EXISTING PEAK HOUR TRAFFIC VOLUMES

IV. FORECAST TRAFFIC

A. Site Traffic

1. Trip Generation

Daily and peak hour trips were estimated for the proposed project. Trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) trip rates for the following uses:

- Mid-Rise Residential with 1st Floor Commercial (Land Use 231)
- Strip Retail Plaza (<40k) (Land Use 822)
- Fast Casual Restaurant (Land Use 930)

The ITE trip rates and the estimated project trip generation are shown on **Table 1**. The trip generation estimates include trip adjustments for internal trip capture between the site uses, and pass-by trips for the retail and restaurant uses, based on the ITE Trip Generation Handbook (3rd Edition). Internal Capture worksheets are provided in **Appendix B**. At build-out of the development, the project is estimated to generate approximately 1,442 trips on a daily basis, with 70 trips in the morning peak hour, and 57 trips in the evening peak hour.

2. Trip Distribution

Trip distribution assumptions for the project were developed based on the roadway system and land uses in the vicinity of the project and using the methodology and distribution percentages published in the Los Angeles County Congestion Management Program (CMP) document as a foundation. The CMP methodology takes into consideration regional and local origins and destinations based on work and non-work trips for residential and non-residential uses to estimate project trip distribution. The distribution also took into account the site circulation and access provisions. Trip distribution assumptions were submitted to and approved by the City of San Gabriel staff. Project trip distribution assumptions are shown on **Figure 5**.

3. Modal Split

The area immediately surrounding the project site provides transit services and pedestrian facilities that encourage and facilitate mode shift behavior via transit and walking. Although the project site is located in a mode-shift-friendly environment, no trip generation reduction was taken for mode shift activity, for a more conservative approach.

**TABLE 1
SUMMARY OF PROJECT TRIP GENERATION
RUBIO VILLAGE PROJECT**

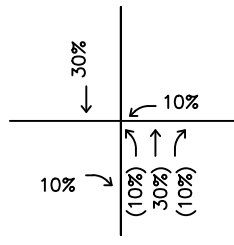
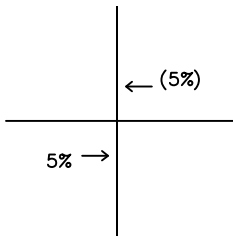
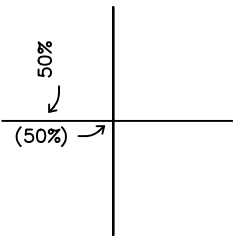
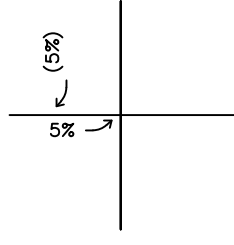
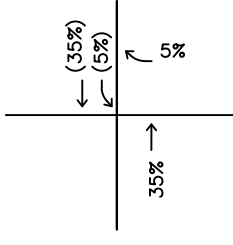
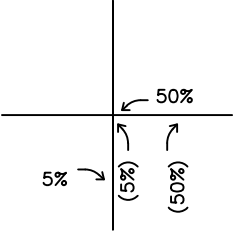
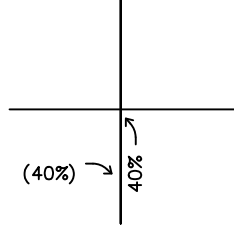
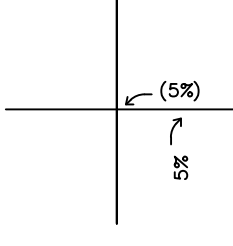
Land Use	ITE Code	Unit	Trip Generation Rates ¹						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Mid-Rise Residential w/ 1st floor Comm'l	231	DU	3.44	0.051	0.169	0.220	0.121	0.049	0.170
Strip Retail Plaza (<40k)	822	KSF	54.45	1.416	0.944	2.360	3.295	3.295	6.590
Fast Casual Restaurant	930	KSF	97.14	0.715	0.715	1.430	6.903	5.648	12.550
Trip Generation Estimates									
Land Use	Quantity	Unit	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
			Mid-Rise Residential w/ 1st floor Comm'l	225	DU	774	11	38	49
Strip Retail Plaza (<40k)	7.998	KSF	435	11	8	19	26	26	52
Fast Casual Restaurant	5.480	KSF	532	4	4	8	38	31	69
Total Before Internal Capture/Pass-by			1,741	26	50	76	91	68	159
Internal Capture (8% Daily, 8% AM, 47% PM)²			-139	-2	-4	-6	-43	-32	-75
Pass-By Reduction for Shopping Center (40% PM)³			-160	0	0	0	-5	-6	-11
Pass-By Reduction for Fast Casual Restaurant (44% PM)³			-215	0	0	0	-9	-7	-16
Total Project Trips			1,442	24	46	70	34	23	57

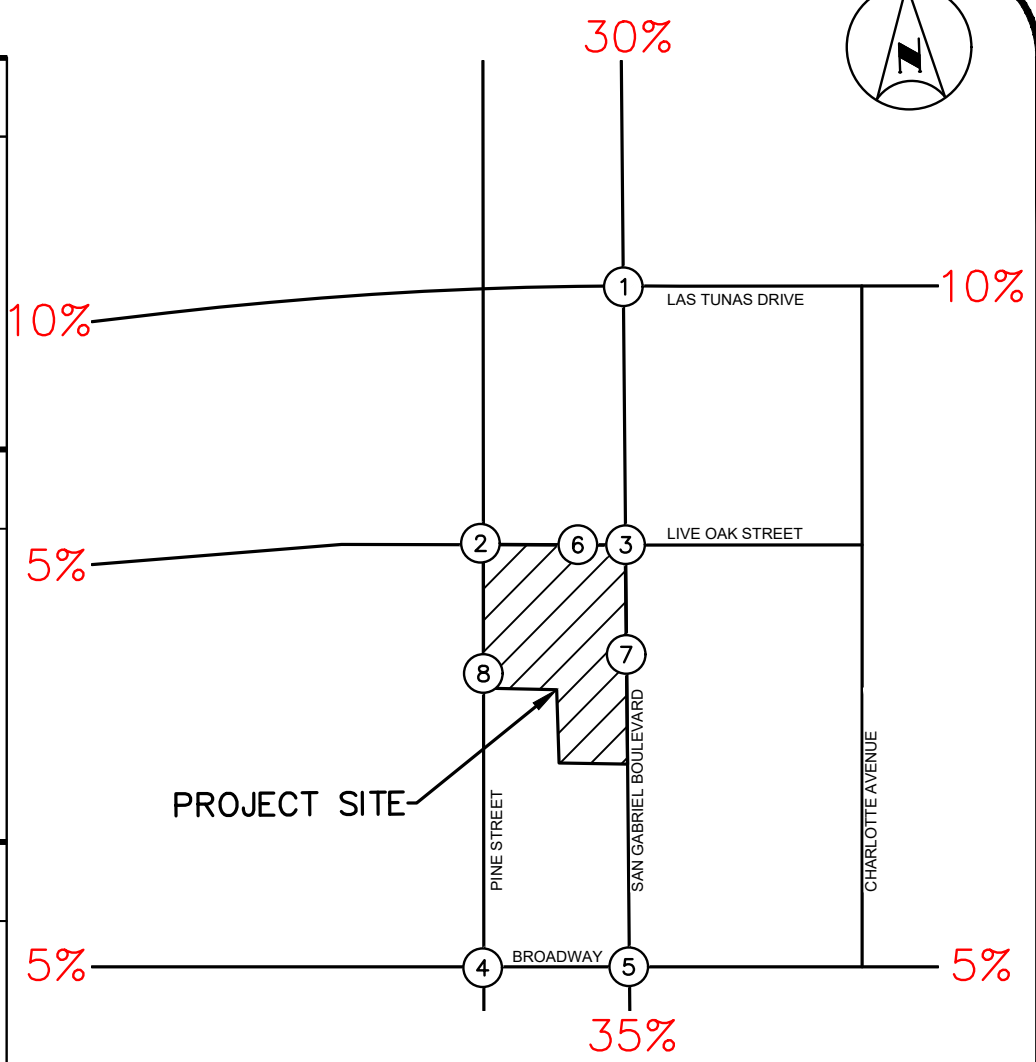
¹ Source: Institute of Transportation Engineers publication: Trip Generation Manual, 11th Edition

² See Internal Capture Worksheets

³ Source: Institute of Transportation Engineers (ITE) Trip Generation Manual - Volume 1: User's Guide and Handbook, 9th Edition



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
		
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	6. Live Oak St / Driveway 1
		
7. San Gabriel Blvd / Driveway 1	8. Pine St / Driveway 1	
		



LEGEND:

- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- YY% = Inbound Trip Distribution Percentage
- (ZZ%) = Outbound Trip Distribution Percentage

**FIGURE 5
PROJECT TRIP DISTRIBUTION ASSUMPTIONS**

4. Trip Assignment

The trip distribution assumptions were applied to the trip generation estimates for the project. The resulting project-related peak hour trips to be added to the street system are shown on **Figure 6**. Off-site project trips are based on the trip generation estimates after the internal capture and pass-by trip adjustments are taken into account. The project trips at the project entrances and at the intersections immediately adjacent to the project site include the pass-by and diverted trips.

B. Other Traffic

Other traffic in the vicinity of the project is also accounted for in this study. Other traffic consists of traffic from other non-site sources, such as ambient traffic growth and other non-site projects (Cumulative Projects) in the area.

An ambient traffic growth rate was applied to the existing traffic volumes. The growth rate is based on growth rate factors published in the Los Angeles County Congestion Management Plan (CMP). The CMP indicates a growth rate of 1.32% per year for the five-year period between the years 2020 and 2025 for the area encompassing San Gabriel. Since the proposed project is expected to be completed within two years, an ambient traffic growth rate of 1.64% is assumed in the analysis. ¹

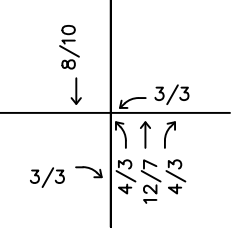
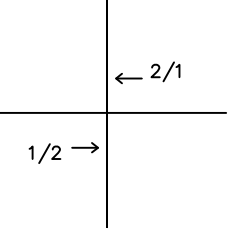
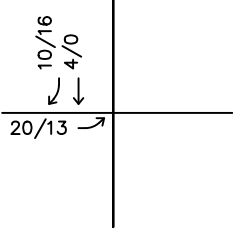
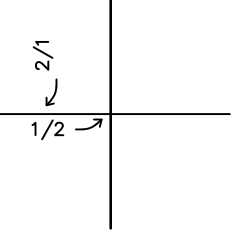
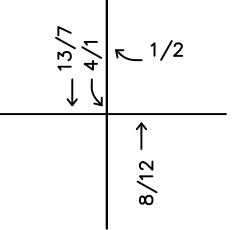
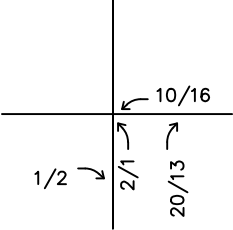
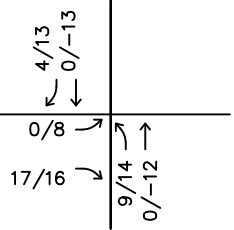
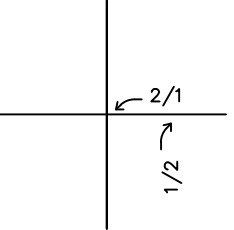
In addition to ambient growth, Cumulative Projects were considered in the analysis. CEQA requires that the Cumulative Conditions analysis include traffic from reasonably foreseeable projects in the vicinity of the project. Reasonably foreseeable projects consist of projects that are approved but not yet built, built but not fully occupied, and projects that are in various stages of the application and approval process, but have not yet been approved. These projects are considered to be “reasonably foreseeable,” and must therefore be analyzed for CEQA purposes.

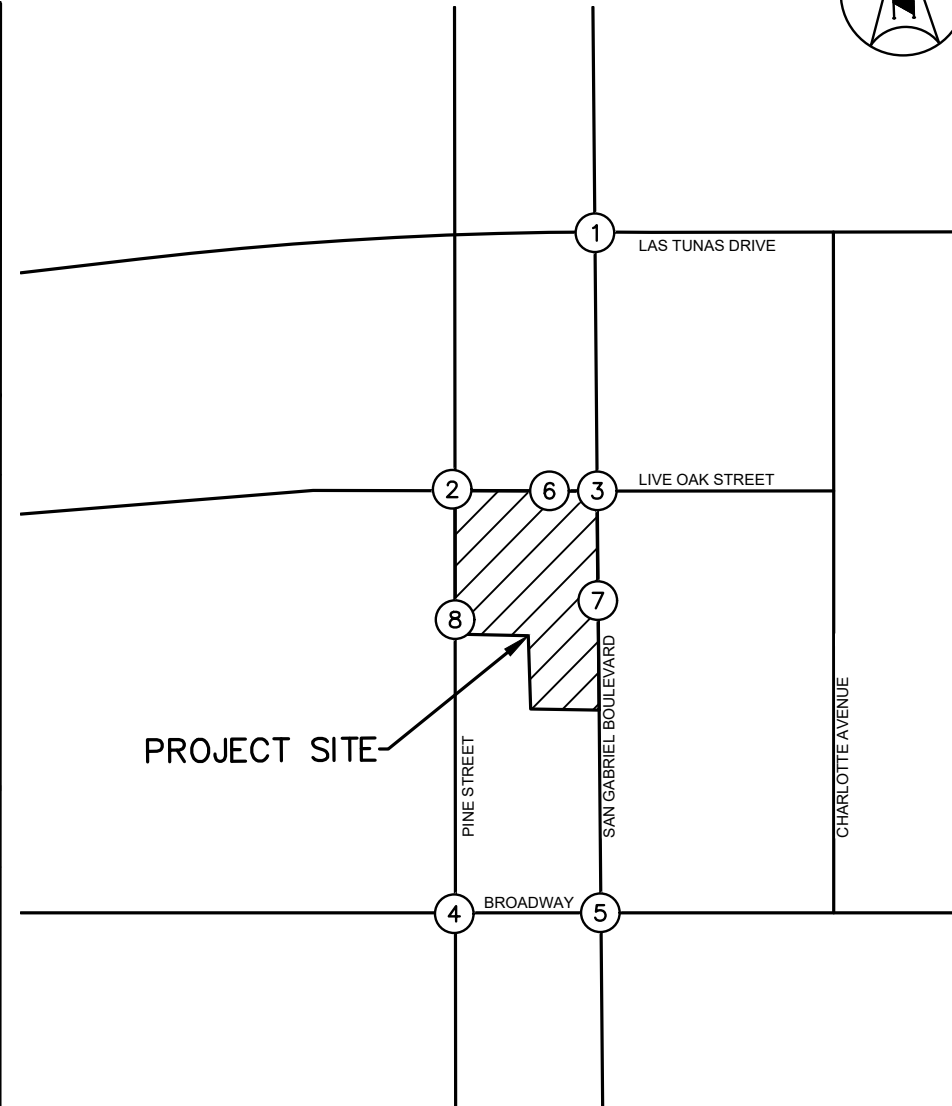
Information about Cumulative Projects in the area was obtained from the City of San Gabriel. A list of the Cumulative Projects and the project-related trips associated with them is provided on **Table 2**. The location of each of these projects is shown on **Figure 7**. Trip generation estimates for the Cumulative Projects were developed using traffic impact studies prepared for the projects, where available. Where traffic studies were not available, trip rates from the ITE Trip Generation Manual, 11th Edition were used.

Trip distribution assumptions for the Cumulative Projects were likewise taken from the respective traffic impact studies where available or were manually distributed to the network based on the surrounding land uses. Trip distribution assumptions for the Cumulative Projects are provided in **Appendix C**. The total combined traffic generated by the Cumulative Projects through the study intersections is shown on **Figure 8**.

¹ The CMP growth rate of 1.64% is entered as a growth factor (1.0064) in the Vistro software for the intersection ICU analysis. Because the software only accounts for two decimal places, the 1.0064 growth factor is rounded up to 1.01 in the calculations.



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
		
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	6. Live Oak St / Driveway 1
		
7. San Gabriel Blvd / Driveway 1	8. Pine St / Driveway 1	
		



LEGEND:

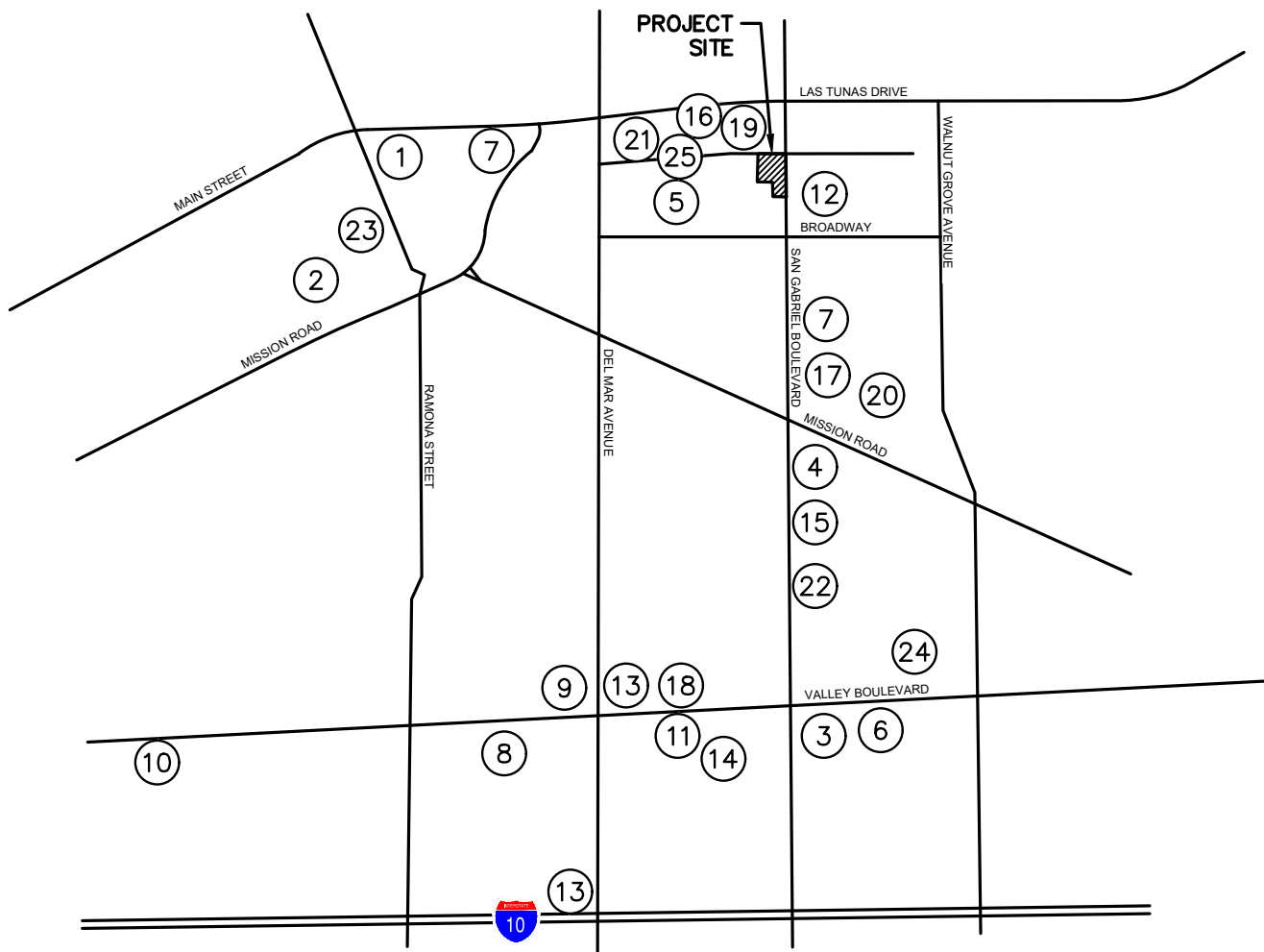
- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 6
PROJECT-RELATED
PEAK HOUR TRAFFIC VOLUMES**

**TABLE 2
SUMMARY OF CUMULATIVE PROJECTS**

#	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
					Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	704-712 W. Las Tunas Dr	Residential Condominium/Townhouse	37	DU	215	3	14	17	13	6	19
		Shopping Center	17.768	KSF	759	11	6	17	32	34	66
2	250-252 S. Arroyo Dr.	Residential Condominium/Townhouse	12	DU	70	1	4	5	4	2	6
3	810 E. Valley Blvd./1613 S. Gladys Ave.	Residential Condominium/Townhouse	7	DU	41	1	3	4	2	1	3
		Shopping Center	29.014	KSF	1,239	17	11	28	52	56	108
4	600 S. San Gabriel Blvd.	Residential Condominium/Townhouse	18	DU	105	1	7	8	6	3	9
		Shopping Center	10.000	KSF	427	6	4	10	18	19	37
5	328 E. Live Oak St.	Residential Condominium/Townhouse	12	DU	70	1	4	5	4	2	6
6	850-860 E. Valley Blvd.	Residential Condominium/Townhouse	49	DU	285	4	18	22	17	8	25
		Shopping Center	4.600	KSF	196	3	2	5	8	9	17
		High-Turnover (Sit-Down) Restaurant	4.600	KSF	585	27	22	49	27	18	45
7	506 W. Las Tunas Dr.	Medical-Dental Office Building	78.000	KSF	2,818	147	39	186	78	200	278
		Shopping Center	4.100	KSF	175	2	1	3	7	8	15
		High-Turnover (Sit-Down) Restaurant	5.700	KSF	725	34	28	62	34	22	56
8	400-420 W. Valley Blvd.	Residential Condominium/Townhouse	127	DU	738	10	46	56	44	22	66
		Shopping Center	50.495	KSF	2,156	30	18	48	90	97	187
9	101 W. Valley Blvd.	Hotel	222	Room	1,814	69	48	117	68	65	133
		Residential Condominium/Townhouse	85	DU	494	6	31	37	30	15	45
		Shopping Center	55.872	KSF	2,386	33	20	53	100	108	208
10	101 E. Valley Blvd.	Residential Condominium/Townhouse	81	DU	471	6	30	36	28	14	42
		Shopping Center	13.519	KSF	577	8	5	13	24	26	50
11	300 E. Valley Blvd.	Residential Condominium/Townhouse	63	DU	366	5	23	28	22	11	33
		Shopping Center	16.634	KSF	710	10	6	16	30	32	62
12	220 S. San Gabriel Blvd.	Residential Condominium/Townhouse	163	DU	947	12	59	71	57	28	85
		Shopping Center	34.835	KSF	1,487	21	13	34	62	67	129
13	1975 S. Del Mar Ave.	Residential Condominium/Townhouse	94	DU	546	7	34	41	33	16	49
		Shopping Center	9.791	KSF	418	6	4	10	17	19	36
14	1616 Euclid Ave. / 1619 Walnut St.	Apartment	38	DU	253	4	16	20	15	8	23
		Shopping Center	2.366	KSF	101	1	1	2	4	5	9
15	700-800 S. San Gabriel Blvd.	Residential Condominium/Townhouse	243	DU	1,412	18	89	107	85	42	127
		Shopping Center	80.000	KSF	3,416	48	29	77	142	154	296
16	324 E. Las Tunas Dr	Residential Condominium/Townhouse	14	DU	81	1	5	6	5	2	7
		Shopping Center	5.289	KSF	226	3	2	5	9	10	19
17	806-824 S. Gladys Ave.	Assisted Living	197	Bed	524	18	10	28	19	24	43
18	414-420 S. San Gabriel Blvd.	Warehousing	201.340	KSF	717	48	13	61	16	48	64
19	205 E. Valley Blvd.	Residential Condominium/Townhouse	51	DU	296	4	19	23	18	9	27
		Shopping Center	10.560	KSF	451	6	4	10	19	20	39
20	223 E. Live Oak St.	Residential Condominium/Townhouse	12	DU	70	1	4	5	4	2	6
21	216-220 E. Broadway	Residential Condominium/Townhouse	10	DU	58	1	4	5	3	2	5
22	1046 S. San Gabriel Blvd.	General Office Building	5.700	KSF	63	8	1	9	1	7	8
23	306 San Marcos St.	Residential Condominium/Townhouse	8	DU	46	1	3	4	3	1	4
24	1105 E. Valley Blvd.	Residential Condominium/Townhouse	68	DU	395	5	25	30	24	12	36
25	330 E. Las Tunas Dr.	Medical-Dental Office Building	74.750	KSF	2,701	141	38	179	75	192	267
Total Project Trips					31,630	789	763	1,552	1,349	1,446	2,795

KSF = Thousand Square Feet, DU = Dwelling Units
ADT = Average Daily Traffic

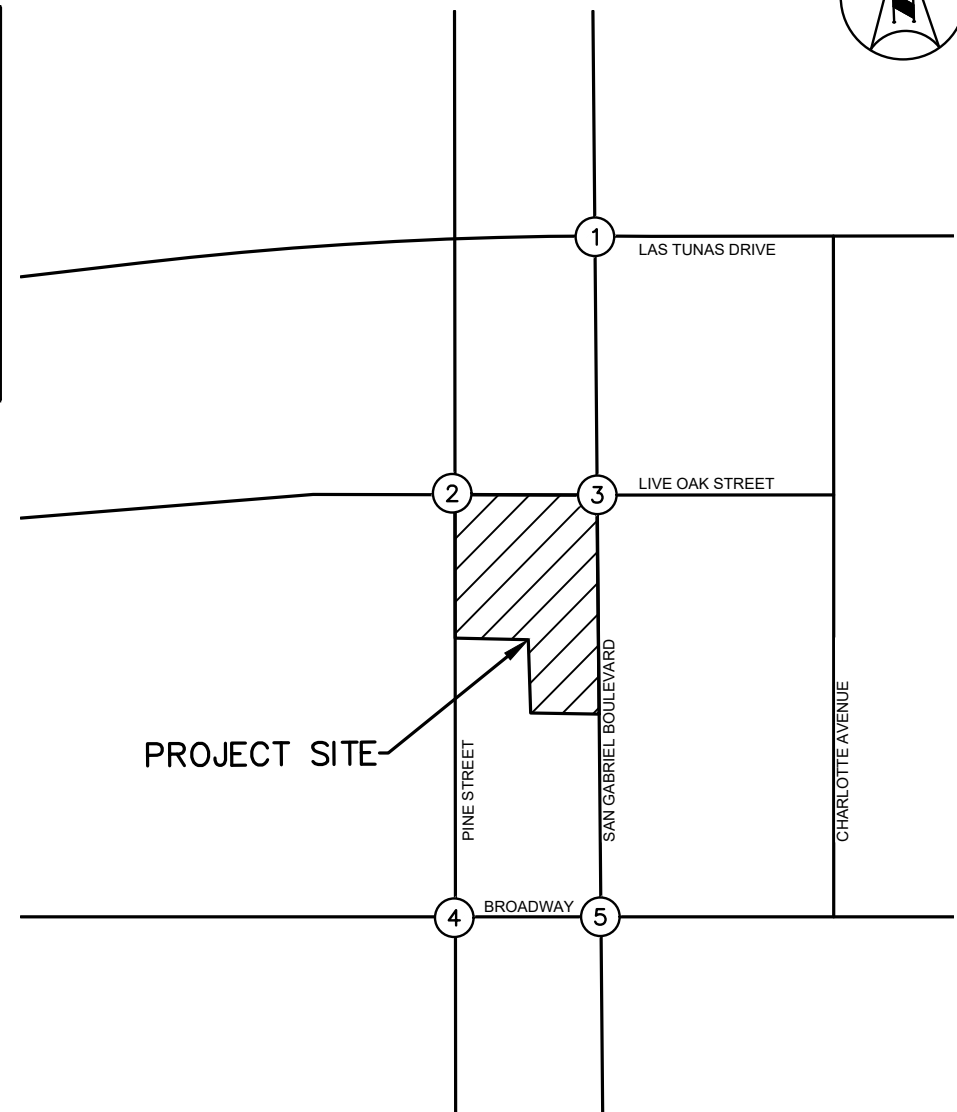


LEGEND:
⊗ = Cumulative Project

FIGURE 7
LOCATION OF CUMULATIVE PROJECTS



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	



LEGEND:
 (X) = Study Intersection
 XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 8
CUMULATIVE PROJECTS PEAK
HOUR TRAFFIC VOLUMES

C. Total Traffic

Total peak hour traffic volumes for each of the scenarios are provided on the following figures:

- Existing Plus Project peak hour turning movement volumes are shown on **Figure 9**.
- Opening Year 2023 peak hour volumes are shown on **Figure 10**.
- Opening Year 2023 With Cumulative Projects peak hour volumes are shown on **Figure 11**.
- Existing Plus Growth Plus Cumulative Projects plus Project peak hour volumes are shown on **Figure 12**.

V. TRAFFIC ANALYSIS

A. Site Access

The project proposes to take access via three driveways: one on Live Oak Street, one on San Gabriel Boulevard, and one on Pine Street. The site driveways are shown on Figures 9 and 12 (previously referenced).

- One access to the project site would be via a full-movement entrance on San Gabriel Boulevard, approximately 330 feet south of Live Oak Street. This entrance will provide access to the parking area for the retail and restaurant uses.
- One access to the project site would via a full-movement entrance on Live Oak Street, approximately 120 feet west of San Gabriel Boulevard. This entrance will also provide access to the retail and restaurant uses.

