



CITY OF TEMPLE CITY

TRAFFIC CALMING MASTER PLAN



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Chapter 1: INTRODUCTION

Traffic calming is the process of reducing vehicle speeds through the use of both passive devices, such as signs and striping, and physical devices such as change in road elevation or path. In many communities, traffic speeds are being reported well above the 25 mph speed established for local streets. This results in resident concerns over safety and quality of life. In this study, traffic speeds, accident rates and traffic volumes are used to assess the existing conditions on the City's roads. Based on the existing conditions, high priority corridors are identified and traffic calming tools are recommended.

There are a number of ways to address traffic speeds. The type, design and placement of traffic calming device depends upon the road classification, desired traffic speed and types of traffic issues along the corridor. A single traffic calming device placed along a long stretch of road will be marginally effective at slowing down speed at that isolated location. Implementation of a series of traffic calming devices that work together will effectively slow down traffic speeds along the length of the corridor.

Why does traffic calming work? In most cases speeding occurs because the driver is comfortable in his or her environment and doesn't realize the speed at which they are driving. If the road is wide, has few interruptions and traffic volumes are low, then the potential for speeding is high. Traffic calming breaks up those long, interrupted stretches of road and requires the driver to be alert to the roadway environment and in turns makes the driver

more aware of his or her surroundings. Traffic calming, in effect, creates friction, which results in slower speeds.

Numerous studies have been conducted on traffic calming to measure the benefits of the installation of traffic calming devices. The benefits can range from one to two percent reduction in speeds to over 20 percent reduction in speed. In this report, a toolbox of traffic calming devices will be presented, which includes the application of the tool and the anticipated affect on traffic speeds. For high priority corridors in the City, these tools will be used to develop Traffic Calming plans.

It is not feasible or practical to develop Traffic Calming plans for all roads in the City. Quite simply, not all roads need to be calmed. Therefore, this report focuses on the areas of the City where high speeds, high accidents and low traffic volumes exist. A high priority was placed around areas with high pedestrian activity such as parks and schools, where the potential for pedestrian-involved accidents is the greatest.

As the Traffic Calming plans are implemented in the City, this Master Plan will be updated and the affect of traffic calming in the City will be reassessed. Over time, this Master Plan will be used to develop Traffic Calming plans for additional neighborhoods and corridors throughout the City as the need arises. To maintain a consistent implementation of Traffic Calming in the City, guidelines for working with the City and in assessing the need for traffic calming have also been developed.



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Chapter 2: EXISTING CONDITIONS ASSESSMENT

Determining the need and appropriate locations for traffic calming requires an understanding of existing conditions. The City of Temple City encompasses approximately four square miles of primarily residential uses and neighborhood streets. The City is located between the Cities of San Gabriel, Rosemead, Arcadia, El Monte, and Los Angeles County. Several major roadways traverse through Temple City and connect to each neighboring community. To assist in identifying high priority areas for Traffic Calming, extensive traffic volume counts, speed surveys, accident data assessment and field observations were conducted.

2.1 DETERMINATION OF STUDY AREAS

The study roadway segments and intersections included in the data collection were selected based on discussions with City Staff, availability of recent count data, and community input. Community input was provided at the first public workshop on November 10, 2011 as well as through comment forms received from residents and business owners. All community comments were evaluated to determine the need for traffic count locations and assessment.

Ultimately, 89 roadway segments and ten intersections throughout the City were included in the existing conditions assessment. Of the total number of roadway segments, traffic data for 43 roadway segments were provided by City staff from

2010. New (2012) traffic count and speed data was collected for the remaining 46 locations and ten study intersections. The ten selected intersections were included based on community concerns regarding travel time/delay and safety.

2.2. DATA COLLECTION

Information regarding the existing travel conditions in the City of Temple City is the cornerstone for developing the high priority areas for the Traffic Calming study. Therefore, extensive field assessments were conducted and data was collected.

TRAFFIC DATA COLLECTION

Traffic counts were collected in January 2012. Peak hour traffic counts were collected on a weekday at each study intersection between the hours of 7:00 and 9:00 a.m. and 4:00 and 6:00 p.m. 24-hour daily traffic counts and speed data were collected at each roadway segment where 2010 traffic data was not available. **Figures 2-1** and **2-2** illustrate the peak hour intersection and daily traffic volumes.



SPEED SURVEY DATA

Speed surveys were taken along the 46 roadway segments where new daily traffic count data was collected. Speed survey data was collected for each direction of travel. In accordance with the Manual on Uniform Traffic Control Devices (MUTCD) methodology for conducting speed surveys, data was reported for a minimum of 100 vehicles per direction over a period of not less than one hour. The surveys were conducted during non-peak hours to reflect the free-flow speed along the roadways. Collision data was also assessed based on documented collisions reported to the police department between August 2007 and August 2010. **Figure 2-3** and **2-4** illustrates the speed survey and collision data.

Traffic count, speed, and accident data are provided in **Appendix A**.

ACCIDENT DATA

City of Temple City provided three years of accident data for all roads and intersections within the City. The data was reported per location and is a summary of total incidents at each location. **Figure 2-4** illustrates the total number of accidents reported at each location within the study area.

2.3 EXISTING ROADWAY OPERATING CONDITIONS

Roadway segment operations were measured based on the built classification of the roadway as defined by field observations, technical assessment, and the current General Plan Circulation Element.

The Circulation Element defines the level of service (LOS) calculation to be determined by using the 24-hour vehicle volume divided by a design capacity. Design capacity is based on a per lane capacity of 6,000 