Each site driveway and the project improvements (project signage, building structures, and landscaping) will be designed so that adequate sight distance for drivers entering and exiting the site is maintained. The line of sight – a straight line between the driver’s eye and oncoming vehicles on the adjacent roadway (San Gabriel Boulevard and Live Oak Street) – defines the Limited Use Area. The Limited Use Area for each driveway will be kept clear of visual obstructions, including project signs, building structures, and landscaping in order to maintain adequate sight distance.

B. Capacity and Level of Service and Improvement Analysis

The study intersections have been analyzed for each of the study scenarios, and the resulting ICU results and Level of Service are summarized below.

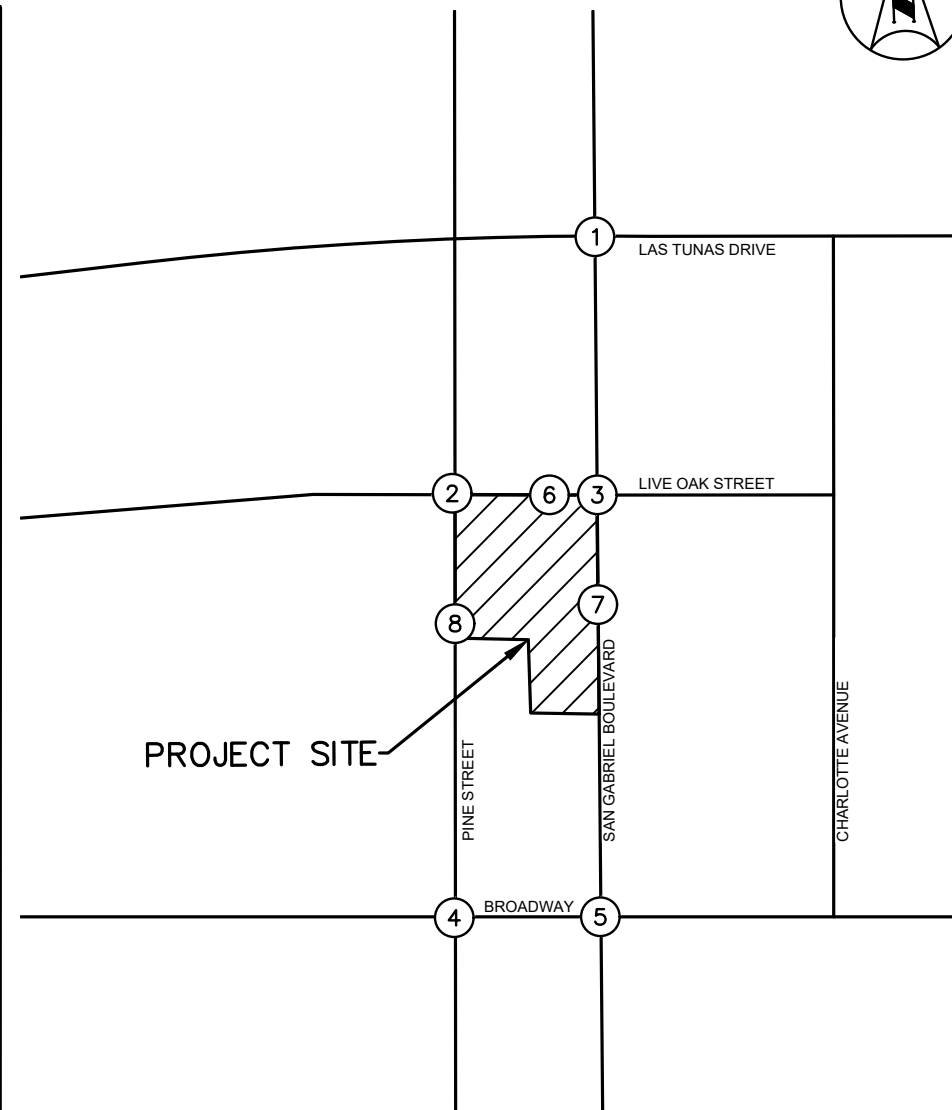
1. Existing Conditions

Existing peak hour operations at the study intersections were evaluated using the ICU methodology as described above. The results of the analysis are summarized on **Table 3**. Review of this table shows that all study intersections are currently operating at Level of Service D or better in both peak hours, with the exception of the following:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS E, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F



<p>1. San Gabriel Blvd / Las Tunas Dr</p> <pre> 248/129 1022/993 107/214 ↑ 220/95 1211/659 177/227 ↓ 166/176 → 626/1115 → 98/90 → ↑ 126/108 → 766/720 → 126/181 → </pre>	<p>2. Pine St / Live Oak St</p> <pre> 17/17 28/25 6/17 ↑ 9/19 44/137 5/13 ↓ 14/18 → 58/104 → 6/10 → ↑ 6/10 → 23/26 → 7/22 → </pre>	<p>3. San Gabriel Blvd / Live Oak St</p> <pre> 34/58 1295/1326 31/31 ↑ 21/8 12/2 24/8 ↓ 26/21 → 7/12 → 109/121 → ↑ 61/117 → 1002/1718 → 56/109 → </pre>
<p>4. Pine St / Broadway</p> <pre> 18/18 6/15 5/8 ↑ 12/28 308/233 5/16 ↓ 10/16 → 256/439 → 13/9 → ↑ 7/6 → 3/16 → 5/17 → </pre>	<p>5. San Gabriel Blvd / Broadway</p> <pre> 26/38 1304/1253 23/58 ↑ 39/155 336/271 41/73 ↓ 53/59 → 229/371 → 47/17 → ↑ 34/63 → 1013/1152 → 160/243 → </pre>	<p>6. Live Oak St / Driveway 1</p> <pre> 58/169 10/16 ↓ 71/143 → 1/2 → ↑ 2/1 → 20/13 → </pre>
<p>7. San Gabriel Blvd / Driveway 1</p> <pre> 4/13 1336/1328 ↓ 0/8 → 17/16 → ↑ 9/14 → 1096/1340 → </pre>	<p>8. Pine St / Driveway 1</p> <pre> 25/40 ↓ 2/1 ↓ 34/57 → 1/2 → </pre>	



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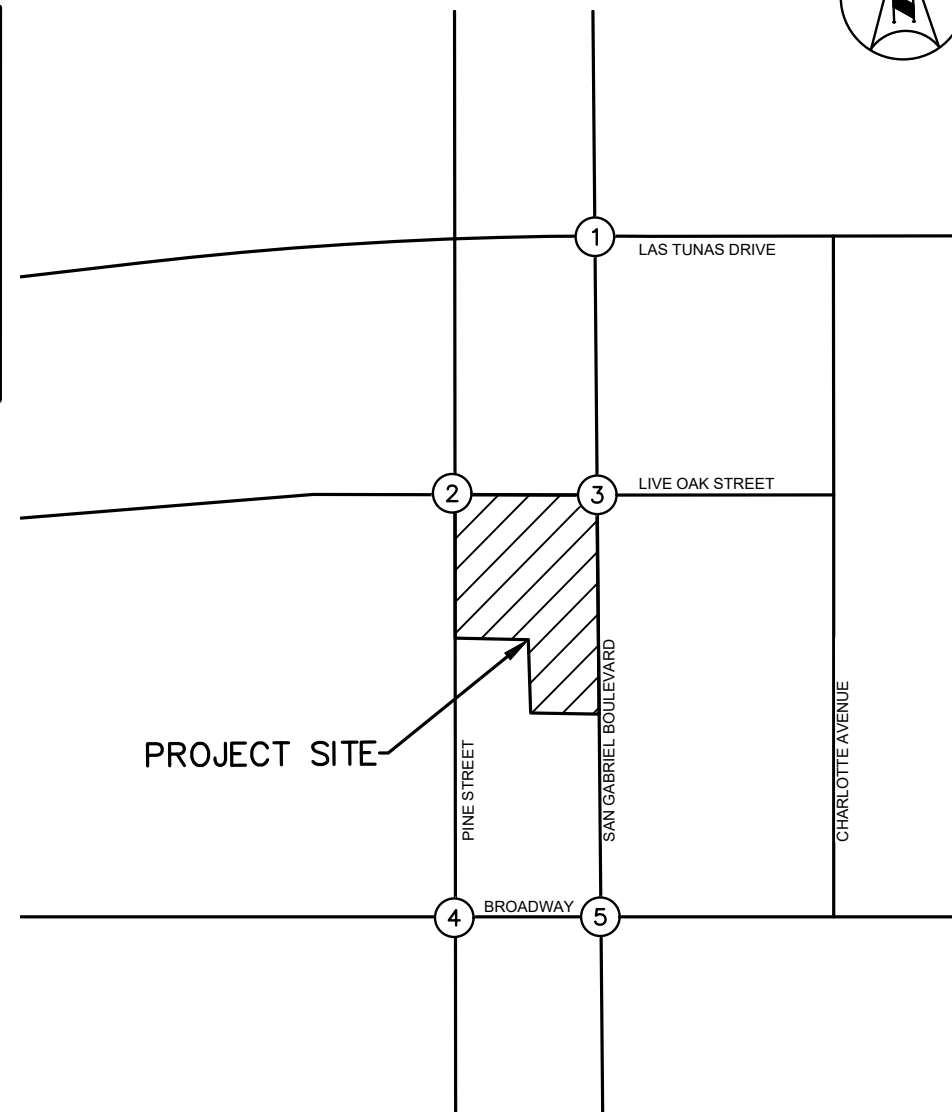
- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

**FIGURE 9
EXISTING PLUS PROJECT
PEAK HOUR TRAFFIC VOLUMES**

- 24 -



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	



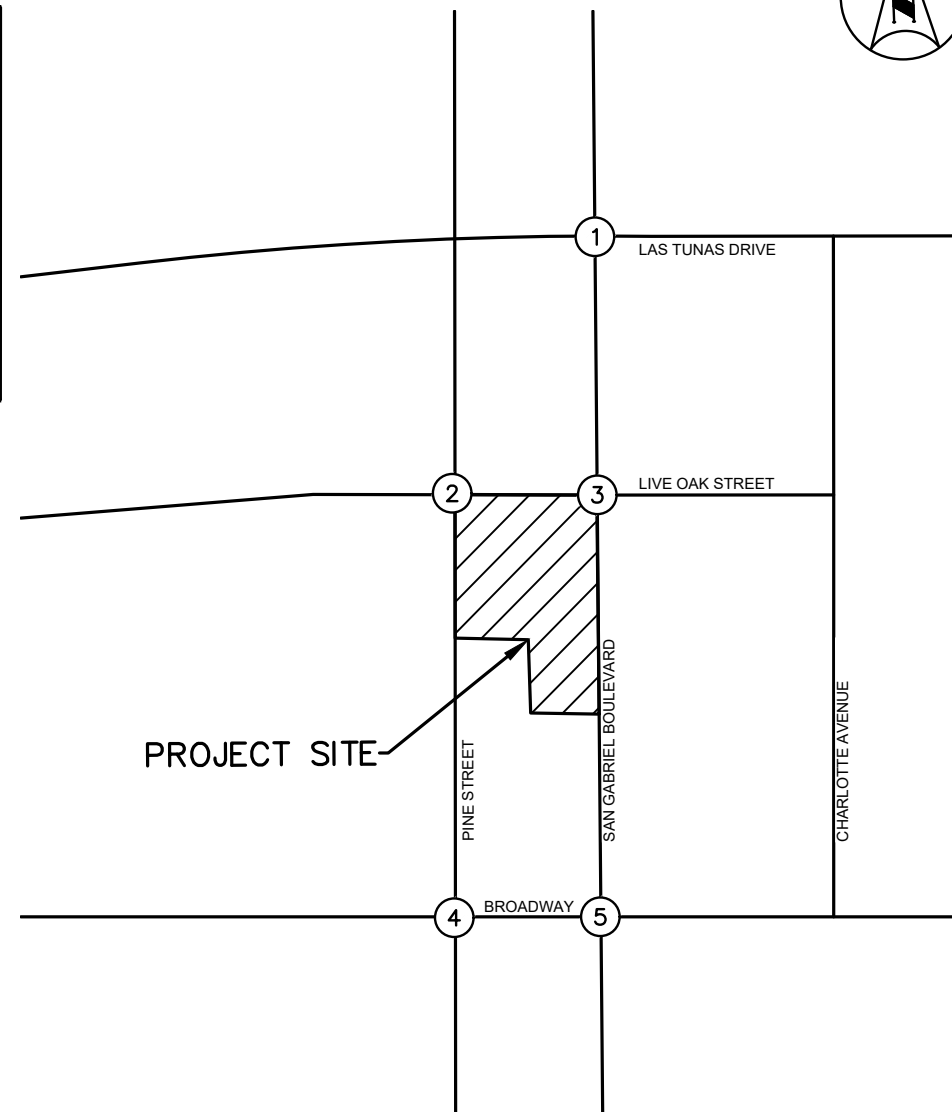
LEGEND:

- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10
OPENING YEAR 2023 WITHOUT PROJECT
PEAK HOUR TRAFFIC VOLUMES



1. San Gabriel Blvd / Las Tunas Dr	2. Pine St / Live Oak St	3. San Gabriel Blvd / Live Oak St
4. Pine St / Broadway	5. San Gabriel Blvd / Broadway	



LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 11
OPENING YEAR 2023 PLUS CUMULATIVE PROJECTS
PEAK HOUR TRAFFIC VOLUMES



<p>1. San Gabriel Blvd / Las Tunas Dr</p> <pre> 275/158 1065/1101 108/216 ↑ 222/96 1304/751 195/275 ↓ 182/219 679/1249 125/178 ↓ 187/161 830/810 153/222 ↑ 14/18 60/105 6/10 ↓ 6/10 23/26 7/22 ↑ 9/19 44/139 5/13 </pre>	<p>2. Pine St / Live Oak St</p> <pre> 17/17 28/25 6/17 ↑ 9/19 44/139 5/13 ↓ 14/18 60/105 6/10 ↓ 6/10 23/26 7/22 ↑ 9/19 44/139 5/13 </pre>	<p>3. San Gabriel Blvd / Live Oak St</p> <pre> 38/54 1385/1587 31/31 ↑ 21/8 12/2 24/8 ↓ 27/21 7/12 110/121 ↓ 61/118 1161/1919 57/110 ↑ 9/19 44/139 5/13 </pre>
<p>4. Pine St / Broadway</p> <pre> 18/17 6/15 5/8 ↑ 12/28 318/246 5/16 ↓ 10/15 262/456 13/9 ↓ 7/6 3/16 5/17 ↑ 40/61 1389/1464 31/69 ↑ 42/168 339/274 41/74 ↓ 61/86 231/375 47/17 ↓ 34/64 1135/1322 162/245 ↑ 58/171 14/11 </pre>	<p>5. San Gabriel Blvd / Broadway</p> <pre> 40/61 1389/1464 31/69 ↑ 42/168 339/274 41/74 ↓ 61/86 231/375 47/17 ↓ 34/64 1135/1322 162/245 ↑ 58/171 14/11 </pre>	<p>6. Live Oak St / Driveway 1</p> <pre> 73/144 1/2 ↓ 2/1 20/13 ↑ 58/171 14/11 </pre>
<p>7. San Gabriel Blvd / Driveway 1</p> <pre> 0/12 1336/1548 ↓ 0/7 17/16 ↓ 9/22 1096/1519 ↑ </pre>	<p>8. Pine St / Driveway 1</p> <pre> 129/254 ↓ 2/1 158/231 1/2 ↑ </pre>	

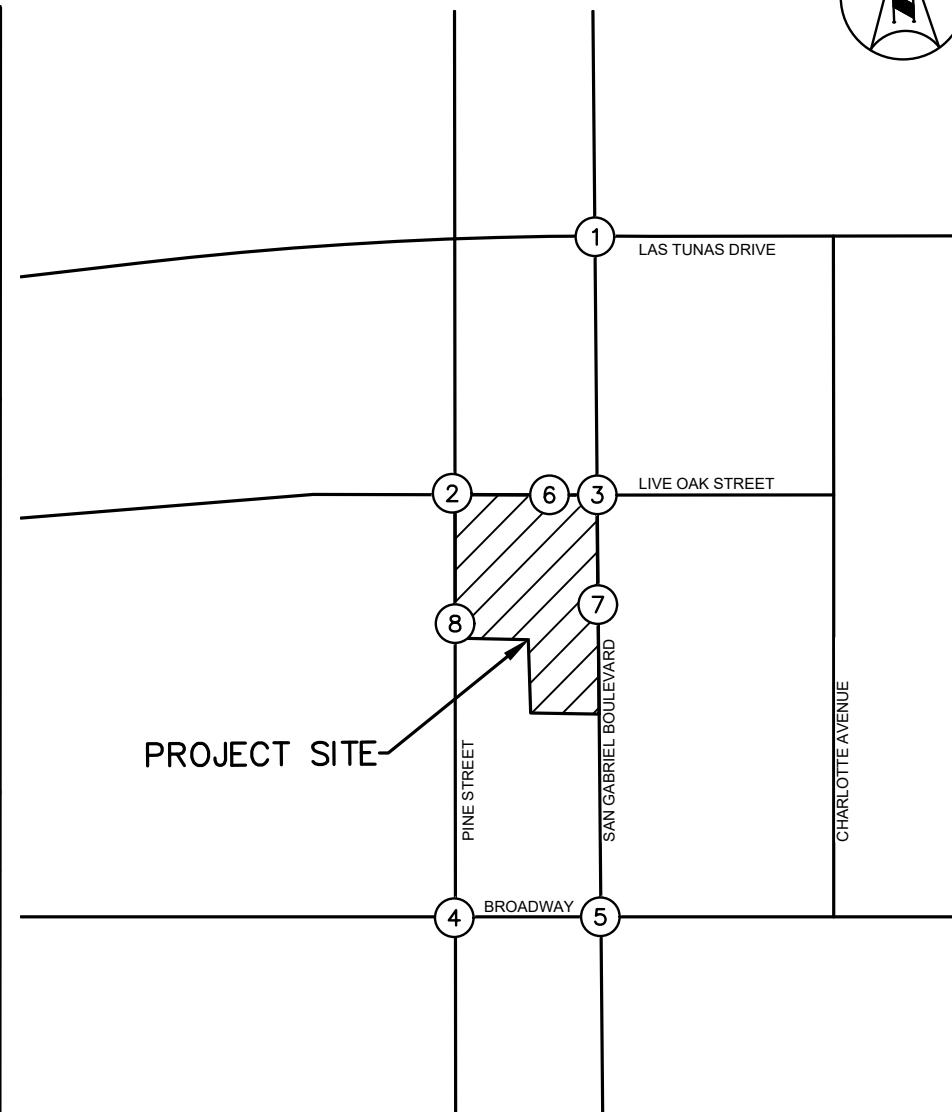


FIGURE 12
OPENING YEAR 2023 PLUS CUMULATIVE PLUS PROJECT
PEAK HOUR TRAFFIC VOLUMES

LEGEND:

- (X) = Study Intersection
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

**TABLE 3
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS**

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			ICU/Delay	LOS	ICU/Delay	LOS
1	San Gabriel Blvd at Las Tunas Dr	S	0.975	E	1.028	F
2	Pine St at Live Oak St	U	10.2	B	11.9	B
3	San Gabriel Blvd at Live Oak St	U	> 100.0	F	> 100.0	F
4	Pine St at Broadway	U	14.5	B	18.2	C
5	San Gabriel Blvd at Broadway	S	0.800	C	0.870	D

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

S = Signalized

U = Unsignalized

2. Existing Plus Project Conditions

The Existing Plus Project analysis scenario provides an evaluation of conditions assuming that the project traffic is added to existing traffic volumes. The Existing Plus Project scenario is a hypothetical scenario that assumes completion of the project and full absorption of the project traffic on the surrounding street network at the current time, with no other changes to area traffic volumes or to the street network serving the site. This analysis is required by the California Environmental Quality Act (CEQA).

Existing Plus Project peak hour operations at the study intersections were evaluated and the results of the analysis are summarized on **Table 4**. Review of this table shows that all study intersections would operate at Level of Service D or better in both peak hours, except at the following intersections:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS E, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F
- #7 – San Gabriel Boulevard Driveway – PM LOS F

Intersections #1 and #3 would operate at an unacceptable Level of Service under the Existing conditions. The addition of project traffic will contribute to the already-deficient conditions.

Based on the City’s significance criteria, the project’s impact would be considered significant at the following intersections:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

Recommended Improvements at intersection #7 are presented in the Recommended Improvements section of this report.

3. Existing Plus Growth Conditions

Existing Plus Ambient Growth (Opening Year 2023) peak hour operations at the study intersections were evaluated, and the results of the analysis are summarized on **Table 5**. Review of this table shows that all study intersections would operate at Level of Service D or better in both peak hours, with the exception of the following:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS E, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F

4. Existing Plus Growth Plus Cumulative Projects

Existing Plus Ambient Growth Plus Cumulative Projects peak hour operations at the study intersections were evaluated, and the results of the analysis are summarized on **Table 6**. Review of this table shows

that the study intersections would operate at Level of Service D or better in both peak hours, with the exception of the following:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS F, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F
- #5 – San Gabriel Boulevard at Broadway – PM LOS E

The addition of Cumulative Projects traffic would cause the intersection of San Gabriel Boulevard at Las Tunas Drive to worsen from LOS E to LOS F in in the morning peak hours and would cause the intersection of San Gabriel Boulevard at Broadway to worsen to LOS E in the evening peak hour.

**TABLE 4
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT**

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
		ICU/Delay	LOS	ICU/Delay	LOS			ICU/Delay	LOS	ICU/Delay	LOS		
1	San Gabriel Blvd at Las Tunas Dr	0.975	E	0.980	E	0.005	No	1.028	F	1.034	F	0.006	No
2	Pine St at Live Oak St	10.2	B	10.2	B	0.0	No	11.9	B	11.9	B	0.0	No
3	San Gabriel Blvd at Live Oak St	> 100.0	F	> 100.0	F	-	No	> 100.0	F	> 100.0	F	-	No
4	Pine St at Broadway	14.5	B	14.7	B	0.2	No	18.2	C	18.4	C	0.2	No
5	San Gabriel Blvd at Broadway	0.800	C	0.808	D	0.008	No	0.870	D	0.875	D	0.005	No
6	Live Oak Driveway	N/A	-	8.7	A	N/A	-	N/A	-	9.0	A	N/A	-
7	San Gabriel Blvd Driveway	N/A	-	14.4	B	N/A	-	N/A	-	89.1	F	N/A	-
8	Pine St Driveway	N/A	-	8.8	A	N/A	-	N/A	-	9.0	A	N/A	-

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

Signalized Significant Impact Threshold:

A, B: Equal or greater than 0.06

C: Equal or greater than 0.04

D: Equal or greater than 0.02

E, F: Equal or greater than 0.01

Unsignalized Significant Impact Threshold:

E: Increase of at least 4 seconds

F: Increase of at least 2 seconds

**TABLE 5
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2023 PLUS GROWTH**

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
1	San Gabriel Blvd at Las Tunas Dr	0.984	E	1.037	F
2	Pine St at Live Oak St	10.2	B	11.9	B
3	San Gabriel Blvd at Live Oak St	> 100.0	F	> 100.0	F
4	Pine St at Broadway	14.6	B	18.4	C
5	San Gabriel Blvd at Broadway	0.802	D	0.872	D

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

**TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2023 PLUS GROWTH PLUS CUMULATIVE PROJECTS**

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
1	San Gabriel Blvd at Las Tunas Dr	1.066	F	1.169	F
2	Pine St at Live Oak St	10.2	B	11.9	B
3	San Gabriel Blvd at Live Oak St	> 100.0	F	> 100.0	F
4	Pine St at Broadway	14.8	B	18.9	C
5	San Gabriel Blvd at Broadway	0.839	D	0.957	E

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

5. Existing Plus Growth Plus Cumulative Projects Plus Proposed Project

Existing Plus Ambient Growth Plus Cumulative Projects Plus the Proposed Project peak hour operations at the study intersections were evaluated, and the results of the analysis are summarized on **Table 7**. Review of this table shows that all study intersections would operate at Level of Service D or better in both peak hours, with the exception of the following:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS F, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F
- #5 – San Gabriel Boulevard at Broadway – PM LOS E
- #7 – San Gabriel Boulevard Driveway – PM LOS F

Intersections #1, #3, and #5 would operate at an unacceptable Level of Service by Opening Year 2023 without the Project. The addition of project traffic will contribute to the already-deficient conditions. Based on the City's significance criteria, the project's impact would not be considered to be significant at these intersections.

Based on the City's significance criteria, the project's impact would be considered significant at the following intersections:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

Recommended Improvements at intersection #7 are presented in the Recommended Improvements section of this report.

Intersection analysis worksheets for all analysis scenarios are provided in **Appendix D** of this report.

**TABLE 7
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2023 PLUS GROWTH PLUS CUMULATIVE PROJECTS PLUS PROJECT**

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project	Impact	Without Project		With Project		Project	Impact
			ICU/Delay	LOS	ICU/Delay	LOS	Impact	Sig?	ICU/Delay	LOS	ICU/Delay	LOS	Impact	Sig?
1	San Gabriel Blvd at Las Tunas Dr	S	1.066	F	1.071	F	0.005	No	1.169	F	1.175	F	0.006	No
2	Pine St at Live Oak St	U	10.2	B	10.2	B	0.000	No	11.9	B	11.9	B	0.000	No
3	San Gabriel Blvd at Live Oak St	U	> 100.0	F	> 100.0	F	-	No	> 100.0	F	> 100.0	F	-	No
4	Pine St at Broadway	U	14.8	B	14.9	B	0.100	No	18.9	C	19.0	C	0.100	No
5	San Gabriel Blvd at Broadway	S	0.839	D	0.844	D	0.005	No	0.957	E	0.963	E	0.006	No
6	Live Oak Driveway	U	N/A	-	8.7	A	N/A	-	N/A	-	9.0	A	N/A	-
7	San Gabriel Blvd Driveway	U	N/A	-	14.4	B	N/A	-	N/A	-	158.2	F	N/A	-
8	Pine St Driveway	U	N/A	-	10.2	B	N/A	-	N/A	-	9.5	A	N/A	-

Notes:

Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.

Signalized Significant Impact Threshold:

- A, B: Equal or greater than 0.06
- C: Equal or greater than 0.04
- D: Equal or greater than 0.02
- E, F: Equal or greater than 0.01

Unsignalized Significant Impact Threshold:

- E: Increase of at least 4 seconds
- F: Increase of atleast 2 seconds

VI. VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB 743) was approved by the California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor’s Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular “level of service” (LOS) for evaluating transportation projects. OPR has prepared a technical advisory (“OPR Technical Advisory”) for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires use of VMT for the purposes of determining a significant transportation impact under CEQA. The City of San Gabriel *VMT Baselines and Thresholds of Significance for Transportation Impacts* (July 2020) provides details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less than significant impact without conducting a more detailed level analysis. Screening thresholds are broken into the following four steps:

1. Project Type Screening
2. Low VMT Screening
3. Transit Priority Area
4. Affordable Housing Screening

A land use project needs only to meet one of the above screening thresholds to be presumed to result in a less than significant impact under CEQA pursuant to SB 743.

The proposed project is a mixed-use restaurant / retail / residential development consisting of 13,478 square feet of retail and restaurant space, and 225 residential units.

Project Type Screening

Some project types have been identified as having the presumption of a less than significant impact, including local-serving retail uses less than 50,000 square feet (SF). The proposed project will contain 13,478 SF of retail and restaurant space, which is less than 50,000 SF and is not anticipated to lead to longer local trips, thus reducing or maintaining regional VMT. As such, the retail and restaurant portion of the project may be presumed to create a less than significant transportation impact.

The Project Type screening threshold is met for the retail and restaurant portion of the project.

Low VMT Area Screening

The City Guidelines states that projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The Screening Tool provided by the San Gabriel Valley Council of Governments (SGVCOG) was created to analyze traffic conditions in the region and develop a baseline standard that determines significance CEQA thresholds

for future land use and transportation projects. The Project's physical location was input into the Screening Tool to determine if the project site is located within a low VMT generating zone. Based on the VMT Screening Tool and map provided on **Figure 13** the residential component of the project can be presumed to have a less than significant impact based on being located in a Low VMT Area. The SGVCOG VMT Evaluation Tool Report for the project is provided in **Appendix E**.

The Low VMT Area screening threshold is met for the residential component of the project.

Transit Priority Area (TPA) Screening

Based on the SGVCOG, the project site is not located within a Transit Priority Area (TPA). Therefore, the project cannot be presumed to have a less than significant impact based on not being located in a TPA.

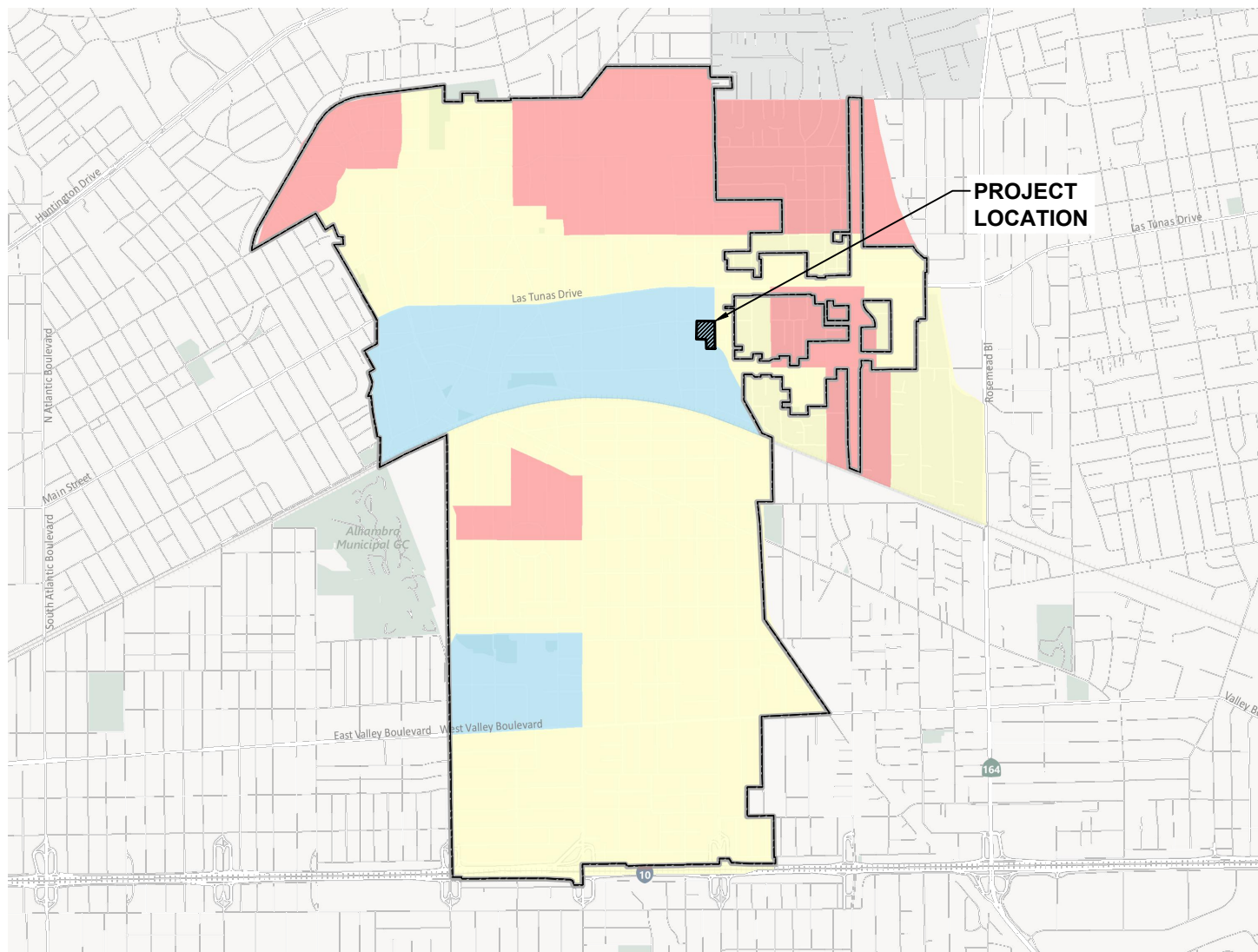
The TPA screening threshold is not met.

Affordable Housing Screening

The City Guidelines state that affordable housing developments or affordable housing units within mixed-use developments are presumed to have a less than significant impact. The proposed project doesn't not contain enough affordable housing units and cannot be presumed to have a less than significant impact based on affordable housing screening.

The Affordable Housing Screening threshold is not met.

Based on review of the VMT screening thresholds, the project meets the Project Type and Low VMT Area screening thresholds; therefore, the project would result in a less-than-significant impact, and no additional VMT analysis is required.








-  San Gabriel
-  Less than 15% below SCAG Regional Average
-  0 to 15% below SCAG Regional Average
-  Higher than SCAG Regional Average
-  No Residents

FIGURE 13
DAILY RESIDENTIAL HOME-BASED VMT PER
CAPITA FOR SAN GABRIEL (2012)

VII. LOS ANGELES COUNTY CONGESTION MANAGEMENT PROGRAM

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the *2010 Congestion Management Program for Los Angeles County*, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

A. Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

- No. 131: Rosemead Boulevard at Valley Boulevard
- No. 146: Rosemead Boulevard at Las Tunas Drive

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during either the weekday AM or PM peak hours at either of the two CMP monitoring intersections. Therefore, no further review of potential impacts to the intersection monitoring locations is required.

B. Freeways

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

- No. 1015: I-10 Freeway at Atlantic Boulevard
- No. 1016: I-10 Freeway at Rosemead Boulevard

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 AM or PM weekday peak hours. The proposed project will not add 150 or more trips, in either direction, during either the weekday AM or PM peak hours at either of the two CMP freeway monitoring locations. Therefore, no further review of potential impacts to the freeway monitoring locations is required.

C. Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the project on transit services. As previously discussed in Section III.C.3, existing transit services are provided in the vicinity of the proposed project.

The project trip generation was adjusted by the values set forth in the CMP to estimate transit trip generation. The proposed project is forecast to generate demand for approximately 56 transit trips on a daily basis, with 3 transit trips in the morning peak hour, and 3 transit trips in the evening peak hour. The transit trip calculations are as follows:

- Weekday Daily Trips: $1,442 \times 1.4 \times 0.035 = 56$ Transit Trips
- Weekday AM Peak Hour Trips: $70 \times 1.4 \times 0.035 = 3$ Transit Trips
- Weekday PM Peak Hour Trips: $57 \times 1.4 \times 0.035 = 3$ Transit Trips

As previously discussed in Section III.C.3 there are three bus transit lines provided adjacent to or in proximity of the project site. It is anticipated that the existing transit service in the project area will adequately accommodate the increase in project-generated transit trips. Therefore, given the low number of project-generated transit trips, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

VIII. FINDINGS AND CONCLUSIONS

A. Traffic Impacts

This Traffic Study has been prepared in accordance with the *Traffic Study Guidelines for Development Projects in the City of San Gabriel*. The format of this report is in accordance with Appendix A – Required Traffic Study Report Format of the City’s guidelines.

The project was evaluated for typical weekday peak hour operations impacts at the following study intersections:

1. San Gabriel Boulevard at Las Tunas Drive
2. Live Oak Street at Pine Street
3. San Gabriel Boulevard at Live Oak Street
4. Broadway at Pine Street
5. San Gabriel Boulevard at Broadway

The study also includes an evaluation of peak hour operations at the third future site access points on Live Oak Street, San Gabriel Boulevard, and Pine Street.

All the study intersections will operate at an acceptable Level of Service with the proposed development, with the exception of the following intersections:

- #1 – San Gabriel Boulevard at Las Tunas Drive – AM LOS F, PM LOS F
- #3 – San Gabriel Boulevard at Live Oak Street – AM LOS F, PM LOS F
- #5 – San Gabriel Boulevard at Broadway – PM LOS E
- #7 – San Gabriel Boulevard Driveway – PM LOS F

Based on the City of San Gabriel impact significance threshold, the project was found to have a significant impact at the following intersections:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

Recommended Improvements at intersection #7 are presented in the Recommended Improvements section of this report.

B. Recommended Improvements

Based on the Level of Service standards and significant impact criteria discussed previously, the project would have a significant impact at the following intersections, and project mitigation is required:

- #7 – San Gabriel Boulevard Driveway – PM LOS F

However, the Level of Service for an unsignalized intersection is reported based on the single approach movement with the highest delay, which in this case, would be the eastbound left-turn for intersection #7. The traffic on this approach would experience delay during the evening peak hour while waiting for an acceptable gap in traffic on San Gabriel Boulevard. While the side street approach operates at a deficient Level of Service based on the highest delay movement (eastbound left-turn), the overall intersection delay would be acceptable. Any queuing that occurs on the side street is contained on the minor intersection approach, would occur only a limited period of time, and would not impact the progression of traffic on the main arterial. Intersection analysis worksheets are provided in ***Appendix D***.

C. Signal Warrant Analysis

Signal warrant analysis was conducted for the intersection of San Gabriel Boulevard and Live Oak Street. Signal warrant worksheets are provided in ***Appendix F***. The signal warrant analysis was conducted based on the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 3, which assesses traffic volumes during the peak hour. Existing and Future peak hour volumes at the intersection are forecasted to satisfy the signal warrants. The intersection is forecasted to operate at Level of Service F in the morning and evening peak hour during the Opening Year 2023 Plus Cumulative Plus Project scenario. Based on the side street volumes (Live Oak Street), coupled with the volumes on the main street (San Gabriel Boulevard), a signal warrant is satisfied based on peak hour volumes. In lieu of designing and installing a traffic signal at the intersection of San Gabriel Boulevard and Live Oak Street, the applicant shall pay a contribution amount of \$50,000 to the City for future traffic signal improvements.

A signal warrant analysis was also conducted for the San Gabriel Boulevard Driveway. Based on the volumes on San Gabriel Boulevard and the project driveway, a signal warrant is not satisfied based on peak hour volumes.

D. On-Site Parking

Consistent with the approved *Traffic Impact Study for Rubio Village Mixed-Use Project in the City of San Gabriel* (January 2015), the following parking requirements for the proposed uses on the site were used:

Multi-Family

- 1 parking space per each bedroom, plus 1 guest space for every 3 dwelling units

Retail

- 1 parking space per 250 square-feet (SF) of gross floor area (GFA)

Restaurant

- 1 parking space per 100 SF of GFA

A summary of the City's parking requirements is provided on **Table 8**. Per the parking requirements noted above, the proposed parking requirement for the project site is 424 parking spaces. The project site plan shows that the project will provide a total of 438 parking spaces, consisting of 345 spaces for the residential units, plus 75 guest parking spaces and 87 spaces for the commercial area. As a result, there would be a surplus of 14 parking spaces.

E. Street Parking Adjacent to the Project Site

In addition to the on-site parking, on-street parking on the streets immediately adjacent to the project site is allowed as follows:

- 2-hour parking along the project frontage on Live Oak Street – 8 to 10 unmarked spaces;
- 2-hour parking along the project frontage on San Gabriel Boulevard – 13 marked spaces;
- Unrestricted parking along the project frontage on Pine Street – 12 to 14 unmarked spaces.

These on-street parking provisions are shown on **Figure 14**. The street parking is not needed to satisfy the project's parking requirements and is not included in the project's parking supply assumptions.

**TABLE 8
RUBIO VILLAGE MIXED-USE PROJECT
SUMMARY OF PARKING REQUIREMENTS**

Building / Use	Unit	Quantity/ Capacity	Parking Code ¹	Required Parking
Multi-Family Residential ²				
1 - Bedroom	DU	191	1.0	191
2 - Bedroom	DU	31	2.0	62
3 - Bedroom	DU	3	3.0	9
Guest Spaces	DU	75	0.33	75
General Retail	SF	7,998	0.004	32
Full-Service Restaurant	SF	5,480	0.01	55
TOTAL Parking Required				424
TOTAL Parking Provided				438
Parking Surplus (Deficit)				14

¹ Source: Traffic Impact Study for Rubio Village Mixed-Use Project in the City of San Gabriel, dated January, 2015

² Rate of 1 parking space per each bedroom, plus 1 guest space for every 3 dwelling units was used.

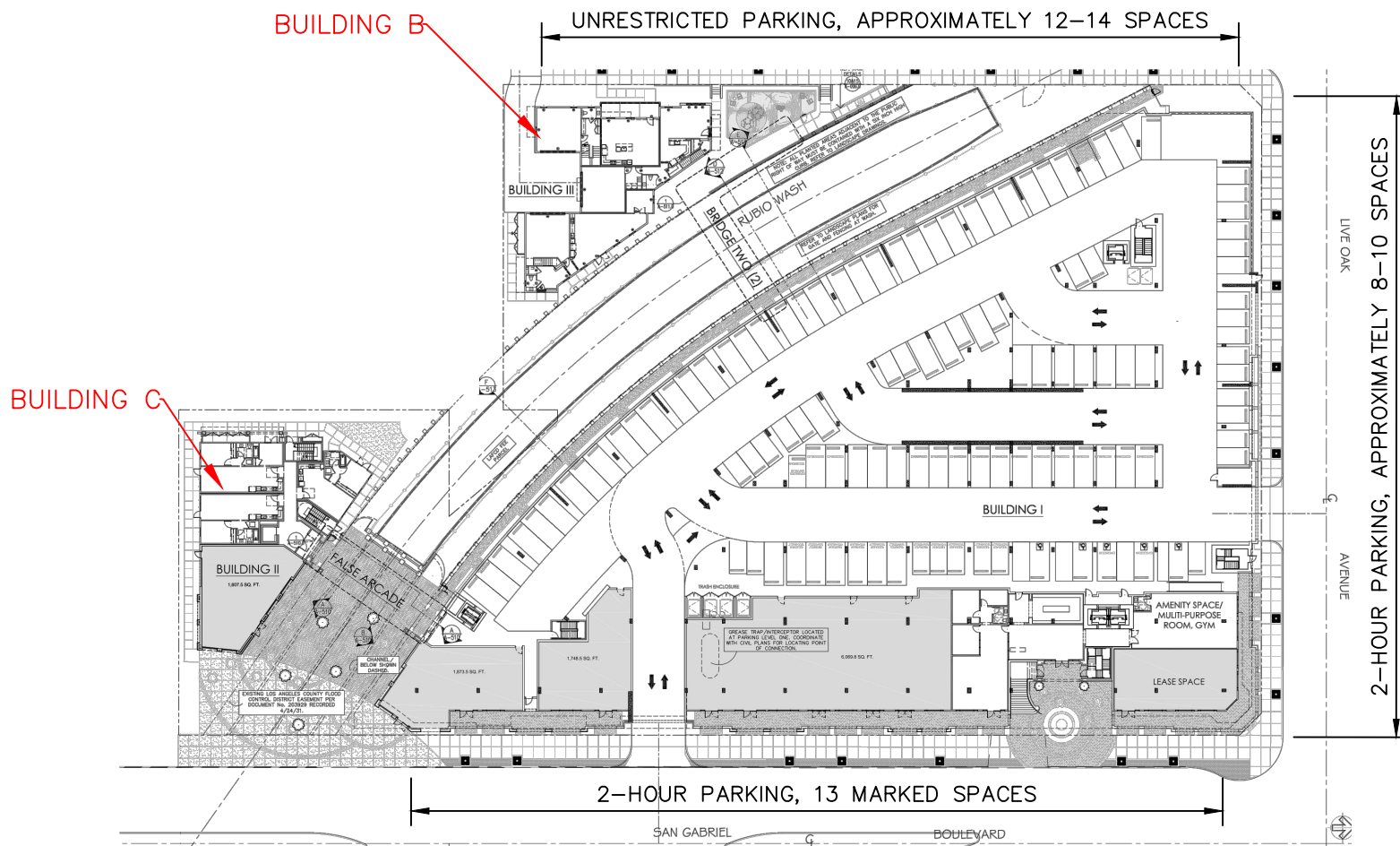
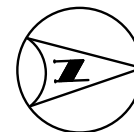


FIGURE 14
STREET PARKING ADJACENT TO PROJECT SITE

F. Neighborhood Traffic

The land uses adjacent to the project site include:

- commercial uses on the north side of Live Oak Street;
- commercial uses on the east side of San Gabriel Boulevard;
- residential uses on the west side of Pine Street, and;
- a combination of residential and commercial uses to the south of the project.

The project access has been designed to direct project traffic to Live Oak Street and San Gabriel Boulevard, which are the streets with the commercial development. The project will have one driveway on Pine Street to accommodate the 3 residential units located in Building B. Due to the location of the project and the design of the site access, the project is not expected to adversely impact any residential neighborhoods in the area.

G. Sight Distance Analysis

Sight distance analysis were performed for the project driveway located on Live Oak Street and the project driveway located on San Gabriel Boulevard. The sight distance analysis was conducted to determine whether line-of-sight issues will be present for vehicles making a northbound left-turn and right-turn from the project driveway onto Live Oak Street. Both project driveway intersections are unsignalized.

Evaluation of available sight distance took into consideration the roadway characteristics previously mentioned in this report.

The sight distance standards used in this analysis, Case B1 and B2, are from the 2018 American Association of State Highway and Transportation Officials (AASHTO) – Geometric Design of Highways and Streets, Chapter 9 – Intersections (Intersection Sight Distance). Case B1 is used for left turns at a stopped position onto a major street. Case B2 is used for right-turns at a stopped position onto a major street. Since the area predominantly experiences passenger car traffic, the passenger car was used as the design vehicle for the sight distance calculation. The table below shows the sight distance requirements for various speed limits.

AASHTO Sight Distance Requirements

Case	Passenger Car		
	25 mph	30 mph	35 mph
B1	280 feet	335 feet	390 feet
B2	240 feet	290 feet	335 feet

2011 American Association of State Highway and Transportation Officials (AASHTO)
Geometric Design of Highways and Streets, Chapter 9 – Intersections (Intersection Sight Distance)

For the project driveway located on Live Oak Street, the minimum required sight distance is 280 feet and 240 feet for Case B1 and B2, respectively. The available sight distance from each driver position is shown on **Figure 15** for the driveway on Live Oak Street. For the project driveway located on San Gabriel Boulevard, the minimum required sight distance is 390 feet and 335 feet for Case B1 and B2, respectively. The available sight distance from each driver position is shown on **Figure 16** for the driveways on San Gabriel Boulevard. For the project driveway located on Pine Street, the minimum required sight distance is 280 feet and 240 feet for Case B1 and B2, respectively. The available sight distance from each driver position is shown on **Figure 17** for the driveways on Pine Street. For all project driveways, two driver positions were analyzed for turning vehicles at a stopped position: (1) which replicates vehicles stopping at the limit line, and (2) moving forward into the street to see adequately to make the turn. The first driver position is 7.5 feet back from the limit line, and Position 2 is located 7.5 feet behind the edge of traveled way. Position 2 is provided to demonstrate where the driver needs to be positioned to achieve the sight distance necessary to complete the turns safely.

Review of Figures 15, 16, and 17 indicate that from Position 2, the sight distance available is greater than the required distance for all project driveways. While the driver's line of sight is not measured from behind the limit line, it is expected that Position 2 is consistent with anticipated driver behavior. Furthermore, stopped vehicles at Position 2 do not impede eastbound or southbound traffic on Live Oak Street, Pine Street, or San Gabriel Boulevard. Therefore, minimum sight distance requirements are met for vehicles at Position 2.

H. Accident Analysis

Traffic collisions along San Gabriel Boulevard, particularly at the intersections of Las Tunas Drive, Live Oak Street, and Broadway were assessed over a 3-year period between 2017 and 2019. Collision data was collected from the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) and are presented in **Appendix G**.

Review of the collision data indicates that there were 18 accidents at Las Tunas Drive, 11 accidents at Live Oak Street, and 10 accidents at Broadway over the 3-year duration.

The accidents consisted primarily of drive-related errors, including unsafe driving speeds, right of way violations, and intoxicated driving.

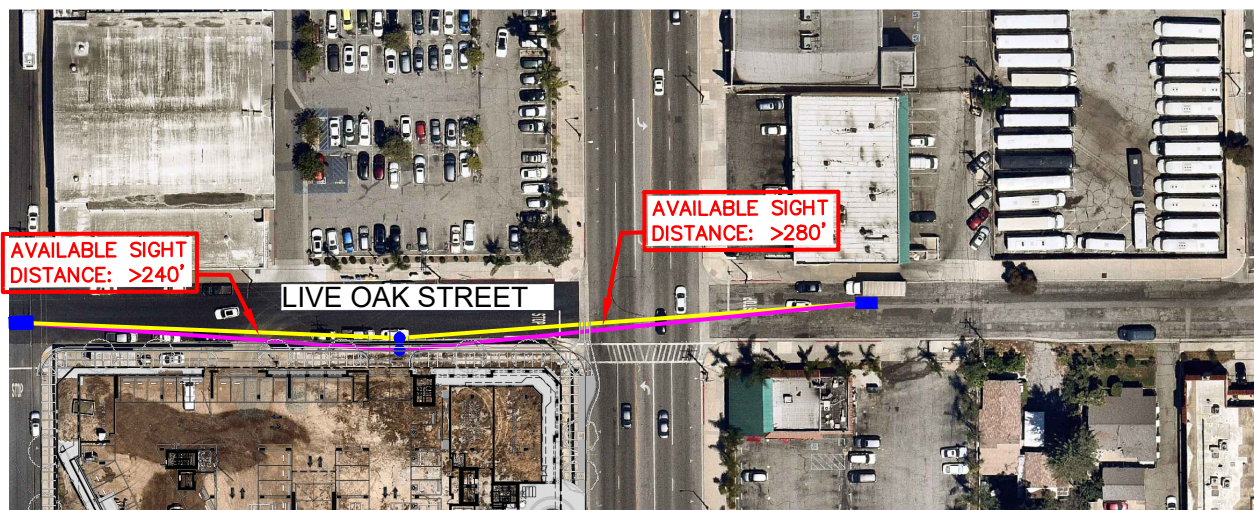


FIGURE 15
SIGHT DISTANCE ANALYSIS -
LIVE OAK STREET PROJECT DRIVEWAY

LEGEND:

- = DRIVER'S EYE POSITION
- = SIGHT LINE FROM POSITION 1
- = SIGHT LINE FROM POSITION 2

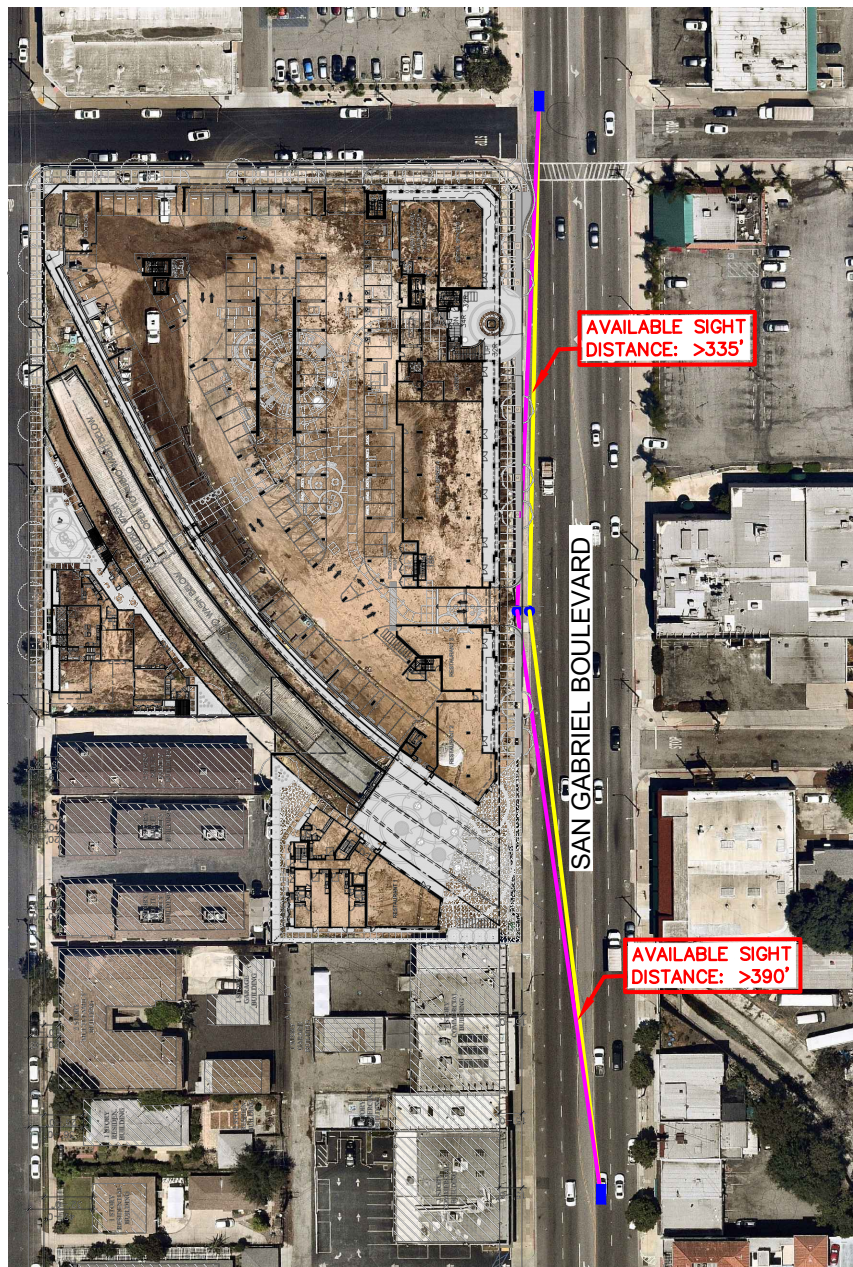


FIGURE 16
SIGHT DISTANCE ANALYSIS -
SAN GABRIEL BOULEVARD PROJECT DRIVEWAY

LEGEND:

- = DRIVER'S EYE POSITION
- = SIGHT LINE FROM POSITION 1
- = SIGHT LINE FROM POSITION 2

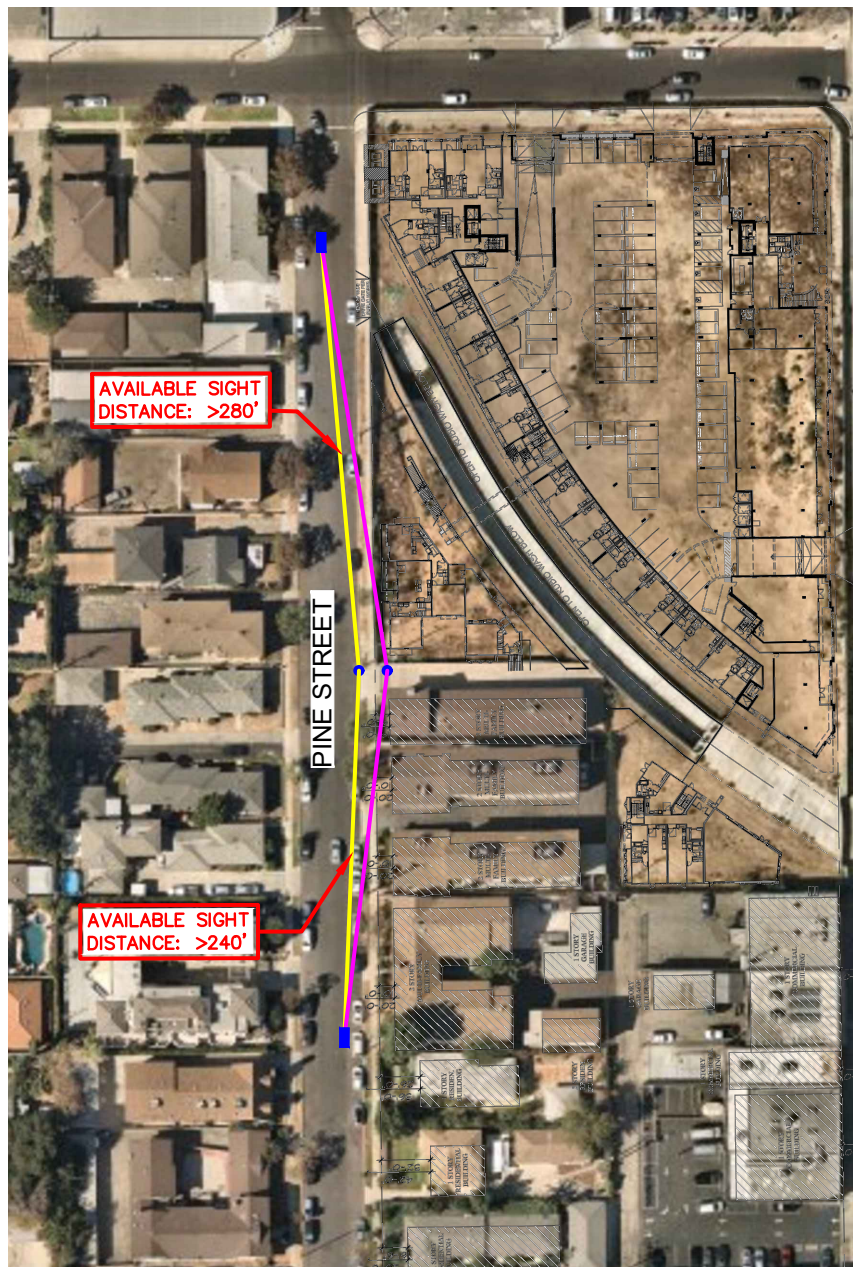


FIGURE 17
SIGHT DISTANCE ANALYSIS -
PINE STREET PROJECT DRIVEWAY

LEGEND:

- = DRIVER'S EYE POSITION
- = SIGHT LINE FROM POSITION 1
- = SIGHT LINE FROM POSITION 2

IX. RECOMMENDATIONS

A. Site Access / Circulation Plan

The project site access plan was described in the Site Access section on page 20. The project will take access on San Gabriel Boulevard and Live Oak Street.

Access to Buildings B and C will be provided via pedestrian bridges. Additionally, a driveway along Pine Street is provided to accommodate the 3 residential units located within Building B.

B. Intersection Improvements

Existing and Future peak hour volumes at the intersection are forecasted to satisfy the signal warrants. The intersection is forecasted to operate at Level of Service F in the morning and evening peak hour during the Opening Year 2023 Plus Cumulative Plus Project scenario. Based on the side street volumes (Live Oak Street), coupled with the volumes on the main street (San Gabriel Boulevard), a signal warrant is satisfied based on peak hour volumes.

The project was found to have no significant impacts at the any of the study intersections.

In lieu of designing and installing a traffic signal at the intersection of San Gabriel Boulevard and Live Oak Street, the applicant shall pay a contribution amount of \$50,000 to the City for future traffic signal improvements.

C. Roadway Improvements

1. On-Site

There will be no public roadways on the project site.

2. Off-Site

The project will not implement off-site roadway improvements.

D. Transportation System Management Actions

1. On-Site

The project will implement the following on-site transportation system management actions, to reduce project traffic to and from the site:

- Provide bicycle parking for residents, customers, and employees;
- Provide a location on site for a rack to hold local bus schedules;
- Maintain sidewalks and convenient walking paths along all project frontage.

2. Off-Site

The project will not implement off-site transportation system management actions.

APPENDIX A

TRAFFIC DATA COLLECTION WORKSHEETS

Intersection Growth Worksheet

Project:

BASE YEAR
 GROWTH YEAR
 # YEARS GROWTH
 ANNUAL GROWTH RATE
 1 COMPOUNDED GROWTH
 2 FLAT GROWTH

GROWTH TYPE:

Int. #	Intersection	AM PEAK HOUR BASE VOLUMES - 2014													AM PEAK HOUR BASE PLUS GROWTH - 2021												
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
1	San Gabriel Blvd at Las Tunas Dr	116	716	116	102	963	236	158	595	90	165	1,150	209	4,616	122	754	122	107	1,014	248	166	626	95	174	1,211	220	4,859
2	Pine St at Live Oak St	4	22	7	6	27	16	13	55	5	5	42	9	211	4	23	7	6	28	17	14	58	5	5	44	9	220
3	San Gabriel Blvd at Live Oak St	58	952	53	29	1,226	23	6	7	104	23	11	20	2,512	61	1,002	56	31	1,291	24	6	7	109	24	12	21	2,644
4	Pine St at Broadway	7	3	5	5	6	13	9	243	12	5	293	11	612	7	3	5	5	6	14	9	256	13	5	308	12	643
5	San Gabriel Blvd at Broadway	32	955	152	18	1,226	25	50	218	45	39	319	36	3,115	34	1,005	160	19	1,291	26	53	229	47	41	336	38	3,279
6														0	0	0	0	0	0	0	0	0	0	0	0	0	
7														0	0	0	0	0	0	0	0	0	0	0	0	0	
8														0	0	0	0	0	0	0	0	0	0	0	0	0	
9														0	0	0	0	0	0	0	0	0	0	0	0	0	
10														0	0	0	0	0	0	0	0	0	0	0	0	0	
11														0	0	0	0	0	0	0	0	0	0	0	0	0	
12														0	0	0	0	0	0	0	0	0	0	0	0	0	
13														0	0	0	0	0	0	0	0	0	0	0	0	0	
14														0	0	0	0	0	0	0	0	0	0	0	0	0	
15														0	0	0	0	0	0	0	0	0	0	0	0	0	
16														0	0	0	0	0	0	0	0	0	0	0	0	0	
17														0	0	0	0	0	0	0	0	0	0	0	0	0	
18														0	0	0	0	0	0	0	0	0	0	0	0	0	
19														0	0	0	0	0	0	0	0	0	0	0	0	0	
20														0	0	0	0	0	0	0	0	0	0	0	0	0	
21														0	0	0	0	0	0	0	0	0	0	0	0	0	
22														0	0	0	0	0	0	0	0	0	0	0	0	0	
23														0	0	0	0	0	0	0	0	0	0	0	0	0	
24														0	0	0	0	0	0	0	0	0	0	0	0	0	
25														0	0	0	0	0	0	0	0	0	0	0	0	0	
26														0	0	0	0	0	0	0	0	0	0	0	0	0	
27														0	0	0	0	0	0	0	0	0	0	0	0	0	
28														0	0	0	0	0	0	0	0	0	0	0	0	0	
29														0	0	0	0	0	0	0	0	0	0	0	0	0	
30														0	0	0	0	0	0	0	0	0	0	0	0	0	
Add lines if needed																											

Intersection Growth Worksheet

Project:

BASE YEAR
 GROWTH YEAR
 # YEARS GROWTH
 ANNUAL GROWTH RATE
 1 COMPOUNDED GROWTH
 2 FLAT GROWTH

GROWTH TYPE:

Int. #	Intersection	PM PEAK HOUR BASE VOLUMES - 2014													PM PEAK HOUR BASE PLUS GROWTH - 2021												
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
1	San Gabriel Blvd at Las Tunas Dr	100	677	169	203	934	123	167	1,059	83	213	626	90	4,444	105	713	178	214	983	129	176	1,115	87	224	659	95	4,678
2	Pine St at Live Oak St	9	25	21	16	24	16	17	99	8	12	130	18	395	9	26	22	17	25	17	18	104	8	13	137	19	415
3	San Gabriel Blvd at Live Oak St	111	1,632	104	29	1,260	40	8	11	115	8	2	8	3,328	117	1,718	109	31	1,326	42	8	12	121	8	2	8	3,502
4	Pine St at Broadway	6	15	16	8	14	16	13	417	9	15	221	27	777	6	16	17	8	15	17	14	439	9	16	233	28	818
5	San Gabriel Blvd at Broadway	60	1,083	231	54	1,184	36	56	352	16	69	257	145	3,543	63	1,140	243	57	1,246	38	59	371	17	73	271	153	3,731
6														0	0	0	0	0	0	0	0	0	0	0	0	0	
7														0	0	0	0	0	0	0	0	0	0	0	0	0	
8														0	0	0	0	0	0	0	0	0	0	0	0	0	
9														0	0	0	0	0	0	0	0	0	0	0	0	0	
10														0	0	0	0	0	0	0	0	0	0	0	0	0	
11														0	0	0	0	0	0	0	0	0	0	0	0	0	
12														0	0	0	0	0	0	0	0	0	0	0	0	0	
13														0	0	0	0	0	0	0	0	0	0	0	0	0	
14														0	0	0	0	0	0	0	0	0	0	0	0	0	
15														0	0	0	0	0	0	0	0	0	0	0	0	0	
16														0	0	0	0	0	0	0	0	0	0	0	0	0	
17														0	0	0	0	0	0	0	0	0	0	0	0	0	
18														0	0	0	0	0	0	0	0	0	0	0	0	0	
19														0	0	0	0	0	0	0	0	0	0	0	0	0	
20														0	0	0	0	0	0	0	0	0	0	0	0	0	
21														0	0	0	0	0	0	0	0	0	0	0	0	0	
22														0	0	0	0	0	0	0	0	0	0	0	0	0	
23														0	0	0	0	0	0	0	0	0	0	0	0	0	
24														0	0	0	0	0	0	0	0	0	0	0	0	0	
25														0	0	0	0	0	0	0	0	0	0	0	0	0	
26														0	0	0	0	0	0	0	0	0	0	0	0	0	
27														0	0	0	0	0	0	0	0	0	0	0	0	0	
28														0	0	0	0	0	0	0	0	0	0	0	0	0	
29														0	0	0	0	0	0	0	0	0	0	0	0	0	
30														0	0	0	0	0	0	0	0	0	0	0	0	0	
Add lines if needed																											

ITM Peak Hour Summary

Prepared by:

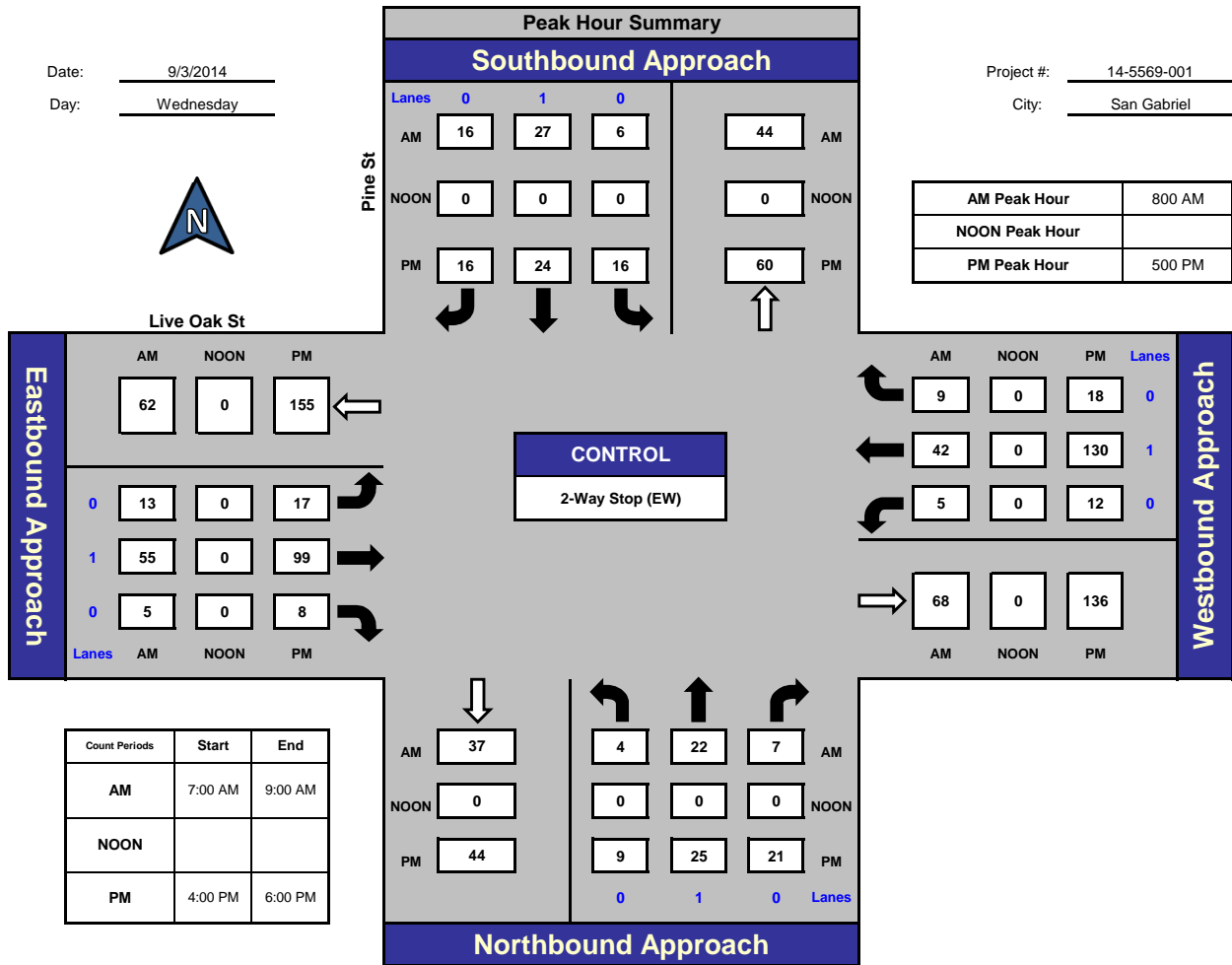


National Data & Surveying Services

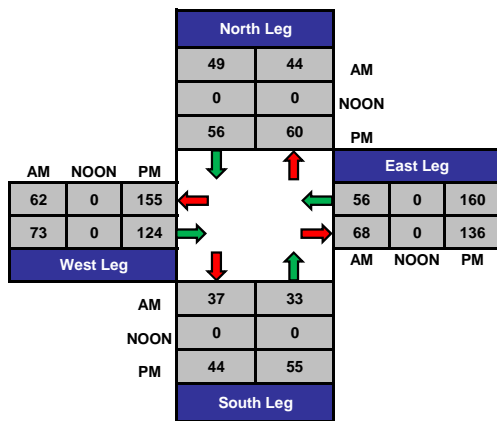
Pine St and Live Oak St., San Gabriel

Date: 9/3/2014
Day: Wednesday

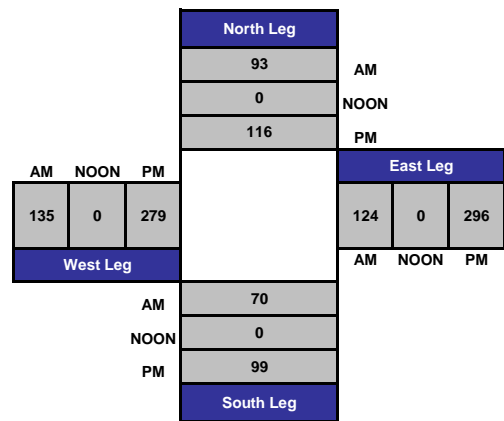
Project #: 14-5569-001
City: San Gabriel



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-001

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

AM													
NS/EW Streets:	Pine St			Pine St			Live Oak St			Live Oak St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	2	3	1	2	0	1	8	3	1	12	3	38
7:15 AM	0	2	2	0	2	1	2	10	1	1	10	1	32
7:30 AM	1	6	2	2	4	3	7	16	2	1	9	0	53
7:45 AM	1	4	3	1	7	1	4	12	1	3	15	2	54
8:00 AM	2	2	1	1	7	2	1	13	1	1	12	1	44
8:15 AM	1	4	2	3	9	4	1	12	2	1	9	2	50
8:30 AM	0	6	3	0	5	4	3	15	1	0	13	6	56
8:45 AM	1	10	1	2	6	6	8	15	1	3	8	0	61
TOTAL VOLUMES :	8	36	17	10	42	21	27	101	12	11	88	15	388
APPROACH %'s :	13.11%	59.02%	27.87%	13.70%	57.53%	28.77%	19.29%	72.14%	8.57%	9.65%	77.19%	13.16%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	4	22	7	6	27	16	13	55	5	5	42	9	211
PEAK HR FACTOR :	0.688			0.766			0.760			0.737			0.865

CONTROL : 2-Way Stop (EW)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-001

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

		PM												
NS/EW Streets:		Pine St			Pine St			Live Oak St			Live Oak St			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		1	7	2	3	3	2	2	5	2	6	21	1	55
4:15 PM		0	3	2	1	1	8	0	8	2	2	18	2	47
4:30 PM		0	4	3	3	2	4	4	11	2	3	25	7	68
4:45 PM		0	2	2	1	5	1	5	13	2	6	16	5	58
5:00 PM		5	5	7	5	6	3	6	25	2	1	31	6	102
5:15 PM		1	7	4	2	9	7	8	31	2	3	23	5	102
5:30 PM		0	7	5	6	6	4	1	25	2	2	34	5	97
5:45 PM		3	6	5	3	3	2	2	18	2	6	42	2	94
TOTAL VOLUMES :		10	41	30	24	35	31	28	136	16	29	210	33	623
APPROACH %'s :		12.35%	50.62%	37.04%	26.67%	38.89%	34.44%	15.56%	75.56%	8.89%	10.66%	77.21%	12.13%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		9	25	21	16	24	16	17	99	8	12	130	18	395
PEAK HR FACTOR :		0.809			0.778			0.756			0.800			0.968

UTURNS			
NB	SB	EB	WB

NB 0	SB 0	EB 0	WB 0
---------	---------	---------	---------

CONTROL : 2-Way Stop (EW)

ITM Peak Hour Summary

Prepared by:

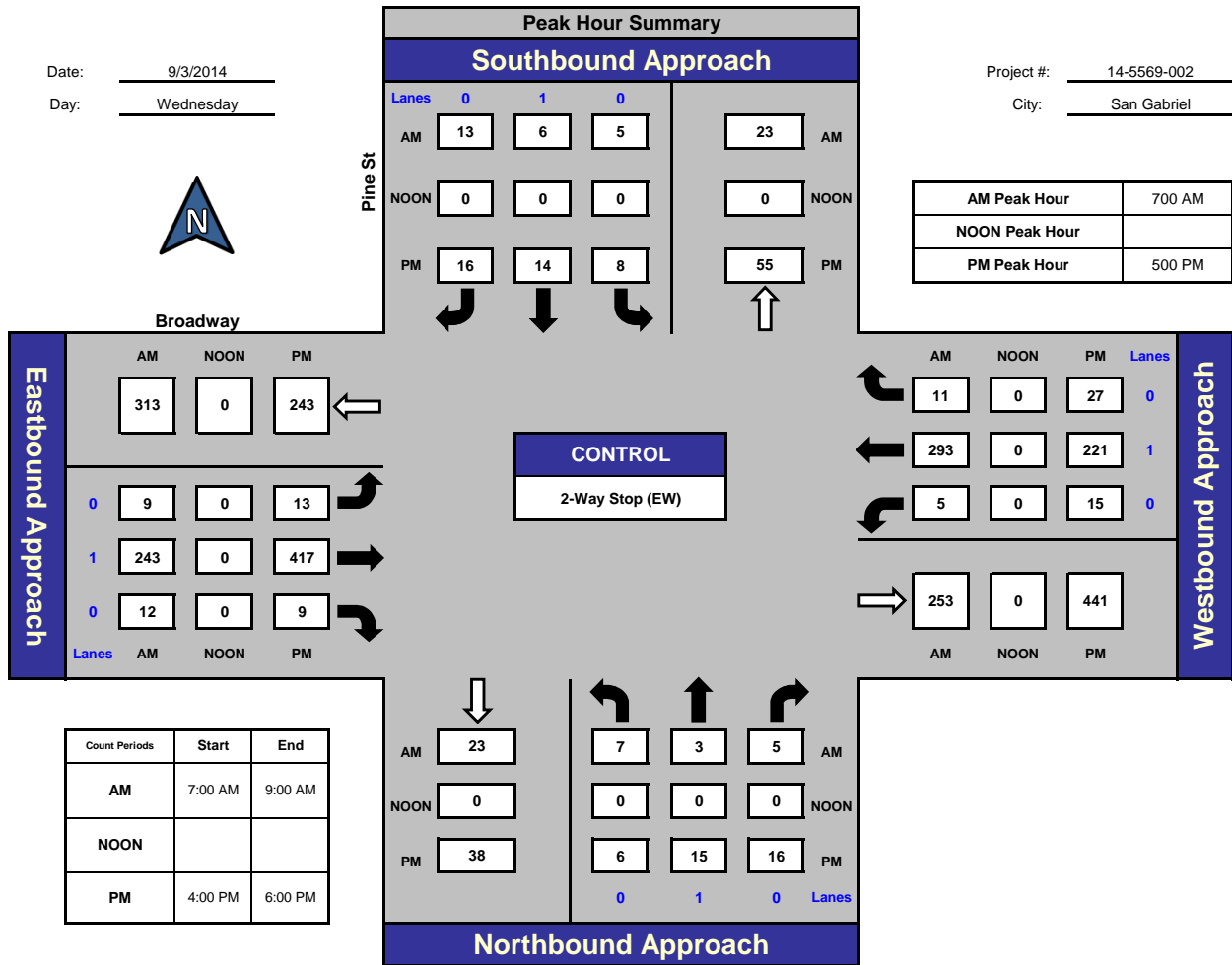


National Data & Surveying Services

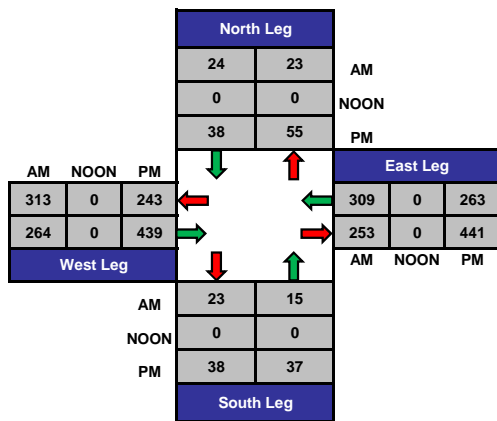
Pine St and Broadway, San Gabriel

Date: 9/3/2014
Day: Wednesday

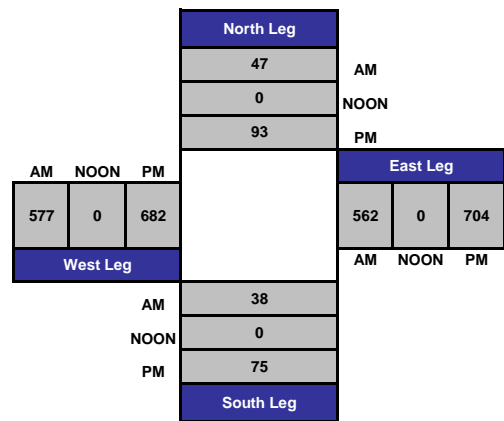
Project #: 14-5569-002
City: San Gabriel



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-002

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

		AM												
NS/EW Streets:		Pine St			Pine St			Broadway			Broadway			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		1	0	1	2	1	4	2	41	1	1	72	1	127
7:15 AM		1	2	1	1	2	3	1	54	6	1	80	2	154
7:30 AM		3	0	2	2	3	2	3	81	3	3	67	3	172
7:45 AM		2	1	1	0	0	4	3	67	2	0	74	5	159
8:00 AM		0	1	2	2	5	4	3	48	2	0	46	3	116
8:15 AM		0	0	0	2	6	2	3	29	0	4	37	1	84
8:30 AM		3	1	4	1	2	2	5	64	4	1	69	4	160
8:45 AM		0	0	3	5	0	4	3	73	2	3	88	5	186
TOTAL VOLUMES :		10	5	14	15	19	25	23	457	20	13	533	24	1158
APPROACH %'s :		34.48%	17.24%	48.28%	25.42%	32.20%	42.37%	4.60%	91.40%	4.00%	2.28%	93.51%	4.21%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	7	3	5	5	6	13	9	243	12	5	293	11	612
PEAK HR FACTOR :	0.750			0.857			0.759			0.931			0.890

CONTROL : 2-Way Stop (EW)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-002

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

PM

NS/EW Streets:	Pine St		Pine St			Broadway			Broadway			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	5	4	3	4	4	2	79	8	2	64	2	177
4:15 PM	1	1	2	1	2	0	4	67	2	3	63	1	147
4:30 PM	0	0	4	1	0	3	3	75	2	4	54	2	148
4:45 PM	0	1	1	5	0	4	3	95	4	2	67	1	183
5:00 PM	3	4	4	1	2	1	7	102	3	4	48	1	180
5:15 PM	0	4	4	1	7	8	3	92	1	5	58	7	190
5:30 PM	2	6	6	3	1	5	1	113	3	3	55	6	204
5:45 PM	1	1	2	3	4	2	2	110	2	3	60	13	203
TOTAL VOLUMES :	7	22	27	18	20	27	25	733	25	26	469	33	1432
APPROACH %'s :	12.50%	39.29%	48.21%	27.69%	30.77%	41.54%	3.19%	93.61%	3.19%	4.92%	88.83%	6.25%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	6	15	16	8	14	16	13	417	9	15	221	27	777
PEAK HR FACTOR :	0.661			0.594			0.938			0.865			0.952

CONTROL : 2-Way Stop (EW)

APPENDIX **B**

INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Rubio Village San Gabriel	Organization:	
Project Location:	San Gabriel	Performed By:	R. Ramos
Scenario Description:	Proposed Project	Date:	2/6/2023
Analysis Year:	2023	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				19	11	8
Restaurant				8	4	4
Cinema/Entertainment				0		
Residential				49	11	38
Hotel				0		
All Other Land Uses ²				0		
				76	26	50

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	1	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	76	26	50
Internal Capture Percentage	8%	12%	6%
External Vehicle-Trips ⁵	70	23	47
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	13%
Restaurant	50%	25%
Cinema/Entertainment	N/A	N/A
Residential	0%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Rubio Village San Gabriel
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	11	11	1.00	8	8
Restaurant	1.00	4	4	1.00	4	4
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	11	11	1.00	38	38
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		1	0	1	0
Restaurant	1	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	0		2	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	1	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	10	11	10	0	0
Restaurant	2	2	4	2	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	11	11	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	7	8	7	0	0
Restaurant	1	3	4	3	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	37	38	37	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Rubio Village San Gabriel	Organization:	
Project Location:	San Gabriel	Performed By:	R. Ramos
Scenario Description:	Proposed Project	Date:	2/6/2023
Analysis Year:	2023	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				52	26	26
Restaurant				69	38	31
Cinema/Entertainment				0		
Residential				38	27	11
Hotel				0		
All Other Land Uses ²				0		
				159	91	68

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	7	0
Restaurant	0	13		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	159	91	68
Internal Capture Percentage	47%	41%	54%
External Vehicle-Trips ⁵	85	54	31
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	62%	58%
Restaurant	26%	55%
Cinema/Entertainment	N/A	N/A
Residential	41%	45%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Rubio Village San Gabriel
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	26	26	1.00	26	26
Restaurant	1.00	38	38	1.00	31	31
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	27	27	1.00	11	11
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		8	1	7	1
Restaurant	1	13		2	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	2	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	1	0
Retail	0		11	0	12	0
Restaurant	0	13		0	4	0
Cinema/Entertainment	0	1	1		1	0
Residential	0	3	5	0		0
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	16	10	26	10	0	0
Restaurant	10	28	38	28	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	16	27	16	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	15	11	26	11	0	0
Restaurant	17	14	31	14	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	6	11	6	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX C

CUMULATIVE PROJECTS TRIP DISTRIBUTION WORKSHEETS

Enter only in blue cells Yellow cells calculate

Int. #: **1** Las Tunas Dr at San Gabriel Blvd

Mirror distribution? **Y** Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	53	0	0	0	33	18	5	0	3	16	81	0
AM Out	7	56	26	0	0	7	9	47	23	0	0	0
AM Tot	60	56	26	0	33	25	14	47	26	16	81	0
PM In	42	0	0	0	98	16	14	0	12	46	85	0
PM Out	10	83	39	0	0	12	27	123	75	0	0	0
PM Tot	52	83	39	0	98	28	41	123	87	46	85	0

Zone # **1** Zone 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					5%	5%	
Y	0%	5%	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%	5%	0%
PM Out	0%	5%	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	262	0	0	0	0	13	0	0	0	0	13	13	0
AM Out	386	0	19	19	0	0	0	0	19	0	0	0	0
PM In	672	0	0	0	0	34	0	0	0	0	34	34	0
PM Out	571	0	29	29	0	0	0	0	29	0	0	0	0

Zone # **2** Zone 2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	15%					5%				20%		
Y	0%	0%	0%	0%	0%	0%	5%	20%	15%	0%	0%	0%
AM Out												
PM In	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	0%
PM Out	0%	0%	0%	0%	0%	0%	5%	20%	15%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	339	51	0	0	0	0	17	0	0	0	0	68	0
AM Out	130	0	0	0	0	0	0	7	26	20	0	0	0
PM In	243	36	0	0	0	0	12	0	0	0	0	49	0
PM Out	464	0	0	0	0	0	0	23	93	70	0	0	0

Zone # **3** Zone 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
Y	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	9	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	1	0	0	0	0	0	0	0	0	0	0

Zone # **4** Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%		5%					
Y	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	9	0	5	0	0	0	0	0
AM Out	139	0	14	0	0	0	7	0	0	0	0	0	0
PM In	270	0	0	0	0	27	0	14	0	0	0	0	0
PM Out	242	0	24	0	0	0	12	0	0	0	0	0	0

Int. #: 1 Las Tunas Dr at San Gabriel Blvd

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%						15%	
Y	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	1	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	1	0	0	0	0	0	1	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				10%	10%		
Y	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	10%	10%	0%	0%
PM Out	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	10	0	0	0	3	3	0	0
AM Out	72	7	22	7	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	36	0	0	0	12	12	0	0
PM Out	95	10	29	10	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	40%					30%					10%	
Y	0%	0%	0%	0%	0%	0%	30%	10%	40%	0%	0%	0%
AM Out												
PM In	40%	0%	0%	0%	0%	30%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	30%	10%	40%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	2	0	0	0	0	1	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	2	1	3	0	0	0
PM In	14	6	0	0	0	0	4	0	0	0	0	1	0
PM Out	12	0	0	0	0	0	0	4	1	5	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%					10%		
Y	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	10%	0%	0%
PM Out	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%						15%	
Y	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 2 Live Oak St at Pine St

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											40%	
Y	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	2	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	2	0	0	0	0	0	0	0	1	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	72	0	0	0	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	95	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	0	0
PM In	14	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											40%	
Y	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 3 Live Oak Dr at San Gabriel Blvd

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%					20%						
Y	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%
AM Out												
PM In	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	1	0	1	0	0	0
PM In	4	1	0	0	0	0	1	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%							
Y	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	17	0	0	0	0	0	0	0
AM Out	72	0	36	0	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	60	0	0	0	0	0	0	0
PM Out	95	0	48	0	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		40%										
Y	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	2	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	3	0	0	0	0	0	0	0
PM In	14	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	5	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%							
Y	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%					20%						
Y	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%
AM Out												
PM In	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 4 Broadway at Pine St

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								10%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	0	0	0	3	0	0	0	0
AM Out	72	0	0	0	0	0	0	0	0	0	7	0	0
PM In	119	0	0	0	0	0	0	0	12	0	0	0	0
PM Out	95	0	0	0	0	0	0	0	0	0	10	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	0	0
PM In	14	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								25%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Enter only in blue cells Yellow cells calculate

Int. #: 5 Broadway at San Gabriel

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
AM In	0	62	0	0	41	0	8	0	0	0	0	3	
AM Out	0	60	0	8	44	14	0	0	0	0	0	0	
AM Tot	0	122	0	8	85	14	8	0	0	0	0	3	
PM In	0	76	0	0	108	0	26	0	0	0	0	13	
PM Out	0	94	0	11	103	22	0	0	0	0	0	0	
PM Tot	0	170	0	11	211	22	26	0	0	0	0	13	

Zone # 1 Zone 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
Y	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	262	0	0	0	0	26	0	0	0	0	0	0	0
AM Out	386	0	39	0	0	0	0	0	0	0	0	0	0
PM In	672	0	0	0	0	67	0	0	0	0	0	0	0
PM Out	571	0	57	0	0	0	0	0	0	0	0	0	0

Zone # 2 Zone 2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	339	0	51	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	20	0	0	0	0	0	0	0
PM In	243	0	36	0	0	0	0	0	0	0	0	0	0
PM Out	464	0	0	0	0	70	0	0	0	0	0	0	0

Zone # 3 Zone 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%		5%					
Y	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	9	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	1	0	0	0	0	0	0	0	0	0	0

Zone # 4 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%		5%					
Y	0%	15%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	15%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	14	0	5	0	0	0	0	0
AM Out	139	0	21	0	0	0	7	0	0	0	0	0	0
PM In	270	0	0	0	0	41	0	14	0	0	0	0	0
PM Out	242	0	36	0	0	0	12	0	0	0	0	0	0

Int. #: 5 Broadway at San Gabriel

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										10%
Y	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					10%					10%
Y	0%	0%	0%	10%	30%	10%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	30%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	30%	10%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	10	0	0	0	0	3	0	0	0	0	3
AM Out	72	0	0	0	7	22	7	0	0	0	0	0	0
PM In	119	0	36	0	0	0	0	12	0	0	0	0	12
PM Out	95	0	0	0	10	29	10	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%										10%
Y	0%	0%	0%	10%	30%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	30%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	1	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	1	2	0	0	0	0	0	0	0
PM In	14	0	4	0	0	0	0	0	0	0	0	0	1
PM Out	12	0	0	0	1	4	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%				25%	15%		
Y	25%	35%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	25%	15%	0%	0%
PM Out	25%	35%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										10%
Y	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 6 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 7 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 8 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 9 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 10 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 11 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 12 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

APPENDIX D

**INTERSECTION ANALYSIS
WORKSHEETS**

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 1 Existing AM

Report File: K:\...1 EX AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.975	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.090	632.4	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.5	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.800	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	189	31	27	254	62	42	157	24	44	303	55
Total Analysis Volume [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.27	0.27	0.07	0.32	0.16	0.10	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.975											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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]	4	23	7	6	28	17	14	58	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.01	10.14	8.79	9.97	10.21	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.43	3.43	3.43	5.00	5.00	5.00	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.85			9.72			1.33			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	632.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.090

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	251	14	8	323	6	2	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	0.34	0.31	0.27	1.09	0.52	0.04
d_M, Delay for Movement [s/veh]	12.81	0.00	0.00	10.78	0.00	0.00	295.84	255.17	102.74	632.39	626.39	476.21
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.39	0.00	0.00	0.15	0.00	0.00	6.12	6.12	6.12	6.25	6.25	6.25
95th-Percentile Queue Length [ft/ln]	9.86	0.00	0.00	3.73	0.00	0.00	152.90	152.90	152.90	156.17	156.17	156.17
d_A, Approach Delay [s/veh]	0.70			0.25			120.98			573.59		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	18.37											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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]	7	3	5	5	6	14	9	256	13	5	308	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	64	3	1	77	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.54	14.17	9.89	14.36	14.26	10.29	7.92	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.47	2.47	2.47	3.67	3.67	3.67	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.92			12.05			0.26			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T			T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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]	34	1005	160	19	1291	26	53	229	47	41	336	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	251	40	5	323	7	13	57	12	10	84	10
Total Analysis Volume [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.36	0.36	0.01	0.41	0.41	0.03	0.17	0.17	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.800											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 1 Existing PM

Report File: K:\...1 EX PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.028	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.423	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.027	18.2	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.870	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.028

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	178	45	54	246	32	44	279	22	56	165	24
Total Analysis Volume [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.13	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.028											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	34	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.75	11.71	9.29	11.90	11.74	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.84	6.84	6.84	7.54	7.54	7.54	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.78			11.16			1.05			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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]	117	1718	109	31	1326	42	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	430	27	8	332	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.09	0.01	0.00	1.09	2.68	0.31	0.00	0.42	0.03
d_M, Delay for Movement [s/veh]	14.44	0.00	0.00	17.01	0.00	0.00	2007.75	2319.28	1525.57	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.90	0.00	0.00	0.31	0.00	0.00	16.51	16.51	16.51	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	22.61	0.00	0.00	7.70	0.00	0.00	412.65	412.65	412.65	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.87			0.38			1620.48			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	117.28											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.027

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	110	2	4	58	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.20	17.11	11.83	18.24	16.89	10.44	7.79	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.31	0.31	0.31	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.05	8.05	8.05	7.80	7.80	7.80	0.81	0.81	0.81	1.09	1.09	1.09
d_A, Approach Delay [s/veh]	14.98			14.42			0.24			0.48		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	285	61	14	312	10	15	93	4	18	68	38
Total Analysis Volume [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.43	0.43	0.04	0.40	0.40	0.04	0.24	0.24	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.870											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 2 Existing + Proj AM

Report File: K:\...12 EX WP AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.980	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Left	1.509	794.2	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.7	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.804	-	D
6	Live Oak Driveway	Two-way stop	HCM 6th Edition	NB Right	0.020	8.7	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Right	0.043	14.4	B
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.004	8.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	12	4	0	8	0	0	0	3	3	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]	126	766	126	107	1022	248	166	626	98	177	1211	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	192	32	27	256	62	42	157	25	44	303	55
Total Analysis Volume [veh/h]	126	766	126	107	1022	248	166	626	98	177	1211	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.28	0.28	0.07	0.32	0.16	0.10	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.980											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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]	2	0	0	0	0	0	0	0	1	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]	6	23	7	6	28	17	14	58	6	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	2	2	7	4	4	15	2	1	11	2
Total Analysis Volume [veh/h]	6	23	7	6	28	17	14	58	6	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.02	10.16	8.81	9.97	10.22	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.65	3.65	3.65	5.01	5.01	5.01	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.87			9.72			1.32			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.44											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	794.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.509

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	4	10	20	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]	61	1002	56	31	1295	34	26	7	109	24	12	21
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	251	14	8	324	9	7	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1002	56	31	1295	34	26	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	1.51	0.32	0.27	1.10	0.54	0.04
d_M, Delay for Movement [s/veh]	12.92	0.00	0.00	10.78	0.00	0.00	794.25	749.09	594.31	647.40	642.79	489.02
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.15	0.00	0.00	13.29	13.29	13.29	6.29	6.29	6.29
95th-Percentile Queue Length [ft/ln]	10.00	0.00	0.00	3.73	0.00	0.00	332.33	332.33	332.33	157.28	157.28	157.28
d_A, Approach Delay [s/veh]	0.70			0.25			638.54			588.08		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	46.79											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	4	1	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]	7	3	5	5	6	18	10	256	13	5	308	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	5	3	64	3	1	77	3
Total Analysis Volume [veh/h]	7	3	5	5	6	18	10	256	13	5	308	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.66	14.21	9.90	14.43	14.32	10.31	7.93	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.17	0.17	0.17	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.49	2.49	2.49	4.13	4.13	4.13	0.61	0.61	0.61	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.98			11.85			0.28			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

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	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	8	0	4	13	0	0	0	0	0	0	1
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]	34	1013	160	23	1304	26	53	229	47	41	336	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]	9	253	40	6	326	7	13	57	12	10	84	10
Total Analysis Volume [veh/h]	34	1013	160	23	1304	26	53	229	47	41	336	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.37	0.01	0.42	0.42	0.03	0.17	0.17	0.03	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report
Intersection 6: Live Oak Driveway

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.020

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	71	0	0	58
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	20	0	0	10	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	20	71	0	10	58
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]	0	5	18	0	3	15
Total Analysis Volume [veh/h]	0	20	71	0	10	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.37	8.71	0.00	0.00	7.37	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.54	1.54	0.00	0.00	0.49	0.49
d_A, Approach Delay [s/veh]	8.71		0.00		1.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.56					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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	1	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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1096	1336	0	0	0
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]	9	0	0	4	0	17
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]	9	1096	1336	4	0	17
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	274	334	1	0	4
Total Analysis Volume [veh/h]	9	1096	1336	4	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.18	0.00	0.00	0.00	65.95	14.41
Movement LOS	B	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.35	0.00	0.00	0.00	3.32	3.32
d_A, Approach Delay [s/veh]	0.10		0.00		14.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	34	0	0	25	0	0
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	1	1	0	4	2
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]	34	1	1	25	4	2
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]	9	0	0	6	1	1
Total Analysis Volume [veh/h]	34	1	1	25	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	8.84	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.05	0.46	0.46
d_A, Approach Delay [s/veh]	0.00		0.28		8.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	A					

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 2 Existing + Proj PM

Report File: K:\...12 EX WP PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.034	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.436	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.028	18.4	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.875	-	D
6	Live Oak Driveway 1	Two-way stop	HCM 6th Edition	NB Right	0.014	9.0	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Left	0.169	89.1	F
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.001	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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]	3	7	3	0	10	0	0	0	3	3	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]	108	720	181	214	993	129	176	1115	90	227	659	95
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]	27	180	45	54	248	32	44	279	23	57	165	24
Total Analysis Volume [veh/h]	108	720	181	214	993	129	176	1115	90	227	659	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.13	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.034											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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]	1	0	0	0	0	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	26	22	17	25	17	18	104	10	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	6	4	6	4	5	26	3	3	34	5
Total Analysis Volume [veh/h]	10	26	22	17	25	17	18	104	10	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.77	11.73	9.31	11.91	11.76	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.28	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	7.01	7.01	7.01	7.55	7.55	7.55	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.82			11.17			1.03			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.64											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	16	13	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]	117	1718	109	31	1326	58	21	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	430	27	8	332	15	5	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1718	109	31	1326	58	21	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.09	0.01	0.00	2.96	2.72	0.31	0.00	0.44	0.03
d_M, Delay for Movement [s/veh]	14.61	0.00	0.00	17.01	0.00	0.00	2916.82	3226.11	2418.86	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.92	0.00	0.00	0.31	0.00	0.00	19.07	19.07	19.07	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	23.02	0.00	0.00	7.70	0.00	0.00	476.68	476.68	476.68	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.88			0.37			2549.67			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	162.81											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.028

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	1	2	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]	6	16	17	8	15	18	16	439	9	16	233	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	5	4	110	2	4	58	7
Total Analysis Volume [veh/h]	6	16	17	8	15	18	16	439	9	16	233	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.33	17.20	11.84	18.35	16.98	10.45	7.80	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.04	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.10	8.10	8.10	7.96	7.96	7.96	0.93	0.93	0.93	1.09	1.09	1.09
d_A, Approach Delay [s/veh]	15.04			14.38			0.27			0.48		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.75											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	12	0	1	7	0	0	0	0	0	0	2
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]	63	1152	243	58	1253	38	59	371	17	73	271	155
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	288	61	15	313	10	15	93	4	18	68	39
Total Analysis Volume [veh/h]	63	1152	243	58	1253	38	59	371	17	73	271	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.44	0.44	0.04	0.40	0.40	0.04	0.24	0.24	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.875											

**Intersection Level Of Service Report
Intersection 6: Live Oak Driveway 1**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	143	0	0	169
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	13	0	0	16	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	13	143	0	16	169
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]	0	3	36	0	4	42
Total Analysis Volume [veh/h]	0	13	143	0	16	169
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.64	9.04	0.00	0.00	7.53	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.09	1.09	0.00	0.00	0.84	0.84
d_A, Approach Delay [s/veh]	9.04		0.00		0.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	89.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1352	1341	0	0	0
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]	14	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-12	-13	13	8	8
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]	14	1340	1328	13	8	16
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]	4	335	332	3	2	4
Total Analysis Volume [veh/h]	14	1340	1328	13	8	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.17	0.04
d_M, Delay for Movement [s/veh]	12.26	0.00	0.00	0.00	89.10	22.11
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.08	0.04	0.00	0.00	0.74	0.74
95th-Percentile Queue Length [ft/ln]	2.11	1.06	0.00	0.00	18.60	18.60
d_A, Approach Delay [s/veh]	0.13		0.00		44.44	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	F					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	57	0	0	40	0	0
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	2	2	0	1	1
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]	57	2	2	40	1	1
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]	14	1	1	10	0	0
Total Analysis Volume [veh/h]	57	2	2	40	1	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	9.03	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.10	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.35		8.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 5 OY AM

Report File: K:\...13 OY AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.984	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.142	675.3	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.6	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.802	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
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]	123	762	123	108	1024	250	168	632	96	176	1223	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	191	31	27	256	63	42	158	24	44	306	56
Total Analysis Volume [veh/h]	123	762	123	108	1024	250	168	632	96	176	1223	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.28	0.28	0.07	0.32	0.16	0.11	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.984											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	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]	4	23	7	6	28	17	14	58	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.01	10.14	8.79	9.97	10.21	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.43	3.43	3.43	5.00	5.00	5.00	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.85			9.72			1.33			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	675.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.142

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
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]	61	1012	57	31	1304	24	6	7	109	24	12	21
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	253	14	8	326	6	2	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1012	57	31	1304	24	6	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	0.36	0.33	0.27	1.14	0.54	0.04
d_M, Delay for Movement [s/veh]	12.91	0.00	0.00	10.84	0.00	0.00	319.81	272.56	113.99	675.27	667.33	511.26
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.15	0.00	0.00	6.41	6.41	6.41	6.36	6.36	6.36
95th-Percentile Queue Length [ft/ln]	9.99	0.00	0.00	3.76	0.00	0.00	160.15	160.15	160.15	159.12	159.12	159.12
d_A, Approach Delay [s/veh]	0.70			0.25			133.21			613.18		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	7	3	5	5	6	14	9	259	13	5	311	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	65	3	1	78	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	259	13	5	311	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.64	14.25	9.91	14.45	14.33	10.31	7.93	0.00	0.00	7.80	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.49	2.49	2.49	3.69	3.69	3.69	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.98			12.10			0.25			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

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	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	34	1005	162	19	1291	26	53	231	47	41	339	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	251	41	5	323	7	13	58	12	10	85	10
Total Analysis Volume [veh/h]	34	1005	162	19	1291	26	53	231	47	41	339	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.36	0.36	0.01	0.41	0.41	0.03	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.802											

San Gabriel Rubio Village Mixed-Use

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Scenario 5 OY PM

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2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Right	1.037	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.446	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.028	18.4	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Right	0.872	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.037

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
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]	106	720	180	216	993	130	178	1126	88	226	666	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]	27	180	45	54	248	33	45	282	22	57	167	24
Total Analysis Volume [veh/h]	106	720	180	216	993	130	178	1126	88	226	666	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.14	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.037											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	34	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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





Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.75	11.71	9.29	11.90	11.74	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.84	6.84	6.84	7.54	7.54	7.54	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.78			11.16			1.05			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
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]	117	1735	110	31	1339	42	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	434	28	8	335	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1735	110	31	1339	42	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.10	0.01	0.00	1.17	2.82	0.31	0.00	0.45	0.03
d_M, Delay for Movement [s/veh]	14.58	0.00	0.00	17.23	0.00	0.00	2151.14	2471.61	1633.79	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.92	0.00	0.00	0.31	0.00	0.00	16.70	16.70	16.70	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	22.94	0.00	0.00	7.83	0.00	0.00	417.47	417.47	417.47	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.87			0.38			1734.45			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	120.80											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.028

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	6	16	17	8	15	17	14	443	9	16	235	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	111	2	4	59	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	443	9	16	235	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.33	17.22	11.88	18.38	16.99	10.46	7.80	0.00	0.00	8.30	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.31	0.31	0.31	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.12	8.12	8.12	7.86	7.86	7.86	0.82	0.82	0.82	1.10	1.10	1.10
d_A, Approach Delay [s/veh]	15.06			14.49			0.23			0.48		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	64	1140	245	57	1246	38	59	375	17	74	274	153
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	285	61	14	312	10	15	94	4	19	69	38
Total Analysis Volume [veh/h]	64	1140	245	57	1246	38	59	375	17	74	274	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.43	0.43	0.04	0.40	0.40	0.04	0.25	0.25	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.872											

San Gabriel Rubio Village Mixed-Use

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Scenario 3 OY + Cum AM

Report File: K:\...14 OY CUM AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	1.066	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.948	1,313.4	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.019	14.8	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.839	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.066

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	60	56	26	0	33	25	14	47	26	16	81	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]	183	818	149	108	1057	275	182	679	122	192	1304	222
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]	46	205	37	27	264	69	46	170	31	48	326	56
Total Analysis Volume [veh/h]	183	818	149	108	1057	275	182	679	122	192	1304	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.30	0.30	0.07	0.33	0.17	0.11	0.25	0.25	0.12	0.41	0.14
Intersection LOS	F											
Intersection V/C	1.066											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	2	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]	4	23	7	6	28	17	14	60	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	60	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.02	10.15	8.81	9.98	10.22	8.83	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.44	3.44	3.44	5.01	5.01	5.01	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.86			9.73			1.30			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	1,313.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.948

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	149	0	0	81	0	1	0	1	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]	61	1161	57	31	1385	24	7	7	110	24	12	21
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	290	14	8	346	6	2	2	28	6	3	5
Total Analysis Volume [veh/h]	61	1161	57	31	1385	24	7	7	110	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.05	0.01	0.00	0.89	0.47	0.29	1.95	0.78	0.05
d_M, Delay for Movement [s/veh]	13.59	0.00	0.00	11.70	0.00	0.00	846.43	629.65	398.41	1313.42	1256.04	1029.45
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.17	0.00	0.00	10.52	10.52	10.52	7.44	7.44	7.44
95th-Percentile Queue Length [ft/ln]	10.83	0.00	0.00	4.32	0.00	0.00	262.89	262.89	262.89	185.89	185.89	185.89
d_A, Approach Delay [s/veh]	0.65			0.25			436.76			1196.72		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	42.61											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	7	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]	7	3	5	5	6	14	9	262	13	5	318	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	66	3	1	80	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	262	13	5	318	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.79	14.38	9.94	14.60	14.46	10.36	7.95	0.00	0.00	7.81	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.52	2.52	2.52	3.74	3.74	3.74	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	13.09			12.19			0.25			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.93											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	122	0	8	85	14	8	0	0	0	0	3
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]	34	1127	162	27	1376	40	61	231	47	41	339	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	282	41	7	344	10	15	58	12	10	85	10
Total Analysis Volume [veh/h]	34	1127	162	27	1376	40	61	231	47	41	339	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.40	0.40	0.02	0.44	0.44	0.04	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.839											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 3 OY + Cum PM

Report File: K:\...14 OY CUM PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.169	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.919	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.029	18.9	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.957	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.169

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	52	83	39	0	98	28	41	123	87	46	85	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]	158	803	219	216	1091	158	219	1249	175	272	751	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]	40	201	55	54	273	40	55	312	44	68	188	24
Total Analysis Volume [veh/h]	158	803	219	216	1091	158	219	1249	175	272	751	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.10	0.32	0.32	0.14	0.34	0.10	0.14	0.45	0.45	0.17	0.23	0.06
Intersection LOS	F											
Intersection V/C	1.169											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	105	8	13	139	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	35	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	105	8	13	139	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.78	11.73	9.30	11.93	11.77	9.58	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.87	6.87	6.87	7.57	7.57	7.57	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.80			11.18			1.04			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.61											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0100
In-Process Volume [veh/h]	1	184	0	0	243	1	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]	118	1902	109	31	1569	43	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	476	27	8	392	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	118	1902	109	31	1569	43	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.02	0.00	0.11	0.02	0.00	6.95	5.81	0.37	0.00	0.92	0.03
d_M, Delay for Movement [s/veh]	17.68	0.00	0.00	19.44	0.00	0.00	8931.19	7547.80	5815.92	10000.0	10000.0	10000.0
Movement LOS	C	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.21	0.00	0.00	0.37	0.00	0.00	19.06	19.06	19.06	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	30.25	0.00	0.00	9.22	0.00	0.00	476.43	476.43	476.43	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.98			0.37			6140.07			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	266.71											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	10	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]	6	16	17	8	15	17	14	455	9	16	245	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	114	2	4	61	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	455	9	16	245	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.84	17.61	12.03	18.89	17.38	10.58	7.82	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.32	0.32	0.32	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.36	8.36	8.36	8.10	8.10	8.10	0.82	0.82	0.82	1.11	1.11	1.11
d_A, Approach Delay [s/veh]	15.37			14.79			0.23			0.46		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.69											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	170	0	11	211	22	26	0	0	0	0	13
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]	64	1310	245	68	1457	60	85	375	17	74	274	166
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	328	61	17	364	15	21	94	4	19	69	42
Total Analysis Volume [veh/h]	64	1310	245	68	1457	60	85	375	17	74	274	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.49	0.49	0.04	0.47	0.47	0.05	0.25	0.25	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.957											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 4 OY + Cum + Proj AM

Report File: K:\...15 OY CUM WP AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	1.071	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Left	3.666	2,170.7	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.019	14.9	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.844	-	D
6	Live Oak Driveway	Two-way stop	HCM 6th Edition	NB Right	0.020	8.7	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Right	0.042	14.4	B
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.006	10.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.071

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	60	56	26	0	33	25	14	47	26	16	81	0
Site-Generated Trips [veh/h]	4	12	4	0	8	0	0	0	3	3	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]	187	830	153	108	1065	275	182	679	125	195	1304	222
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]	47	208	38	27	266	69	46	170	31	49	326	56
Total Analysis Volume [veh/h]	187	830	153	108	1065	275	182	679	125	195	1304	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.12	0.31	0.31	0.07	0.33	0.17	0.11	0.25	0.25	0.12	0.41	0.14
Intersection LOS	F											
Intersection V/C	1.071											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	2	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	0	0	1	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]	6	23	7	6	28	17	14	60	6	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	2	2	7	4	4	15	2	1	11	2
Total Analysis Volume [veh/h]	6	23	7	6	28	17	14	60	6	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.04	10.17	8.82	9.99	10.23	8.83	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.66	3.66	3.66	5.02	5.02	5.02	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.89			9.73			1.28			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	2,170.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.666

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	149	0	0	81	0	1	0	1	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	14	20	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]	61	1161	57	31	1385	38	27	7	110	24	12	21
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	290	14	8	346	10	7	2	28	6	3	5
Total Analysis Volume [veh/h]	61	1161	57	31	1385	38	27	7	110	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.05	0.01	0.00	3.67	0.47	0.29	1.97	0.80	0.05
d_M, Delay for Movement [s/veh]	13.71	0.00	0.00	11.70	0.00	0.00	2170.68	1925.59	1691.45	1339.06	1283.31	1051.27
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.44	0.00	0.00	0.17	0.00	0.00	17.10	17.10	17.10	7.46	7.46	7.46
95th-Percentile Queue Length [ft/ln]	10.98	0.00	0.00	4.32	0.00	0.00	427.45	427.45	427.45	186.60	186.60	186.60
d_A, Approach Delay [s/veh]	0.65			0.25			1792.69			1221.29		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	112.12											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	1	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]	7	3	5	5	6	18	10	262	13	5	318	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	5	3	66	3	1	80	3
Total Analysis Volume [veh/h]	7	3	5	5	6	18	10	262	13	5	318	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.92	14.41	9.94	14.67	14.52	10.39	7.95	0.00	0.00	7.81	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.17	0.17	0.17	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.54	2.54	2.54	4.21	4.21	4.21	0.61	0.61	0.61	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	13.16			11.98			0.28			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.00											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	122	0	8	85	14	8	0	0	0	0	3
Site-Generated Trips [veh/h]	0	8	0	4	13	0	0	0	0	0	0	1
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]	34	1135	162	31	1389	40	61	231	47	41	339	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	284	41	8	347	10	15	58	12	10	85	11
Total Analysis Volume [veh/h]	34	1135	162	31	1389	40	61	231	47	41	339	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.41	0.41	0.02	0.45	0.45	0.04	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.844											

Intersection Level Of Service Report
Intersection 6: Live Oak Driveway

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.020

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	71	0	0	58
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	2	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	14	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	20	73	0	14	58
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]	0	5	18	0	4	15
Total Analysis Volume [veh/h]	0	20	73	0	14	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.44	8.72	0.00	0.00	7.38	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.55	1.55	0.00	0.00	0.69	0.69
d_A, Approach Delay [s/veh]	8.72		0.00		1.43	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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	1	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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1096	1336	0	0	0
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]	9	0	0	0	0	17
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]	9	1096	1336	0	0	17
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	274	334	0	0	4
Total Analysis Volume [veh/h]	9	1096	1336	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.16	0.00	0.00	0.00	65.76	14.38
Movement LOS	B	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.34	0.00	0.00	0.00	3.31	3.31
d_A, Approach Delay [s/veh]	0.10		0.00		14.38	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	34	0	0	25	0	0
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]	124	0	0	104	0	0
Site-Generated Trips [veh/h]	0	1	1	0	4	2
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]	158	1	1	129	4	2
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]	40	0	0	32	1	1
Total Analysis Volume [veh/h]	158	1	1	129	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.54	0.00	10.18	9.10
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.05	0.60	0.60
d_A, Approach Delay [s/veh]	0.00		0.06		9.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 4 OY + Cum + Proj PM

Report File: K:\...15 OY CUM WP PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.175	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Thru	6.288	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.029	19.0	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Right	0.963	-	E
6	Live Oak Driveway 1	Two-way stop	HCM 6th Edition	NB Right	0.014	9.0	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Left	0.259	158.2	F
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Right	0.001	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.175

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	52	83	39	0	98	28	41	123	87	46	85	0
Site-Generated Trips [veh/h]	3	7	3	0	10	0	0	0	3	3	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]	161	810	222	216	1101	158	219	1249	178	275	751	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]	40	203	56	54	275	40	55	312	45	69	188	24
Total Analysis Volume [veh/h]	161	810	222	216	1101	158	219	1249	178	275	751	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.10	0.32	0.32	0.14	0.34	0.10	0.14	0.45	0.45	0.17	0.23	0.06
Intersection LOS	F											
Intersection V/C	1.175											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	26	22	17	25	17	18	105	10	13	139	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	6	4	6	4	5	26	3	3	35	5
Total Analysis Volume [veh/h]	10	26	22	17	25	17	18	105	10	13	139	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.81	11.76	9.32	11.94	11.79	9.58	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.28	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	7.03	7.03	7.03	7.59	7.59	7.59	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.84			11.20			1.02			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.62											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	6.288

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	1	184	0	0	243	1	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	5	11	13	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]	118	1919	110	31	1587	54	21	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	480	28	8	397	14	5	3	30	2	1	2
Total Analysis Volume [veh/h]	118	1919	110	31	1587	54	21	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.02	0.00	0.11	0.02	0.00	0.00	6.29	0.38	0.00	1.00	0.03
d_M, Delay for Movement [s/veh]	18.16	0.00	0.00	19.71	0.00	0.00	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0
Movement LOS	C	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.25	0.00	0.00	0.38	0.00	0.00	21.89	21.89	21.89	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	31.31	0.00	0.00	9.39	0.00	0.00	547.21	547.21	547.21	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	1.00			0.37			10000.00			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	431.66											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 19.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	10	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	1	1	0	0	1	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]	6	16	17	8	15	17	15	456	9	16	246	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	114	2	4	62	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	15	456	9	16	246	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.95	17.70	12.05	19.00	17.47	10.59	7.83	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.34	0.33	0.33	0.33	0.04	0.04	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.41	8.41	8.41	8.15	8.15	8.15	0.88	0.88	0.88	1.11	1.11	1.11
d_A, Approach Delay [s/veh]	15.43			14.85			0.24			0.46		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.70											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	170	0	11	211	22	26	0	0	0	0	13
Site-Generated Trips [veh/h]	0	12	0	1	7	1	1	0	0	0	0	2
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]	64	1322	245	69	1464	61	86	375	17	74	274	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	331	61	17	366	15	22	94	4	19	69	42
Total Analysis Volume [veh/h]	64	1322	245	69	1464	61	86	375	17	74	274	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.49	0.49	0.04	0.48	0.48	0.05	0.25	0.25	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.963											

**Intersection Level Of Service Report
Intersection 6: Live Oak Driveway 1**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	143	0	0	169
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	1	0	0	2
Site-Generated Trips [veh/h]	0	13	0	0	11	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	13	144	0	11	171
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]	0	3	36	0	3	43
Total Analysis Volume [veh/h]	0	13	144	0	11	171
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.57	9.04	0.00	0.00	7.52	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.09	1.09	0.00	0.00	0.58	0.58
d_A, Approach Delay [s/veh]	9.04		0.00		0.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	158.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1352	1341	0	0	0
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	174	214	0	0	0
Site-Generated Trips [veh/h]	15	0	0	5	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	7	-7	-7	7	7	7
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]	22	1519	1548	12	7	16
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]	6	380	387	3	2	4
Total Analysis Volume [veh/h]	22	1519	1548	12	7	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.02	0.00	0.26	0.05
d_M, Delay for Movement [s/veh]	14.05	0.00	0.00	0.00	158.22	35.58
Movement LOS	B	A	A	A	F	E
95th-Percentile Queue Length [veh/ln]	0.17	0.08	0.00	0.00	1.13	1.13
95th-Percentile Queue Length [ft/ln]	4.13	2.07	0.00	0.00	28.24	28.24
d_A, Approach Delay [s/veh]	0.20		0.00		72.90	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	F					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	57	0	0	40	0	0
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]	174	0	0	214	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	1
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]	231	1	2	254	0	1
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]	58	0	1	64	0	0
Total Analysis Volume [veh/h]	231	1	2	254	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	11.71	9.46
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.11	0.09	0.09
d_A, Approach Delay [s/veh]	0.00		0.06		9.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

APPENDIX E

**SGVCOG VMT EVALUATION
TOOL REPORT**

Project Details

Timestamp of Analysis: February 06, 2023, 03:46:02 PM

Project Name: Rubio Village Project

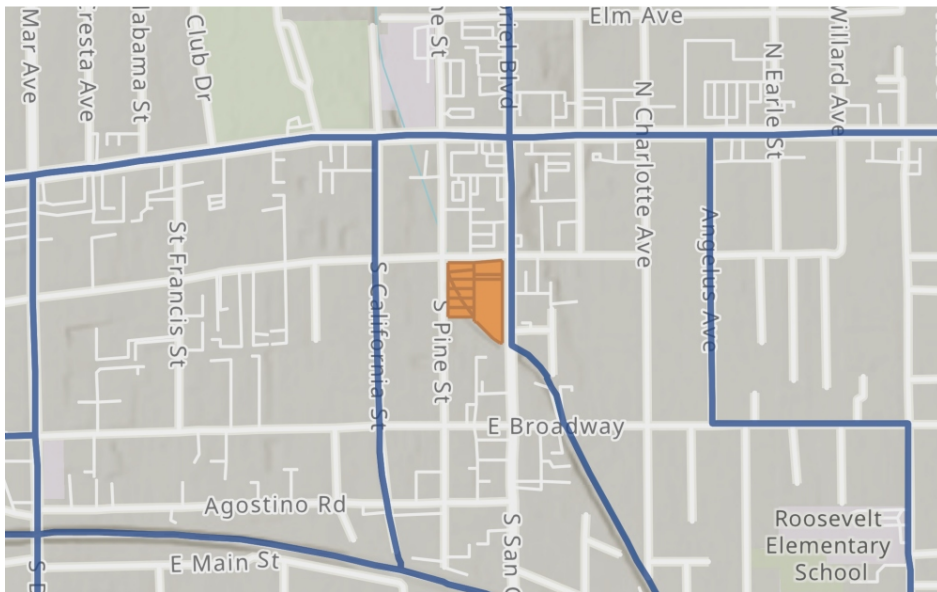
Project Description: Rubio Village Mixed-Use Planned Development

Project Location

jurisdiction:
San Gabriel

Inside a TPA?
No (Fail)

apn	TAZ	5367-019-010	22172200	5367-019-018	22172200
5367-019-023	22172200	5367-019-024	22172200	5367-019-030	22172200
5367-019-031	22172200	5367-019-032	22172200	5367-019-033	22172200
5367-019-034	22172200	5367-019-035	22172200	5367-019-036	22172200
5367-019-037	22172200	5367-019-038	22172200	5367-019-039	22172200



Analysis Details

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

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:

Multifamily DU: 225

Total DUs: 225

Non-Residential:

Office KSF:

Local Serving Retail KSF: 13

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

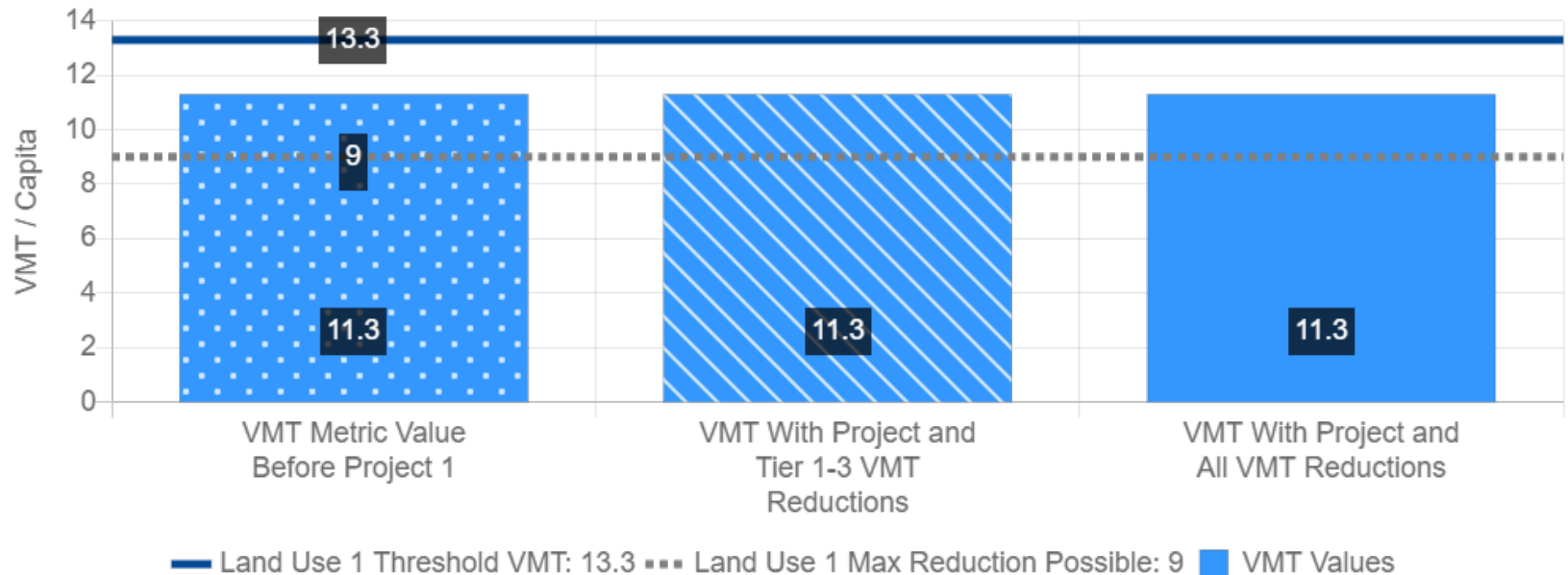
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.65
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

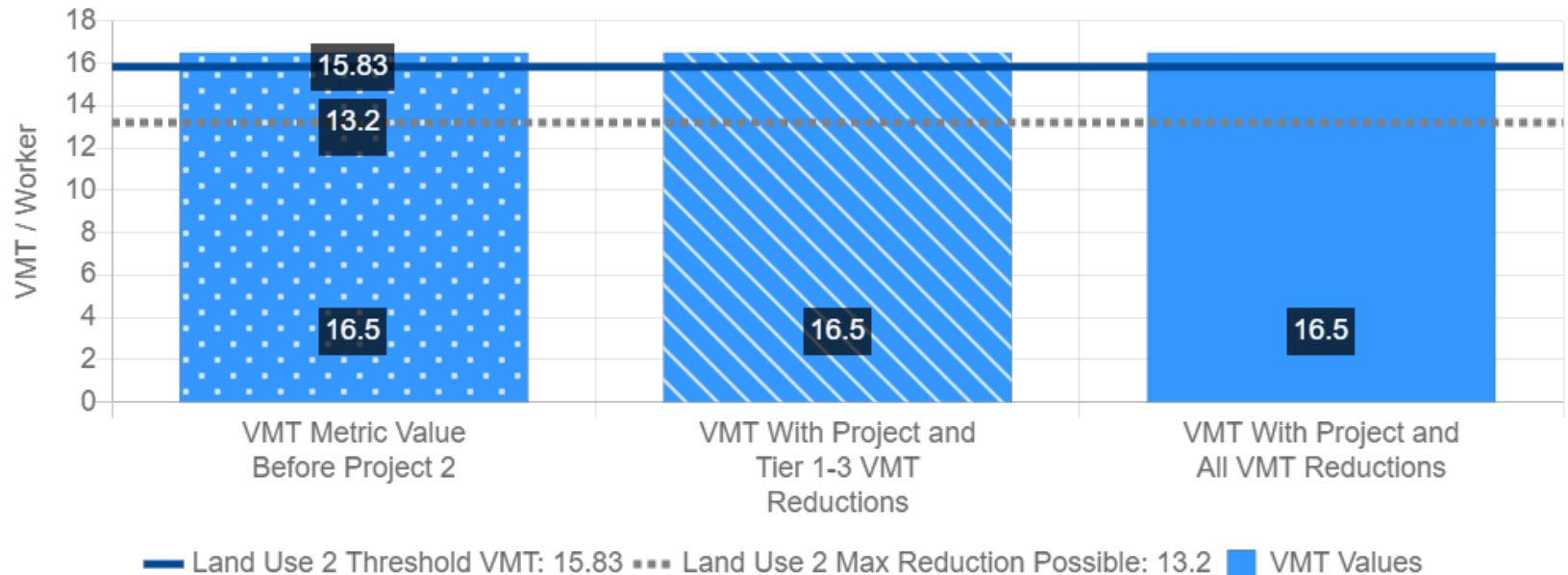
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.3	11.3	11.3
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Commercial
VMT Without Project 2:	Home-based Work VMT per Worker
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	18.62
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.5	16.5	16.5
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



APPENDIX F

**SIGNAL WARRANT
WORKSHEETS**

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (Existing)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,465	122	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,343	141	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	5,808	263	2	0	0	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative Without Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,691	125	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,761	142	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	6,452	267	2	0	0	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

08/11/21
 Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative With Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,705	147	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,779	156	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	6,484	303	2	1	1	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Driveway EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative With Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,696	17	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,132	22	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	5,828	39	2	0	0	2	0	0	2	0	0	2	0	0	0	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B			4 HRS NEEDED		1 HR NEEDED		
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED		NOT SATISFIED		

APPENDIX A

TRAFFIC DATA COLLECTION WORKSHEETS

Intersection Growth Worksheet

Project:

BASE YEAR
 GROWTH YEAR
 # YEARS GROWTH
 ANNUAL GROWTH RATE
 1 COMPOUNDED GROWTH
 2 FLAT GROWTH

GROWTH TYPE:

Int. #	Intersection	AM PEAK HOUR BASE VOLUMES - 2014													AM PEAK HOUR BASE PLUS GROWTH - 2021												
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
1	San Gabriel Blvd at Las Tunas Dr	116	716	116	102	963	236	158	595	90	165	1,150	209	4,616	122	754	122	107	1,014	248	166	626	95	174	1,211	220	4,859
2	Pine St at Live Oak St	4	22	7	6	27	16	13	55	5	5	42	9	211	4	23	7	6	28	17	14	58	5	5	44	9	220
3	San Gabriel Blvd at Live Oak St	58	952	53	29	1,226	23	6	7	104	23	11	20	2,512	61	1,002	56	31	1,291	24	6	7	109	24	12	21	2,644
4	Pine St at Broadway	7	3	5	5	6	13	9	243	12	5	293	11	612	7	3	5	5	6	14	9	256	13	5	308	12	643
5	San Gabriel Blvd at Broadway	32	955	152	18	1,226	25	50	218	45	39	319	36	3,115	34	1,005	160	19	1,291	26	53	229	47	41	336	38	3,279
6														0	0	0	0	0	0	0	0	0	0	0	0	0	
7														0	0	0	0	0	0	0	0	0	0	0	0	0	
8														0	0	0	0	0	0	0	0	0	0	0	0	0	
9														0	0	0	0	0	0	0	0	0	0	0	0	0	
10														0	0	0	0	0	0	0	0	0	0	0	0	0	
11														0	0	0	0	0	0	0	0	0	0	0	0	0	
12														0	0	0	0	0	0	0	0	0	0	0	0	0	
13														0	0	0	0	0	0	0	0	0	0	0	0	0	
14														0	0	0	0	0	0	0	0	0	0	0	0	0	
15														0	0	0	0	0	0	0	0	0	0	0	0	0	
16														0	0	0	0	0	0	0	0	0	0	0	0	0	
17														0	0	0	0	0	0	0	0	0	0	0	0	0	
18														0	0	0	0	0	0	0	0	0	0	0	0	0	
19														0	0	0	0	0	0	0	0	0	0	0	0	0	
20														0	0	0	0	0	0	0	0	0	0	0	0	0	
21														0	0	0	0	0	0	0	0	0	0	0	0	0	
22														0	0	0	0	0	0	0	0	0	0	0	0	0	
23														0	0	0	0	0	0	0	0	0	0	0	0	0	
24														0	0	0	0	0	0	0	0	0	0	0	0	0	
25														0	0	0	0	0	0	0	0	0	0	0	0	0	
26														0	0	0	0	0	0	0	0	0	0	0	0	0	
27														0	0	0	0	0	0	0	0	0	0	0	0	0	
28														0	0	0	0	0	0	0	0	0	0	0	0	0	
29														0	0	0	0	0	0	0	0	0	0	0	0	0	
30														0	0	0	0	0	0	0	0	0	0	0	0	0	
Add lines if needed																											

Intersection Growth Worksheet

Project: San Gabriel Rubio Village

BASE YEAR 2020
 GROWTH YEAR 2021
 # YEARS GROWTH 1
 ANNUAL GROWTH RATE 0.053
 1 COMPOUNDED GROWTH 1.053
 2 FLAT GROWTH 1.053

GROWTH TYPE: 2

Int. #	Intersection	PM PEAK HOUR BASE VOLUMES - 2014													PM PEAK HOUR BASE PLUS GROWTH - 2021												
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	Total
1	San Gabriel Blvd at Las Tunas Dr	100	677	169	203	934	123	167	1,059	83	213	626	90	4,444	105	713	178	214	983	129	176	1,115	87	224	659	95	4,678
2	Pine St at Live Oak St	9	25	21	16	24	16	17	99	8	12	130	18	395	9	26	22	17	25	17	18	104	8	13	137	19	415
3	San Gabriel Blvd at Live Oak St	111	1,632	104	29	1,260	40	8	11	115	8	2	8	3,328	117	1,718	109	31	1,326	42	8	12	121	8	2	8	3,502
4	Pine St at Broadway	6	15	16	8	14	16	13	417	9	15	221	27	777	6	16	17	8	15	17	14	439	9	16	233	28	818
5	San Gabriel Blvd at Broadway	60	1,083	231	54	1,184	36	56	352	16	69	257	145	3,543	63	1,140	243	57	1,246	38	59	371	17	73	271	153	3,731
6														0	0	0	0	0	0	0	0	0	0	0	0	0	
7														0	0	0	0	0	0	0	0	0	0	0	0	0	
8														0	0	0	0	0	0	0	0	0	0	0	0	0	
9														0	0	0	0	0	0	0	0	0	0	0	0	0	
10														0	0	0	0	0	0	0	0	0	0	0	0	0	
11														0	0	0	0	0	0	0	0	0	0	0	0	0	
12														0	0	0	0	0	0	0	0	0	0	0	0	0	
13														0	0	0	0	0	0	0	0	0	0	0	0	0	
14														0	0	0	0	0	0	0	0	0	0	0	0	0	
15														0	0	0	0	0	0	0	0	0	0	0	0	0	
16														0	0	0	0	0	0	0	0	0	0	0	0	0	
17														0	0	0	0	0	0	0	0	0	0	0	0	0	
18														0	0	0	0	0	0	0	0	0	0	0	0	0	
19														0	0	0	0	0	0	0	0	0	0	0	0	0	
20														0	0	0	0	0	0	0	0	0	0	0	0	0	
21														0	0	0	0	0	0	0	0	0	0	0	0	0	
22														0	0	0	0	0	0	0	0	0	0	0	0	0	
23														0	0	0	0	0	0	0	0	0	0	0	0	0	
24														0	0	0	0	0	0	0	0	0	0	0	0	0	
25														0	0	0	0	0	0	0	0	0	0	0	0	0	
26														0	0	0	0	0	0	0	0	0	0	0	0	0	
27														0	0	0	0	0	0	0	0	0	0	0	0	0	
28														0	0	0	0	0	0	0	0	0	0	0	0	0	
29														0	0	0	0	0	0	0	0	0	0	0	0	0	
30														0	0	0	0	0	0	0	0	0	0	0	0	0	
Add lines if needed																											

ITM Peak Hour Summary

Prepared by:

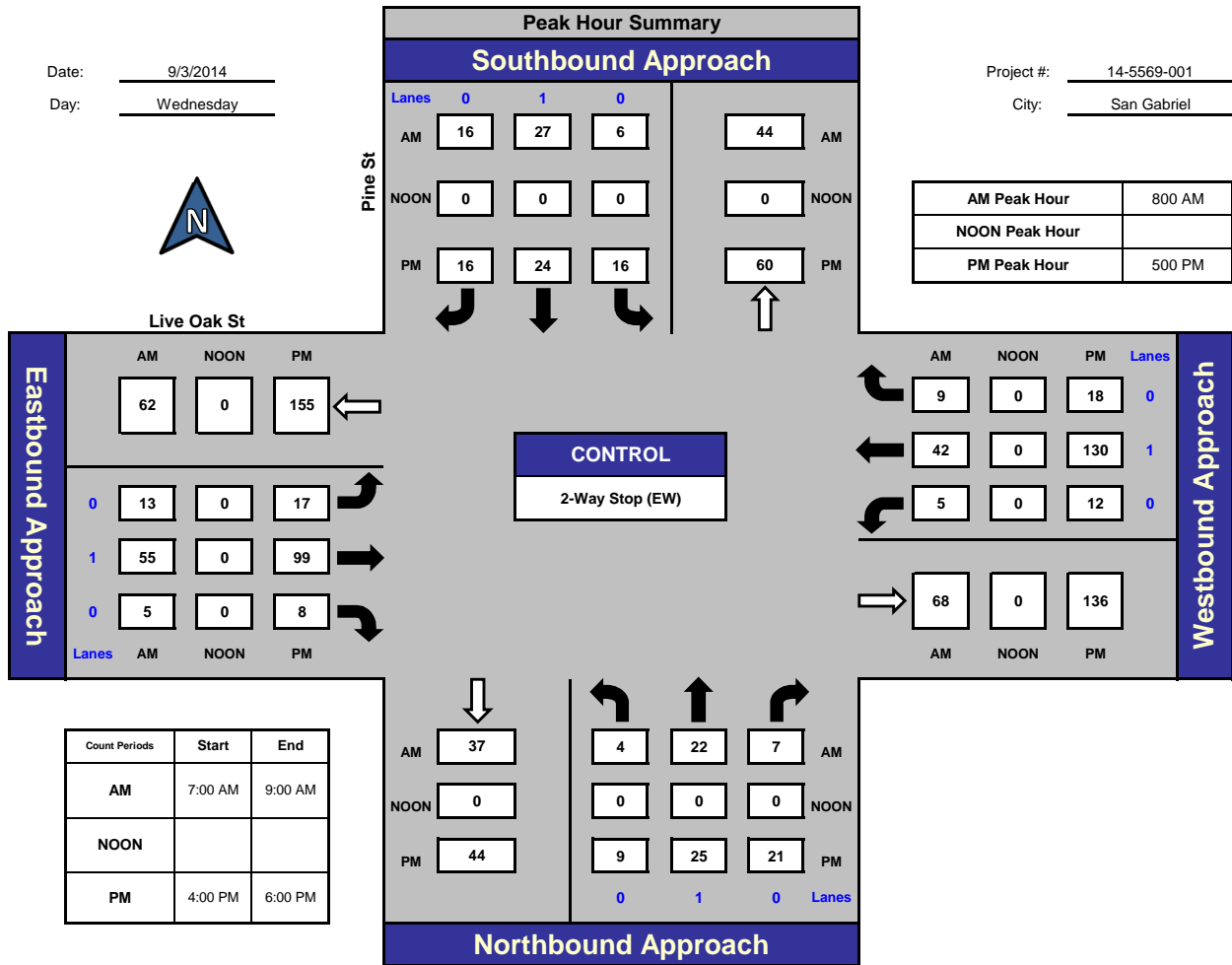


National Data & Surveying Services

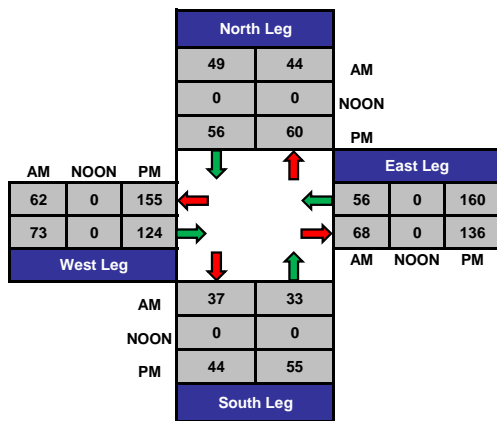
Pine St and Live Oak St., San Gabriel

Date: 9/3/2014
Day: Wednesday

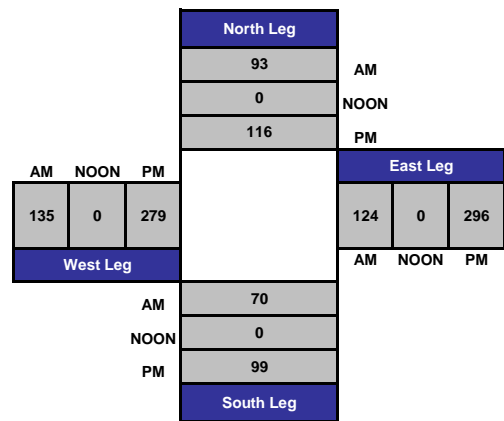
Project #: 14-5569-001
City: San Gabriel



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-001

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

AM													
NS/EW Streets:	Pine St			Pine St			Live Oak St			Live Oak St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	2	3	1	2	0	1	8	3	1	12	3	38
7:15 AM	0	2	2	0	2	1	2	10	1	1	10	1	32
7:30 AM	1	6	2	2	4	3	7	16	2	1	9	0	53
7:45 AM	1	4	3	1	7	1	4	12	1	3	15	2	54
8:00 AM	2	2	1	1	7	2	1	13	1	1	12	1	44
8:15 AM	1	4	2	3	9	4	1	12	2	1	9	2	50
8:30 AM	0	6	3	0	5	4	3	15	1	0	13	6	56
8:45 AM	1	10	1	2	6	6	8	15	1	3	8	0	61
TOTAL VOLUMES :	8	36	17	10	42	21	27	101	12	11	88	15	388
APPROACH %'s :	13.11%	59.02%	27.87%	13.70%	57.53%	28.77%	19.29%	72.14%	8.57%	9.65%	77.19%	13.16%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	4	22	7	6	27	16	13	55	5	5	42	9	211
PEAK HR FACTOR :	0.688			0.766			0.760			0.737			0.865

CONTROL : 2-Way Stop (EW)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-001

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

PM													
NS/EW Streets:	Pine St			Pine St			Live Oak St			Live Oak St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	1	7	2	3	3	2	2	5	2	6	21	1	55
4:15 PM	0	3	2	1	1	8	0	8	2	2	18	2	47
4:30 PM	0	4	3	3	2	4	4	11	2	3	25	7	68
4:45 PM	0	2	2	1	5	1	5	13	2	6	16	5	58
5:00 PM	5	5	7	5	6	3	6	25	2	1	31	6	102
5:15 PM	1	7	4	2	9	7	8	31	2	3	23	5	102
5:30 PM	0	7	5	6	6	4	1	25	2	2	34	5	97
5:45 PM	3	6	5	3	3	2	2	18	2	6	42	2	94
TOTAL VOLUMES :	10	41	30	24	35	31	28	136	16	29	210	33	623
APPROACH %'s :	12.35%	50.62%	37.04%	26.67%	38.89%	34.44%	15.56%	75.56%	8.89%	10.66%	77.21%	12.13%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	9	25	21	16	24	16	17	99	8	12	130	18	395
PEAK HR FACTOR :	0.809			0.778			0.756			0.800			0.968

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : 2-Way Stop (EW)

ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

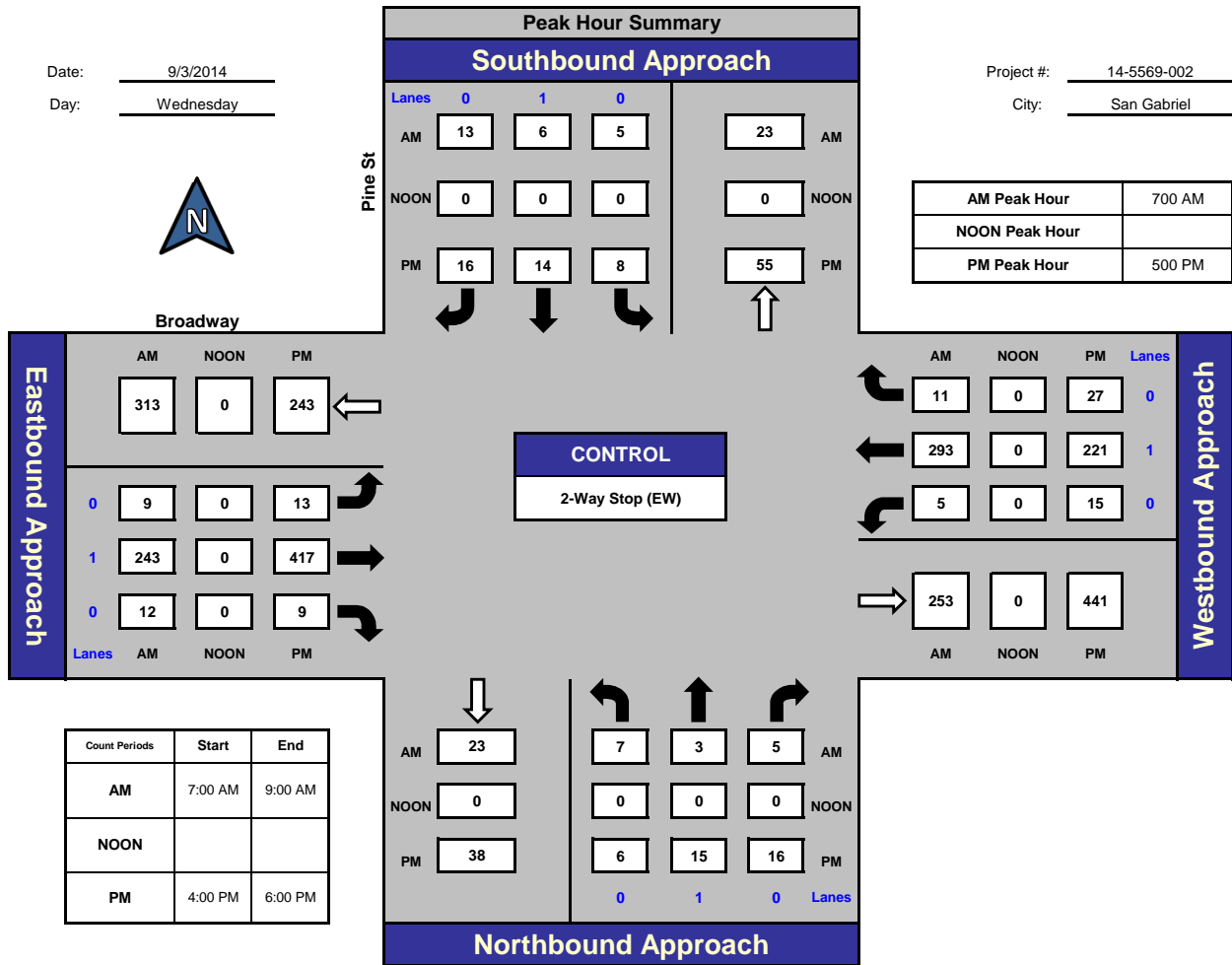
Pine St and Broadway, San Gabriel

Date: 9/3/2014

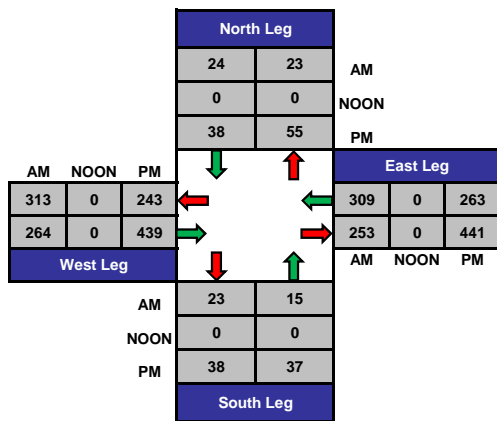
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Project #: 14-5569-002

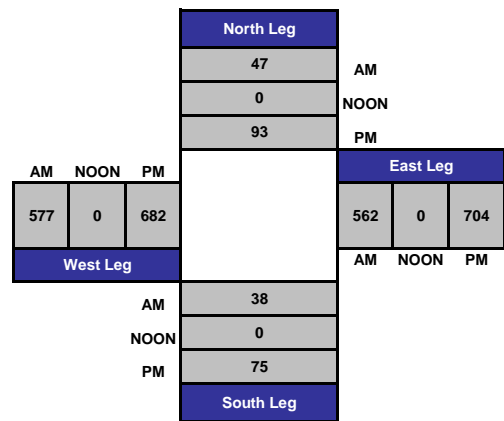
City: San Gabriel



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-002

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

		AM												
NS/EW Streets:		Pine St			Pine St			Broadway			Broadway			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		1	0	1	2	1	4	2	41	1	1	72	1	127
7:15 AM		1	2	1	1	2	3	1	54	6	1	80	2	154
7:30 AM		3	0	2	2	3	2	3	81	3	3	67	3	172
7:45 AM		2	1	1	0	0	4	3	67	2	0	74	5	159
8:00 AM		0	1	2	2	5	4	3	48	2	0	46	3	116
8:15 AM		0	0	0	2	6	2	3	29	0	4	37	1	84
8:30 AM		3	1	4	1	2	2	5	64	4	1	69	4	160
8:45 AM		0	0	3	5	0	4	3	73	2	3	88	5	186
TOTAL VOLUMES :		10	5	14	15	19	25	23	457	20	13	533	24	1158
APPROACH %'s :		34.48%	17.24%	48.28%	25.42%	32.20%	42.37%	4.60%	91.40%	4.00%	2.28%	93.51%	4.21%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	7	3	5	5	6	13	9	243	12	5	293	11	612
PEAK HR FACTOR :	0.750			0.857			0.759			0.931			0.890

CONTROL : 2-Way Stop (EW)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-5569-002

Day: Wednesday

City: San Gabriel

Date: 9/3/2014

PM

NS/EW Streets:	Pine St		Pine St			Broadway			Broadway			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	5	4	3	4	4	2	79	8	2	64	2	177
4:15 PM	1	1	2	1	2	0	4	67	2	3	63	1	147
4:30 PM	0	0	4	1	0	3	3	75	2	4	54	2	148
4:45 PM	0	1	1	5	0	4	3	95	4	2	67	1	183
5:00 PM	3	4	4	1	2	1	7	102	3	4	48	1	180
5:15 PM	0	4	4	1	7	8	3	92	1	5	58	7	190
5:30 PM	2	6	6	3	1	5	1	113	3	3	55	6	204
5:45 PM	1	1	2	3	4	2	2	110	2	3	60	13	203
TOTAL VOLUMES :	7	22	27	18	20	27	25	733	25	26	469	33	1432
APPROACH %'s :	12.50%	39.29%	48.21%	27.69%	30.77%	41.54%	3.19%	93.61%	3.19%	4.92%	88.83%	6.25%	

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	6	15	16	8	14	16	13	417	9	15	221	27	777
PEAK HR FACTOR :	0.661			0.594			0.938			0.865			0.952

CONTROL : 2-Way Stop (EW)

APPENDIX **B**

INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Rubio Village San Gabriel	Organization:	
Project Location:	San Gabriel	Performed By:	R. Ramos
Scenario Description:	Proposed Project	Date:	2/6/2023
Analysis Year:	2023	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				19	11	8
Restaurant				8	4	4
Cinema/Entertainment				0		
Residential				49	11	38
Hotel				0		
All Other Land Uses ²				0		
				76	26	50

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		1	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	1	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	76	26	50
Internal Capture Percentage	8%	12%	6%
External Vehicle-Trips ⁵	70	23	47
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	13%
Restaurant	50%	25%
Cinema/Entertainment	N/A	N/A
Residential	0%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Rubio Village San Gabriel
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	11	11	1.00	8	8
Restaurant	1.00	4	4	1.00	4	4
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	11	11	1.00	38	38
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	2		1	0	1	0
Restaurant	1	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	0	0
Retail	0		2	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	2	1	0		0
Hotel	0	0	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	10	11	10	0	0
Restaurant	2	2	4	2	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	11	11	11	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	7	8	7	0	0
Restaurant	1	3	4	3	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	37	38	37	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Rubio Village San Gabriel	Organization:	
Project Location:	San Gabriel	Performed By:	R. Ramos
Scenario Description:	Proposed Project	Date:	2/6/2023
Analysis Year:	2023	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				52	26	26
Restaurant				69	38	31
Cinema/Entertainment				0		
Residential				38	27	11
Hotel				0		
All Other Land Uses ²				0		
				159	91	68

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	7	0
Restaurant	0	13		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	159	91	68
Internal Capture Percentage	47%	41%	54%
External Vehicle-Trips ⁵	85	54	31
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	62%	58%
Restaurant	26%	55%
Cinema/Entertainment	N/A	N/A
Residential	41%	45%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Rubio Village San Gabriel
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	26	26	1.00	26	26
Restaurant	1.00	38	38	1.00	31	31
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	27	27	1.00	11	11
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		8	1	7	1
Restaurant	1	13		2	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	2	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	1	0
Retail	0		11	0	12	0
Restaurant	0	13		0	4	0
Cinema/Entertainment	0	1	1		1	0
Residential	0	3	5	0		0
Hotel	0	1	2	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	16	10	26	10	0	0
Restaurant	10	28	38	28	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	11	16	27	16	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	15	11	26	11	0	0
Restaurant	17	14	31	14	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	5	6	11	6	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

APPENDIX C

CUMULATIVE PROJECTS TRIP DISTRIBUTION WORKSHEETS

Enter only in blue cells Yellow cells calculate

Int. #: **1** Las Tunas Dr at San Gabriel Blvd

Mirror distribution? **Y** Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	53	0	0	0	33	18	5	0	3	16	81	0
AM Out	7	56	26	0	0	7	9	47	23	0	0	0
AM Tot	60	56	26	0	33	25	14	47	26	16	81	0
PM In	42	0	0	0	98	16	14	0	12	46	85	0
PM Out	10	83	39	0	0	12	27	123	75	0	0	0
PM Tot	52	83	39	0	98	28	41	123	87	46	85	0

Zone # **1** Zone 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%					5%	5%	
Y	0%	5%	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%	5%	0%
PM Out	0%	5%	5%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	262	0	0	0	0	13	0	0	0	0	13	13	0
AM Out	386	0	19	19	0	0	0	0	19	0	0	0	0
PM In	672	0	0	0	0	34	0	0	0	0	34	34	0
PM Out	571	0	29	29	0	0	0	0	29	0	0	0	0

Zone # **2** Zone 2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	15%					5%				20%		
Y	0%	0%	0%	0%	0%	0%	5%	20%	15%	0%	0%	0%
AM Out												
PM In	15%	0%	0%	0%	0%	5%	0%	0%	0%	0%	20%	0%
PM Out	0%	0%	0%	0%	0%	0%	5%	20%	15%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	339	51	0	0	0	0	17	0	0	0	0	68	0
AM Out	130	0	0	0	0	0	0	7	26	20	0	0	0
PM In	243	36	0	0	0	0	12	0	0	0	0	49	0
PM Out	464	0	0	0	0	0	0	23	93	70	0	0	0

Zone # **3** Zone 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
Y	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	9	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	1	0	0	0	0	0	0	0	0	0	0

Zone # **4** Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%		5%					
Y	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	9	0	5	0	0	0	0	0
AM Out	139	0	14	0	0	0	7	0	0	0	0	0	0
PM In	270	0	0	0	0	27	0	14	0	0	0	0	0
PM Out	242	0	24	0	0	0	12	0	0	0	0	0	0

Int. #: 1 Las Tunas Dr at San Gabriel Blvd

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%						15%	
Y	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	1	0	0	0	0	0	1	0	0	0	0
PM In	4	0	0	0	0	1	0	0	0	0	0	1	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%				10%	10%		
Y	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	0%	10%	10%	0%	0%
PM Out	10%	30%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	10	0	0	0	3	3	0	0
AM Out	72	7	22	7	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	36	0	0	0	12	12	0	0
PM Out	95	10	29	10	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	40%					30%					10%	
Y	0%	0%	0%	0%	0%	0%	30%	10%	40%	0%	0%	0%
AM Out												
PM In	40%	0%	0%	0%	0%	30%	0%	0%	0%	0%	10%	0%
PM Out	0%	0%	0%	0%	0%	0%	30%	10%	40%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	2	0	0	0	0	1	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	2	1	3	0	0	0
PM In	14	6	0	0	0	0	4	0	0	0	0	1	0
PM Out	12	0	0	0	0	0	0	4	1	5	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					25%					10%		
Y	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	25%	0%	0%	0%	0%	10%	0%	0%
PM Out	0%	25%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%						15%	
Y	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 2 Live Oak St at Pine St

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											40%	
Y	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	2	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	2	0
PM Out	2	0	0	0	0	0	0	0	1	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	72	0	0	0	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	95	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	0	0
PM In	14	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											40%	
Y	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 3 Live Oak Dr at San Gabriel Blvd

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%					20%						
Y	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%
AM Out												
PM In	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	1	0	1	0	0	0
PM In	4	1	0	0	0	0	1	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					50%							
Y	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	17	0	0	0	0	0	0	0
AM Out	72	0	36	0	0	0	0	0	0	0	0	0	0
PM In	119	0	0	0	0	60	0	0	0	0	0	0	0
PM Out	95	0	48	0	0	0	0	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		40%										
Y	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	40%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	40%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	2	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	3	0	0	0	0	0	0	0
PM In	14	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	5	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%							
Y	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	35%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%					20%						
Y	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%
AM Out												
PM In	20%	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	20%	0%	20%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 4 Broadway at Pine St

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							10%					
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	0	0	0	0	0	3	0	0	0	0	0
AM Out	72	0	0	0	0	0	0	0	0	0	7	0	0
PM In	119	0	0	0	0	0	0	12	0	0	0	0	0
PM Out	95	0	0	0	0	0	0	0	0	0	10	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	0	0	0	0	0	0	0	0	0
PM In	14	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	12	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							25%					
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Enter only in blue cells Yellow cells calculate

Int. #: 5 Broadway at San Gabriel

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC													
Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	
AM In	0	62	0	0	41	0	8	0	0	0	0	0	3
AM Out	0	60	0	8	44	14	0	0	0	0	0	0	0
AM Tot	0	122	0	8	85	14	8	0	0	0	0	0	3
PM In	0	76	0	0	108	0	26	0	0	0	0	0	13
PM Out	0	94	0	11	103	22	0	0	0	0	0	0	0
PM Tot	0	170	0	11	211	22	26	0	0	0	0	0	13

Zone # 1 Zone 1

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%							
Y	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	262	0	0	0	0	26	0	0	0	0	0	0	0
AM Out	386	0	39	0	0	0	0	0	0	0	0	0	0
PM In	672	0	0	0	0	67	0	0	0	0	0	0	0
PM Out	571	0	57	0	0	0	0	0	0	0	0	0	0

Zone # 2 Zone 2

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	339	0	51	0	0	0	0	0	0	0	0	0	0
AM Out	130	0	0	0	0	20	0	0	0	0	0	0	0
PM In	243	0	36	0	0	0	0	0	0	0	0	0	0
PM Out	464	0	0	0	0	70	0	0	0	0	0	0	0

Zone # 3 Zone 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%		5%					
Y	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	10%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	9	0	0	0	0	1	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	8	0	1	0	0	0	0	0	0	0	0	0	0

Zone # 4 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%		5%					
Y	0%	15%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	5%	0%	0%	0%	0%	0%
PM Out	0%	15%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	14	0	5	0	0	0	0	0
AM Out	139	0	21	0	0	0	7	0	0	0	0	0	0
PM In	270	0	0	0	0	41	0	14	0	0	0	0	0
PM Out	242	0	36	0	0	0	12	0	0	0	0	0	0

Int. #: 5 Broadway at San Gabriel

Zone # 8 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										10%
Y	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 15 220 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%					10%					10%
Y	0%	0%	0%	10%	30%	10%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	30%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	30%	10%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	33	0	10	0	0	0	0	3	0	0	0	0	3
AM Out	72	0	0	0	7	22	7	0	0	0	0	0	0
PM In	119	0	36	0	0	0	0	12	0	0	0	0	12
PM Out	95	0	0	0	10	29	10	0	0	0	0	0	0

Zone # 19 324 E. Las Tunas Dr

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		30%										10%
Y	0%	0%	0%	10%	30%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	30%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	4	0	1	0	0	0	0	0	0	0	0	0	0
AM Out	7	0	0	0	1	2	0	0	0	0	0	0	0
PM In	14	0	4	0	0	0	0	0	0	0	0	0	1
PM Out	12	0	0	0	1	4	0	0	0	0	0	0	0

Zone # 21 414-420 S. San Gabriel Blvd.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					35%				25%	15%		
Y	25%	35%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	35%	0%	0%	0%	25%	15%	0%	0%
PM Out	25%	35%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 23 223 E. Live Oak

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										10%
Y	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
PM Out	0%	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	0	0	0	0	0	0	0	0	0	0	0	0	0
PM In	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	0	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 24 216-220 E. Broadway

Int. #: 6 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 7 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 8 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 9 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 10 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 11 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

Int. #: 12 0

Zone # 5/11 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 6 Zone 4

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	91	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	139	0	0	0	0	0	0	0	0	0	0	0	0
PM In	270	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	242	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7/20 #N/A

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
AM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM In	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
PM Out	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Zone # 9 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 10 328 E. Live Oak St.

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	4	0	0	0	0	0	0	0	0	0	0	0	0
PM In	4	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 12/19 #N/A

APPENDIX D

**INTERSECTION ANALYSIS
WORKSHEETS**

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 1 Existing AM

Report File: K:\...1 EX AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.975	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.090	632.4	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.5	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.800	-	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.975

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	189	31	27	254	62	42	157	24	44	303	55
Total Analysis Volume [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.27	0.27	0.07	0.32	0.16	0.10	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.975											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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]	4	23	7	6	28	17	14	58	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.01	10.14	8.79	9.97	10.21	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.43	3.43	3.43	5.00	5.00	5.00	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.85			9.72			1.33			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	632.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.090

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	251	14	8	323	6	2	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	0.34	0.31	0.27	1.09	0.52	0.04
d_M, Delay for Movement [s/veh]	12.81	0.00	0.00	10.78	0.00	0.00	295.84	255.17	102.74	632.39	626.39	476.21
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.39	0.00	0.00	0.15	0.00	0.00	6.12	6.12	6.12	6.25	6.25	6.25
95th-Percentile Queue Length [ft/ln]	9.86	0.00	0.00	3.73	0.00	0.00	152.90	152.90	152.90	156.17	156.17	156.17
d_A, Approach Delay [s/veh]	0.70			0.25			120.98			573.59		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	18.37											
Intersection LOS	F											

Intersection Level Of Service Report
Intersection 4: Pine St / Broadway

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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]	7	3	5	5	6	14	9	256	13	5	308	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	64	3	1	77	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.54	14.17	9.89	14.36	14.26	10.29	7.92	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.47	2.47	2.47	3.67	3.67	3.67	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.92			12.05			0.26			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.800

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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]	34	1005	160	19	1291	26	53	229	47	41	336	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	251	40	5	323	7	13	57	12	10	84	10
Total Analysis Volume [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.36	0.36	0.01	0.41	0.41	0.03	0.17	0.17	0.03	0.23	0.23
Intersection LOS	C											
Intersection V/C	0.800											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 1 Existing PM

Report File: K:\...1 EX PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.028	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.423	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.027	18.2	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.870	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.028

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	178	45	54	246	32	44	279	22	56	165	24
Total Analysis Volume [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.13	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.028											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	34	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.75	11.71	9.29	11.90	11.74	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.84	6.84	6.84	7.54	7.54	7.54	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.78			11.16			1.05			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.423

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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]	117	1718	109	31	1326	42	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	430	27	8	332	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.09	0.01	0.00	1.09	2.68	0.31	0.00	0.42	0.03
d_M, Delay for Movement [s/veh]	14.44	0.00	0.00	17.01	0.00	0.00	2007.75	2319.28	1525.57	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.90	0.00	0.00	0.31	0.00	0.00	16.51	16.51	16.51	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	22.61	0.00	0.00	7.70	0.00	0.00	412.65	412.65	412.65	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.87			0.38			1620.48			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	117.28											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.2
 Level Of Service: C
 Volume to Capacity (v/c): 0.027

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	110	2	4	58	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.20	17.11	11.83	18.24	16.89	10.44	7.79	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.31	0.31	0.31	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.05	8.05	8.05	7.80	7.80	7.80	0.81	0.81	0.81	1.09	1.09	1.09
d_A, Approach Delay [s/veh]	14.98			14.42			0.24			0.48		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.870

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	285	61	14	312	10	15	93	4	18	68	38
Total Analysis Volume [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.43	0.43	0.04	0.40	0.40	0.04	0.24	0.24	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.870											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 2 Existing + Proj AM

Report File: K:\...12 EX WP AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.980	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Left	1.509	794.2	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.7	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.804	-	D
6	Live Oak Driveway	Two-way stop	HCM 6th Edition	NB Right	0.020	8.7	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Right	0.043	14.4	B
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.004	8.8	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.980

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	12	4	0	8	0	0	0	3	3	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]	126	766	126	107	1022	248	166	626	98	177	1211	220
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	192	32	27	256	62	42	157	25	44	303	55
Total Analysis Volume [veh/h]	126	766	126	107	1022	248	166	626	98	177	1211	220
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.28	0.28	0.07	0.32	0.16	0.10	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.980											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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]	2	0	0	0	0	0	0	0	1	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]	6	23	7	6	28	17	14	58	6	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	2	2	7	4	4	15	2	1	11	2
Total Analysis Volume [veh/h]	6	23	7	6	28	17	14	58	6	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.02	10.16	8.81	9.97	10.22	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.65	3.65	3.65	5.01	5.01	5.01	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.87			9.72			1.32			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.44											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	794.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.509

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	4	10	20	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]	61	1002	56	31	1295	34	26	7	109	24	12	21
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	251	14	8	324	9	7	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1002	56	31	1295	34	26	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	1.51	0.32	0.27	1.10	0.54	0.04
d_M, Delay for Movement [s/veh]	12.92	0.00	0.00	10.78	0.00	0.00	794.25	749.09	594.31	647.40	642.79	489.02
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.15	0.00	0.00	13.29	13.29	13.29	6.29	6.29	6.29
95th-Percentile Queue Length [ft/ln]	10.00	0.00	0.00	3.73	0.00	0.00	332.33	332.33	332.33	157.28	157.28	157.28
d_A, Approach Delay [s/veh]	0.70			0.25			638.54			588.08		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	46.79											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	4	1	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]	7	3	5	5	6	18	10	256	13	5	308	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	5	3	64	3	1	77	3
Total Analysis Volume [veh/h]	7	3	5	5	6	18	10	256	13	5	308	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.66	14.21	9.90	14.43	14.32	10.31	7.93	0.00	0.00	7.79	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.17	0.17	0.17	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.49	2.49	2.49	4.13	4.13	4.13	0.61	0.61	0.61	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.98			11.85			0.28			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.01											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

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	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	8	0	4	13	0	0	0	0	0	0	1
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]	34	1013	160	23	1304	26	53	229	47	41	336	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]	9	253	40	6	326	7	13	57	12	10	84	10
Total Analysis Volume [veh/h]	34	1013	160	23	1304	26	53	229	47	41	336	39
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.37	0.37	0.01	0.42	0.42	0.03	0.17	0.17	0.03	0.23	0.23
Intersection LOS	D											
Intersection V/C	0.804											

Intersection Level Of Service Report
Intersection 6: Live Oak Driveway

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	71	0	0	58
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	20	0	0	10	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	20	71	0	10	58
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]	0	5	18	0	3	15
Total Analysis Volume [veh/h]	0	20	71	0	10	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.37	8.71	0.00	0.00	7.37	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.54	1.54	0.00	0.00	0.49	0.49
d_A, Approach Delay [s/veh]	8.71		0.00		1.08	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.56					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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	1	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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1096	1336	0	0	0
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]	9	0	0	4	0	17
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]	9	1096	1336	4	0	17
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	274	334	1	0	4
Total Analysis Volume [veh/h]	9	1096	1336	4	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.18	0.00	0.00	0.00	65.95	14.41
Movement LOS	B	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.35	0.00	0.00	0.00	3.32	3.32
d_A, Approach Delay [s/veh]	0.10		0.00		14.41	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	34	0	0	25	0	0
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	1	1	0	4	2
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]	34	1	1	25	4	2
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]	9	0	0	6	1	1
Total Analysis Volume [veh/h]	34	1	1	25	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.29	0.00	8.84	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.05	0.46	0.46
d_A, Approach Delay [s/veh]	0.00		0.28		8.72	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	A					

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 2 Existing + Proj PM

Report File: K:\...12 EX WP PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.034	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.436	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.028	18.4	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.875	-	D
6	Live Oak Driveway 1	Two-way stop	HCM 6th Edition	NB Right	0.014	9.0	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Left	0.169	89.1	F
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.001	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.034

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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]	3	7	3	0	10	0	0	0	3	3	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]	108	720	181	214	993	129	176	1115	90	227	659	95
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]	27	180	45	54	248	32	44	279	23	57	165	24
Total Analysis Volume [veh/h]	108	720	181	214	993	129	176	1115	90	227	659	95
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.13	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.034											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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]	1	0	0	0	0	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	26	22	17	25	17	18	104	10	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	6	4	6	4	5	26	3	3	34	5
Total Analysis Volume [veh/h]	10	26	22	17	25	17	18	104	10	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.77	11.73	9.31	11.91	11.76	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.28	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	7.01	7.01	7.01	7.55	7.55	7.55	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.82			11.17			1.03			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.64											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.436

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	16	13	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]	117	1718	109	31	1326	58	21	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	430	27	8	332	15	5	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1718	109	31	1326	58	21	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.09	0.01	0.00	2.96	2.72	0.31	0.00	0.44	0.03
d_M, Delay for Movement [s/veh]	14.61	0.00	0.00	17.01	0.00	0.00	2916.82	3226.11	2418.86	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.92	0.00	0.00	0.31	0.00	0.00	19.07	19.07	19.07	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	23.02	0.00	0.00	7.70	0.00	0.00	476.68	476.68	476.68	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.88			0.37			2549.67			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	162.81											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.028

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	1	2	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]	6	16	17	8	15	18	16	439	9	16	233	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	5	4	110	2	4	58	7
Total Analysis Volume [veh/h]	6	16	17	8	15	18	16	439	9	16	233	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.33	17.20	11.84	18.35	16.98	10.45	7.80	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.32	0.32	0.32	0.04	0.04	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.10	8.10	8.10	7.96	7.96	7.96	0.93	0.93	0.93	1.09	1.09	1.09
d_A, Approach Delay [s/veh]	15.04			14.38			0.27			0.48		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.75											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.875

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	12	0	1	7	0	0	0	0	0	0	2
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]	63	1152	243	58	1253	38	59	371	17	73	271	155
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	288	61	15	313	10	15	93	4	18	68	39
Total Analysis Volume [veh/h]	63	1152	243	58	1253	38	59	371	17	73	271	155
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.44	0.44	0.04	0.40	0.40	0.04	0.24	0.24	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.875											

**Intersection Level Of Service Report
Intersection 6: Live Oak Driveway 1**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	143	0	0	169
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	13	0	0	16	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	13	143	0	16	169
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]	0	3	36	0	4	42
Total Analysis Volume [veh/h]	0	13	143	0	16	169
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.64	9.04	0.00	0.00	7.53	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.09	1.09	0.00	0.00	0.84	0.84
d_A, Approach Delay [s/veh]	9.04		0.00		0.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.70					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	89.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1352	1341	0	0	0
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]	14	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	-12	-13	13	8	8
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]	14	1340	1328	13	8	16
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]	4	335	332	3	2	4
Total Analysis Volume [veh/h]	14	1340	1328	13	8	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.01	0.01	0.00	0.17	0.04
d_M, Delay for Movement [s/veh]	12.26	0.00	0.00	0.00	89.10	22.11
Movement LOS	B	A	A	A	F	C
95th-Percentile Queue Length [veh/ln]	0.08	0.04	0.00	0.00	0.74	0.74
95th-Percentile Queue Length [ft/ln]	2.11	1.06	0.00	0.00	18.60	18.60
d_A, Approach Delay [s/veh]	0.13		0.00		44.44	
Approach LOS	A		A		E	
d_I, Intersection Delay [s/veh]	0.46					
Intersection LOS	F					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	57	0	0	40	0	0
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	2	2	0	1	1
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]	57	2	2	40	1	1
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]	14	1	1	10	0	0
Total Analysis Volume [veh/h]	57	2	2	40	1	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.33	0.00	9.03	8.58
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.10	0.10	0.16	0.16
d_A, Approach Delay [s/veh]	0.00		0.35		8.80	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.31					
Intersection LOS	A					

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 5 OY AM

Report File: K:\...13 OY AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	0.984	-	E
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.142	675.3	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.018	14.6	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.802	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.984

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
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]	123	762	123	108	1024	250	168	632	96	176	1223	222
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	191	31	27	256	63	42	158	24	44	306	56
Total Analysis Volume [veh/h]	123	762	123	108	1024	250	168	632	96	176	1223	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.08	0.28	0.28	0.07	0.32	0.16	0.11	0.23	0.23	0.11	0.38	0.14
Intersection LOS	E											
Intersection V/C	0.984											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	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]	4	23	7	6	28	17	14	58	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.01	10.14	8.79	9.97	10.21	8.82	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.43	3.43	3.43	5.00	5.00	5.00	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.85			9.72			1.33			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	675.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.142

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
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]	61	1012	57	31	1304	24	6	7	109	24	12	21
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	253	14	8	326	6	2	2	27	6	3	5
Total Analysis Volume [veh/h]	61	1012	57	31	1304	24	6	7	109	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.01	0.00	0.05	0.01	0.00	0.36	0.33	0.27	1.14	0.54	0.04
d_M, Delay for Movement [s/veh]	12.91	0.00	0.00	10.84	0.00	0.00	319.81	272.56	113.99	675.27	667.33	511.26
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.40	0.00	0.00	0.15	0.00	0.00	6.41	6.41	6.41	6.36	6.36	6.36
95th-Percentile Queue Length [ft/ln]	9.99	0.00	0.00	3.76	0.00	0.00	160.15	160.15	160.15	159.12	159.12	159.12
d_A, Approach Delay [s/veh]	0.70			0.25			133.21			613.18		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.018

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	7	3	5	5	6	14	9	259	13	5	311	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	65	3	1	78	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	259	13	5	311	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.01	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.64	14.25	9.91	14.45	14.33	10.31	7.93	0.00	0.00	7.80	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.49	2.49	2.49	3.69	3.69	3.69	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	12.98			12.10			0.25			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.94											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

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	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	34	1005	162	19	1291	26	53	231	47	41	339	38
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	251	41	5	323	7	13	58	12	10	85	10
Total Analysis Volume [veh/h]	34	1005	162	19	1291	26	53	231	47	41	339	38
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.36	0.36	0.01	0.41	0.41	0.03	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.802											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...\PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 5 OY PM

Report File: K:\...\3 OY PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Right	1.037	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.446	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.028	18.4	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Right	0.872	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.037

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
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]	106	720	180	216	993	130	178	1126	88	226	666	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]	27	180	45	54	248	33	45	282	22	57	167	24
Total Analysis Volume [veh/h]	106	720	180	216	993	130	178	1126	88	226	666	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.07	0.28	0.28	0.14	0.31	0.08	0.11	0.38	0.38	0.14	0.21	0.06
Intersection LOS	F											
Intersection V/C	1.037											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	34	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.75	11.71	9.29	11.90	11.74	9.56	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.84	6.84	6.84	7.54	7.54	7.54	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.78			11.16			1.05			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.446

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
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]	117	1735	110	31	1339	42	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	29	434	28	8	335	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	117	1735	110	31	1339	42	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.02	0.00	0.10	0.01	0.00	1.17	2.82	0.31	0.00	0.45	0.03
d_M, Delay for Movement [s/veh]	14.58	0.00	0.00	17.23	0.00	0.00	2151.14	2471.61	1633.79	10000.0	10000.0	10000.0
Movement LOS	B	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.92	0.00	0.00	0.31	0.00	0.00	16.70	16.70	16.70	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	22.94	0.00	0.00	7.83	0.00	0.00	417.47	417.47	417.47	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.87			0.38			1734.45			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	120.80											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.4
 Level Of Service: C
 Volume to Capacity (v/c): 0.028

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	6	16	17	8	15	17	14	443	9	16	235	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	111	2	4	59	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	443	9	16	235	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.33	17.22	11.88	18.38	16.99	10.46	7.80	0.00	0.00	8.30	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.32	0.32	0.31	0.31	0.31	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.12	8.12	8.12	7.86	7.86	7.86	0.82	0.82	0.82	1.10	1.10	1.10
d_A, Approach Delay [s/veh]	15.06			14.49			0.23			0.48		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	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]	64	1140	245	57	1246	38	59	375	17	74	274	153
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	285	61	14	312	10	15	94	4	19	69	38
Total Analysis Volume [veh/h]	64	1140	245	57	1246	38	59	375	17	74	274	153
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.43	0.43	0.04	0.40	0.40	0.04	0.25	0.25	0.05	0.27	0.27
Intersection LOS	D											
Intersection V/C	0.872											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 3 OY + Cum AM

Report File: K:\...14 OY CUM AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	1.066	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Left	1.948	1,313.4	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.019	14.8	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.839	-	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.066

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	60	56	26	0	33	25	14	47	26	16	81	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]	183	818	149	108	1057	275	182	679	122	192	1304	222
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]	46	205	37	27	264	69	46	170	31	48	326	56
Total Analysis Volume [veh/h]	183	818	149	108	1057	275	182	679	122	192	1304	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.30	0.30	0.07	0.33	0.17	0.11	0.25	0.25	0.12	0.41	0.14
Intersection LOS	F											
Intersection V/C	1.066											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	2	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]	4	23	7	6	28	17	14	60	5	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	2	2	7	4	4	15	1	1	11	2
Total Analysis Volume [veh/h]	4	23	7	6	28	17	14	60	5	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.02	10.15	8.81	9.98	10.22	8.83	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.14	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.44	3.44	3.44	5.01	5.01	5.01	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.86			9.73			1.30			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.37											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	1,313.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.948

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	149	0	0	81	0	1	0	1	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]	61	1161	57	31	1385	24	7	7	110	24	12	21
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	290	14	8	346	6	2	2	28	6	3	5
Total Analysis Volume [veh/h]	61	1161	57	31	1385	24	7	7	110	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.05	0.01	0.00	0.89	0.47	0.29	1.95	0.78	0.05
d_M, Delay for Movement [s/veh]	13.59	0.00	0.00	11.70	0.00	0.00	846.43	629.65	398.41	1313.42	1256.04	1029.45
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.43	0.00	0.00	0.17	0.00	0.00	10.52	10.52	10.52	7.44	7.44	7.44
95th-Percentile Queue Length [ft/ln]	10.83	0.00	0.00	4.32	0.00	0.00	262.89	262.89	262.89	185.89	185.89	185.89
d_A, Approach Delay [s/veh]	0.65			0.25			436.76			1196.72		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	42.61											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	7	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]	7	3	5	5	6	14	9	262	13	5	318	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	4	2	66	3	1	80	3
Total Analysis Volume [veh/h]	7	3	5	5	6	14	9	262	13	5	318	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.79	14.38	9.94	14.60	14.46	10.36	7.95	0.00	0.00	7.81	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.15	0.15	0.15	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.52	2.52	2.52	3.74	3.74	3.74	0.55	0.55	0.55	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	13.09			12.19			0.25			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.93											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.839

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	122	0	8	85	14	8	0	0	0	0	3
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]	34	1127	162	27	1376	40	61	231	47	41	339	41
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	282	41	7	344	10	15	58	12	10	85	10
Total Analysis Volume [veh/h]	34	1127	162	27	1376	40	61	231	47	41	339	41
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.40	0.40	0.02	0.44	0.44	0.04	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.839											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...PM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 3 OY + Cum PM

Report File: K:\...14 OY CUM PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.169	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	WB Thru	0.919	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.029	18.9	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Thru	0.957	-	E

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.169

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	52	83	39	0	98	28	41	123	87	46	85	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]	158	803	219	216	1091	158	219	1249	175	272	751	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]	40	201	55	54	273	40	55	312	44	68	188	24
Total Analysis Volume [veh/h]	158	803	219	216	1091	158	219	1249	175	272	751	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.10	0.32	0.32	0.14	0.34	0.10	0.14	0.45	0.45	0.17	0.23	0.06
Intersection LOS	F											
Intersection V/C	1.169											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	26	22	17	25	17	18	105	8	13	139	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	7	6	4	6	4	5	26	2	3	35	5
Total Analysis Volume [veh/h]	9	26	22	17	25	17	18	105	8	13	139	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.78	11.73	9.30	11.93	11.77	9.58	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	6.87	6.87	6.87	7.57	7.57	7.57	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.80			11.18			1.04			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.61											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.919

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0100
In-Process Volume [veh/h]	1	184	0	0	243	1	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]	118	1902	109	31	1569	43	8	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	476	27	8	392	11	2	3	30	2	1	2
Total Analysis Volume [veh/h]	118	1902	109	31	1569	43	8	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.29	0.02	0.00	0.11	0.02	0.00	6.95	5.81	0.37	0.00	0.92	0.03
d_M, Delay for Movement [s/veh]	17.68	0.00	0.00	19.44	0.00	0.00	8931.19	7547.80	5815.92	10000.0	10000.0	10000.0
Movement LOS	C	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.21	0.00	0.00	0.37	0.00	0.00	19.06	19.06	19.06	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	30.25	0.00	0.00	9.22	0.00	0.00	476.43	476.43	476.43	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	0.98			0.37			6140.07			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	266.71											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 18.9
 Level Of Service: C
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	10	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]	6	16	17	8	15	17	14	455	9	16	245	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	114	2	4	61	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	14	455	9	16	245	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.84	17.61	12.03	18.89	17.38	10.58	7.82	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.33	0.32	0.32	0.32	0.03	0.03	0.03	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.36	8.36	8.36	8.10	8.10	8.10	0.82	0.82	0.82	1.11	1.11	1.11
d_A, Approach Delay [s/veh]	15.37			14.79			0.23			0.46		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.69											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.957

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	170	0	11	211	22	26	0	0	0	0	13
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]	64	1310	245	68	1457	60	85	375	17	74	274	166
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	328	61	17	364	15	21	94	4	19	69	42
Total Analysis Volume [veh/h]	64	1310	245	68	1457	60	85	375	17	74	274	166
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.49	0.49	0.04	0.47	0.47	0.05	0.25	0.25	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.957											

San Gabriel Rubio Village Mixed-Use

Vistro File: K:\...IAM San Gabriel Rubio Village - 02-27-2023.vistro

Scenario 4 OY + Cum + Proj AM

Report File: K:\...15 OY CUM WP AM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	WB Thru	1.071	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Thru	0.038	10.2	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Left	3.666	2,170.7	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	NB Left	0.019	14.9	B
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	SB Thru	0.844	-	D
6	Live Oak Driveway	Two-way stop	HCM 6th Edition	NB Right	0.020	8.7	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Right	0.042	14.4	B
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Left	0.006	10.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.071

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	122	754	122	107	1014	248	166	626	95	174	1211	220
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	60	56	26	0	33	25	14	47	26	16	81	0
Site-Generated Trips [veh/h]	4	12	4	0	8	0	0	0	3	3	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]	187	830	153	108	1065	275	182	679	125	195	1304	222
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]	47	208	38	27	266	69	46	170	31	49	326	56
Total Analysis Volume [veh/h]	187	830	153	108	1065	275	182	679	125	195	1304	222
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.12	0.31	0.31	0.07	0.33	0.17	0.11	0.25	0.25	0.12	0.41	0.14
Intersection LOS	F											
Intersection V/C	1.071											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 10.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.038

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	4	23	7	6	28	17	14	58	5	5	44	9
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	2	0	0	0	0
Site-Generated Trips [veh/h]	2	0	0	0	0	0	0	0	1	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]	6	23	7	6	28	17	14	60	6	5	44	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	2	2	7	4	4	15	2	1	11	2
Total Analysis Volume [veh/h]	6	23	7	6	28	17	14	60	6	5	44	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.01	0.04	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.04	10.17	8.82	9.99	10.23	8.83	7.34	0.00	0.00	7.35	0.00	0.00
Movement LOS	B	B	A	A	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.15	0.20	0.20	0.20	0.03	0.03	0.03	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	3.66	3.66	3.66	5.02	5.02	5.02	0.68	0.68	0.68	0.24	0.24	0.24
d_A, Approach Delay [s/veh]	9.89			9.73			1.28			0.63		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.41											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	2,170.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	3.666

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	61	1002	56	31	1291	24	6	7	109	24	12	21
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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	0	149	0	0	81	0	1	0	1	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	14	20	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]	61	1161	57	31	1385	38	27	7	110	24	12	21
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	290	14	8	346	10	7	2	28	6	3	5
Total Analysis Volume [veh/h]	61	1161	57	31	1385	38	27	7	110	24	12	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.01	0.00	0.05	0.01	0.00	3.67	0.47	0.29	1.97	0.80	0.05
d_M, Delay for Movement [s/veh]	13.71	0.00	0.00	11.70	0.00	0.00	2170.68	1925.59	1691.45	1339.06	1283.31	1051.27
Movement LOS	B	A	A	B	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	0.44	0.00	0.00	0.17	0.00	0.00	17.10	17.10	17.10	7.46	7.46	7.46
95th-Percentile Queue Length [ft/ln]	10.98	0.00	0.00	4.32	0.00	0.00	427.45	427.45	427.45	186.60	186.60	186.60
d_A, Approach Delay [s/veh]	0.65			0.25			1792.69			1221.29		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	112.12											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.019

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	7	3	5	5	6	14	9	256	13	5	308	12
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	3	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	4	1	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]	7	3	5	5	6	18	10	262	13	5	318	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	1	1	2	5	3	66	3	1	80	3
Total Analysis Volume [veh/h]	7	3	5	5	6	18	10	262	13	5	318	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.01	0.02	0.03	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.92	14.41	9.94	14.67	14.52	10.39	7.95	0.00	0.00	7.81	0.00	0.00
Movement LOS	B	B	A	B	B	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.17	0.17	0.17	0.02	0.02	0.02	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.54	2.54	2.54	4.21	4.21	4.21	0.61	0.61	0.61	0.29	0.29	0.29
d_A, Approach Delay [s/veh]	13.16			11.98			0.28			0.12		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.00											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.844

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↵↵↵			↵↵↵			↵↵			↵↵		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	34	1005	160	19	1291	26	53	229	47	41	336	38
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	122	0	8	85	14	8	0	0	0	0	3
Site-Generated Trips [veh/h]	0	8	0	4	13	0	0	0	0	0	0	1
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]	34	1135	162	31	1389	40	61	231	47	41	339	42
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	284	41	8	347	10	15	58	12	10	85	11
Total Analysis Volume [veh/h]	34	1135	162	31	1389	40	61	231	47	41	339	42
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.41	0.41	0.02	0.45	0.45	0.04	0.17	0.17	0.03	0.24	0.24
Intersection LOS	D											
Intersection V/C	0.844											

Intersection Level Of Service Report
Intersection 6: Live Oak Driveway

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.7
 Level Of Service: A
 Volume to Capacity (v/c): 0.020

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration	⇐		⇐		⇐	
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	71	0	0	58
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	2	0	0	0
Site-Generated Trips [veh/h]	0	20	0	0	14	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	20	73	0	14	58
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]	0	5	18	0	4	15
Total Analysis Volume [veh/h]	0	20	73	0	14	58
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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




Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	9.44	8.72	0.00	0.00	7.38	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.06	0.06	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.55	1.55	0.00	0.00	0.69	0.69
d_A, Approach Delay [s/veh]	8.72		0.00		1.43	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.68					
Intersection LOS	A					

**Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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	1	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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1096	1336	0	0	0
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]	9	0	0	0	0	17
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]	9	1096	1336	0	0	17
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	274	334	0	0	4
Total Analysis Volume [veh/h]	9	1096	1336	0	0	17
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.16	0.00	0.00	0.00	65.76	14.38
Movement LOS	B	A	A	A	F	B
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.13	0.13
95th-Percentile Queue Length [ft/ln]	1.34	0.00	0.00	0.00	3.31	3.31
d_A, Approach Delay [s/veh]	0.10		0.00		14.38	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.14					
Intersection LOS	B					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	34	0	0	25	0	0
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]	124	0	0	104	0	0
Site-Generated Trips [veh/h]	0	1	1	0	4	2
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]	158	1	1	129	4	2
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]	40	0	0	32	1	1
Total Analysis Volume [veh/h]	158	1	1	129	4	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.54	0.00	10.18	9.10
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.05	0.05	0.60	0.60
d_A, Approach Delay [s/veh]	0.00		0.06		9.82	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.23					
Intersection LOS	B					

San Gabriel Rubio Village Mixed-Use

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Scenario 4 OY + Cum + Proj PM

Report File: K:\...15 OY CUM WP PM.pdf

2/27/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	San Gabriel Blvd / Las Tunas Dr	Signalized	ICU 1	EB Thru	1.175	-	F
2	Pine St / Live Oak St	Two-way stop	HCM 6th Edition	SB Left	0.030	11.9	B
3	San Gabriel Blvd / Live Oak St	Two-way stop	HCM 6th Edition	EB Thru	6.288	10,000.0	F
4	Pine St / Broadway	Two-way stop	HCM 6th Edition	SB Left	0.029	19.0	C
5	San Gabriel Blvd / Broadway	Signalized	ICU 1	NB Right	0.963	-	E
6	Live Oak Driveway 1	Two-way stop	HCM 6th Edition	NB Right	0.014	9.0	A
7	San Gabriel Driveway	Two-way stop	HCM 6th Edition	EB Left	0.259	158.2	F
8	Pine St Driveway	Two-way stop	HCM 6th Edition	WB Right	0.001	9.5	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: San Gabriel Blvd / Las Tunas Dr

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.175

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	T T T			T T T			T T T			T T T		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	165.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	215.00	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]	35.00			35.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Las Tunas Dr			Las Tunas Dr		
Base Volume Input [veh/h]	105	713	178	214	983	129	176	1115	87	224	659	95
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	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100	1.0100
In-Process Volume [veh/h]	52	83	39	0	98	28	41	123	87	46	85	0
Site-Generated Trips [veh/h]	3	7	3	0	10	0	0	0	3	3	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]	161	810	222	216	1101	158	219	1249	178	275	751	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]	40	203	56	54	275	40	55	312	45	69	188	24
Total Analysis Volume [veh/h]	161	810	222	216	1101	158	219	1249	178	275	751	96
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

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	0.10	0.32	0.32	0.14	0.34	0.10	0.14	0.45	0.45	0.17	0.23	0.06
Intersection LOS	F											
Intersection V/C	1.175											

**Intersection Level Of Service Report
Intersection 2: Pine St / Live Oak St**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.9
 Level Of Service: B
 Volume to Capacity (v/c): 0.030

Intersection Setup

Name	Pine St			Pine St			Live Oak St			Live Oak 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			No			No		

Volumes

Name	Pine St			Pine St			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	9	26	22	17	25	17	18	104	8	13	137	19
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	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	1	0	0	2	0
Site-Generated Trips [veh/h]	1	0	0	0	0	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	26	22	17	25	17	18	105	10	13	139	19
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	7	6	4	6	4	5	26	3	3	35	5
Total Analysis Volume [veh/h]	10	26	22	17	25	17	18	105	10	13	139	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.02	0.03	0.04	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	11.81	11.76	9.32	11.94	11.79	9.58	7.56	0.00	0.00	7.46	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.28	0.28	0.28	0.30	0.30	0.30	0.04	0.04	0.04	0.03	0.03	0.03
95th-Percentile Queue Length [ft/ln]	7.03	7.03	7.03	7.59	7.59	7.59	0.96	0.96	0.96	0.67	0.67	0.67
d_A, Approach Delay [s/veh]	10.84			11.20			1.02			0.57		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.62											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: San Gabriel Blvd / Live Oak St

Control Type:	Two-way stop	Delay (sec / veh):	10,000.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	6.288

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak 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	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	125.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Live Oak St			Live Oak St		
Base Volume Input [veh/h]	117	1718	109	31	1326	42	8	12	121	8	2	8
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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	1.0100	1.0100	1.0100	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0000	1.0100
In-Process Volume [veh/h]	1	184	0	0	243	1	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	5	11	13	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]	118	1919	110	31	1587	54	21	12	121	8	2	8
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	480	28	8	397	14	5	3	30	2	1	2
Total Analysis Volume [veh/h]	118	1919	110	31	1587	54	21	12	121	8	2	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.30	0.02	0.00	0.11	0.02	0.00	0.00	6.29	0.38	0.00	1.00	0.03
d_M, Delay for Movement [s/veh]	18.16	0.00	0.00	19.71	0.00	0.00	10000.0	10000.0	10000.0	10000.0	10000.0	10000.0
Movement LOS	C	A	A	C	A	A	F	F	F	F	F	F
95th-Percentile Queue Length [veh/ln]	1.25	0.00	0.00	0.38	0.00	0.00	21.89	21.89	21.89	3.96	3.96	3.96
95th-Percentile Queue Length [ft/ln]	31.31	0.00	0.00	9.39	0.00	0.00	547.21	547.21	547.21	98.90	98.90	98.90
d_A, Approach Delay [s/veh]	1.00			0.37			10000.00			10000.00		
Approach LOS	A			A			F			F		
d_I, Intersection Delay [s/veh]	431.66											
Intersection LOS	F											

**Intersection Level Of Service Report
Intersection 4: Pine St / Broadway**

Control Type: Two-way stop
 Analysis Method: HCM 6th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 19.0
 Level Of Service: C
 Volume to Capacity (v/c): 0.029

Intersection Setup

Name	Pine Street			Pine St			Broadway			Broadway		
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			No			No		

Volumes

Name	Pine Street			Pine St			Broadway			Broadway		
Base Volume Input [veh/h]	6	16	17	8	15	17	14	439	9	16	233	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	12	0	0	10	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	1	1	0	0	1	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]	6	16	17	8	15	17	15	456	9	16	246	28
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	4	2	4	4	4	114	2	4	62	7
Total Analysis Volume [veh/h]	6	16	17	8	15	17	15	456	9	16	246	28
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.05	0.03	0.03	0.05	0.02	0.01	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	18.95	17.70	12.05	19.00	17.47	10.59	7.83	0.00	0.00	8.33	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.34	0.34	0.34	0.33	0.33	0.33	0.04	0.04	0.04	0.04	0.04	0.04
95th-Percentile Queue Length [ft/ln]	8.41	8.41	8.41	8.15	8.15	8.15	0.88	0.88	0.88	1.11	1.11	1.11
d_A, Approach Delay [s/veh]	15.43			14.85			0.24			0.46		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.70											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 5: San Gabriel Blvd / Broadway

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	↔			↔			↔			↔		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	100.00	175.00	100.00	100.00	175.00	100.00	100.00	175.00	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]	35.00			35.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	San Gabriel Blvd			San Gabriel Blvd			Broadway			Broadway		
Base Volume Input [veh/h]	63	1140	243	57	1246	38	59	371	17	73	271	153
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	1.0100	1.0000	1.0100	1.0000	1.0000	1.0000	1.0000	1.0100	1.0100	1.0100	1.0100	1.0000
In-Process Volume [veh/h]	0	170	0	11	211	22	26	0	0	0	0	13
Site-Generated Trips [veh/h]	0	12	0	1	7	1	1	0	0	0	0	2
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]	64	1322	245	69	1464	61	86	375	17	74	274	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	331	61	17	366	15	22	94	4	19	69	42
Total Analysis Volume [veh/h]	64	1322	245	69	1464	61	86	375	17	74	274	168
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	90
Lost time [s]	9.00

Phasing & Timing

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.49	0.49	0.04	0.48	0.48	0.05	0.25	0.25	0.05	0.28	0.28
Intersection LOS	E											
Intersection V/C	0.963											

**Intersection Level Of Service Report
Intersection 6: Live Oak Driveway 1**

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

Name	Driveway 2		Live Oak St		Live Oak St	
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	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	Yes		No		No	

Volumes

Name	Driveway 2		Live Oak St		Live Oak St	
Base Volume Input [veh/h]	0	0	143	0	0	169
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	1	0	0	2
Site-Generated Trips [veh/h]	0	13	0	0	11	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	13	144	0	11	171
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]	0	3	36	0	3	43
Total Analysis Volume [veh/h]	0	13	144	0	11	171
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.57	9.04	0.00	0.00	7.52	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	1.09	1.09	0.00	0.00	0.58	0.58
d_A, Approach Delay [s/veh]	9.04		0.00		0.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.59					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 7: San Gabriel Driveway

Control Type:	Two-way stop	Delay (sec / veh):	158.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.259

Intersection Setup

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
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]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	San Gabriel Blvd		San Gabriel Blvd		Driveway	
Base Volume Input [veh/h]	0	1352	1341	0	0	0
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	174	214	0	0	0
Site-Generated Trips [veh/h]	15	0	0	5	0	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	7	-7	-7	7	7	7
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]	22	1519	1548	12	7	16
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]	6	380	387	3	2	4
Total Analysis Volume [veh/h]	22	1519	1548	12	7	16
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.02	0.02	0.00	0.26	0.05
d_M, Delay for Movement [s/veh]	14.05	0.00	0.00	0.00	158.22	35.58
Movement LOS	B	A	A	A	F	E
95th-Percentile Queue Length [veh/ln]	0.17	0.08	0.00	0.00	1.13	1.13
95th-Percentile Queue Length [ft/ln]	4.13	2.07	0.00	0.00	28.24	28.24
d_A, Approach Delay [s/veh]	0.20		0.00		72.90	
Approach LOS	A		A		F	
d_I, Intersection Delay [s/veh]	0.64					
Intersection LOS	F					

**Intersection Level Of Service Report
Intersection 8: Pine St Driveway**

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.001

Intersection Setup

Name	Pine St		Pine St		Driveway 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	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		Yes	

Volumes

Name	Pine St		Pine St		Driveway 1	
Base Volume Input [veh/h]	57	0	0	40	0	0
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]	174	0	0	214	0	0
Site-Generated Trips [veh/h]	0	1	2	0	0	1
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]	231	1	2	254	0	1
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]	58	0	1	64	0	0
Total Analysis Volume [veh/h]	231	1	2	254	0	1
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	11.71	9.46
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.11	0.11	0.09	0.09
d_A, Approach Delay [s/veh]	0.00		0.06		9.46	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.05					
Intersection LOS	A					

APPENDIX E

**SGVCOG VMT EVALUATION
TOOL REPORT**

Project Details

Timestamp of Analysis: February 06, 2023, 03:46:02 PM

Project Name: Rubio Village Project

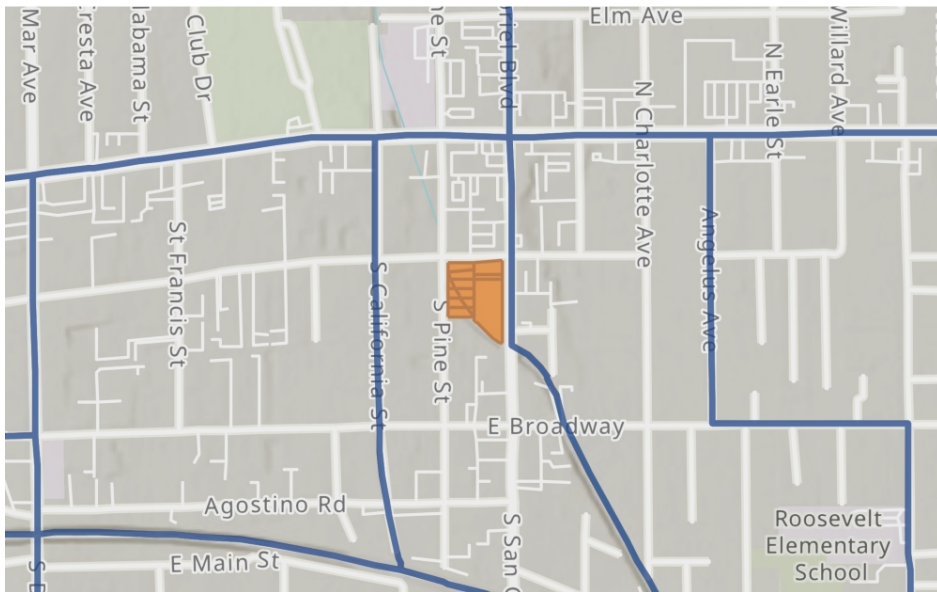
Project Description: Rubio Village Mixed-Use Planned Development

Project Location

jurisdiction:
San Gabriel

Inside a TPA?
No (Fail)

apn	TAZ	5367-019-010	22172200	5367-019-018	22172200
5367-019-023	22172200	5367-019-024	22172200	5367-019-030	22172200
5367-019-031	22172200	5367-019-032	22172200	5367-019-033	22172200
5367-019-034	22172200	5367-019-035	22172200	5367-019-036	22172200
5367-019-037	22172200	5367-019-038	22172200	5367-019-039	22172200



Analysis Details

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

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:

Multifamily DU: 225

Total DUs: 225

Non-Residential:

Office KSF:

Local Serving Retail KSF: 13

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

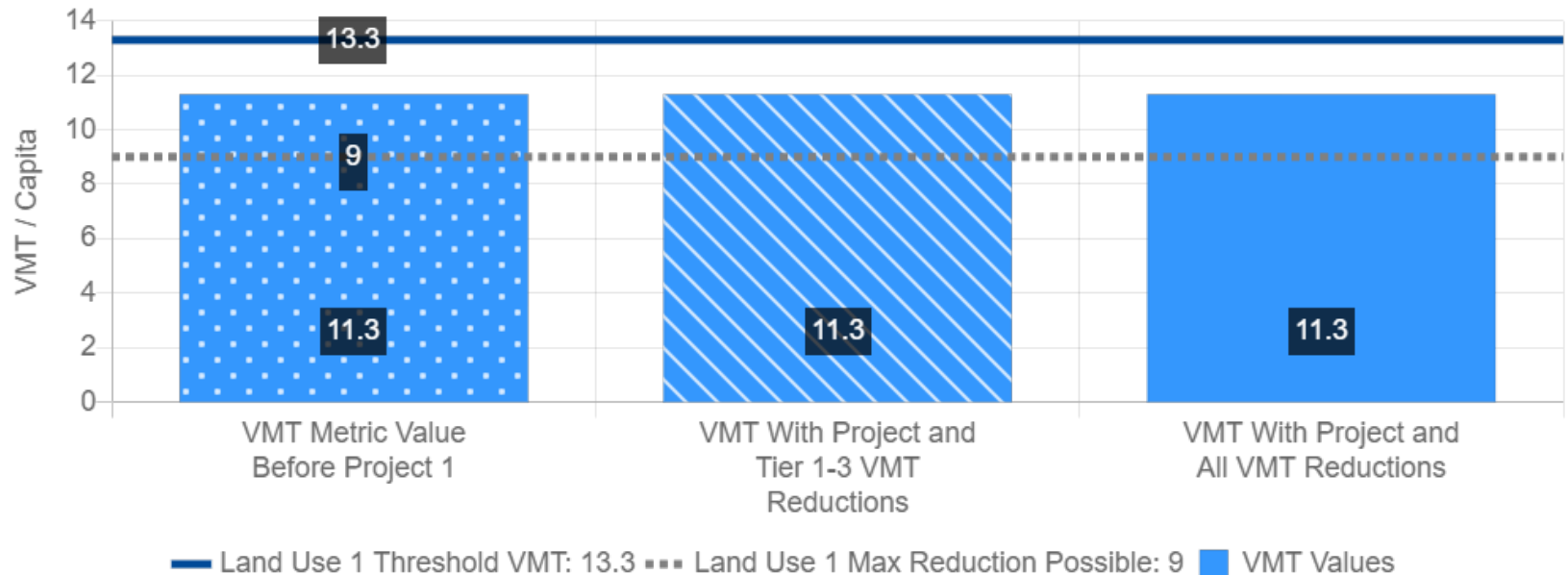
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.65
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

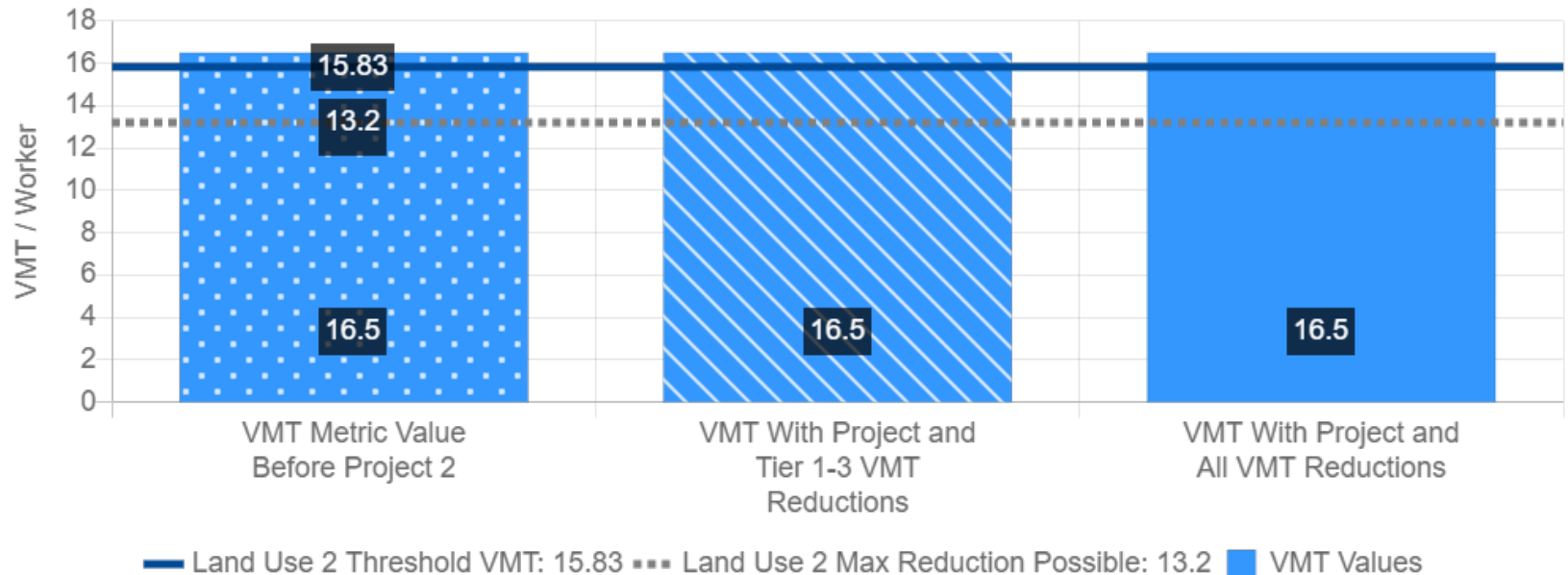
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.3	11.3	11.3
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Commercial
VMT Without Project 2:	Home-based Work VMT per Worker
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	18.62
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	16.5	16.5	16.5
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



APPENDIX F

**SIGNAL WARRANT
WORKSHEETS**

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (Existing)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,465	122	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,343	141	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	5,808	263	2	0	0	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

08/11/21
 Kimley-Horn and Associates

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative Without Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,691	125	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,761	142	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	6,452	267	2	0	0	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Live Oak Avenue EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative With Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,705	147	Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,779	156	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	6,484	303	2	1	1	2	2	2	2	2	2	2	2	2	2	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	SATISFIED

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2000 MUTCD)

MAJOR STREET: San Gabriel Boulevard NB SB # OF APPROACH LANES:

MINOR STREET: Driveway EB WB # OF APPROACH LANES:

CITY, STATE: San Gabriel, CA

COMMENTS: Signal Warrant Study (OY Cumulative With Project)

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):
 85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

	MAJOR ST TWO-WAY TRAFFIC	MINOR ST TRAFFIC HEAVY LEG	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour
			MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET		
THRESHOLD VALUES			600	150		900	75		480	120		720	60			
06:00 AM TO 07:00 AM	0	0														
07:00 AM TO 08:00 AM	2,696	17	Y			Y			Y			Y				
08:00 AM TO 09:00 AM	0	0														
09:00 AM TO 10:00 AM	0	0														
10:00 AM TO 11:00 AM	0	0														
11:00 AM TO 12:00 PM	0	0														
12:00 PM TO 01:00 PM	0	0														
01:00 PM TO 02:00 PM	0	0														
02:00 PM TO 03:00 PM	0	0														
03:00 PM TO 04:00 PM	0	0														
04:00 PM TO 05:00 PM	0	0														
05:00 PM TO 06:00 PM	0	0														
06:00 PM TO 07:00 PM	3,132	22	Y			Y			Y			Y				
07:00 PM TO 08:00 PM	0	0														
08:00 PM TO 09:00 PM	0	0														
09:00 PM TO 10:00 PM	0	0														
	5,828	39	2	0	0	2	0	0	2	0	0	2	0	0	0	
			8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED
			NOT SATISFIED			NOT SATISFIED			NOT SATISFIED						NOT SATISFIED	NOT SATISFIED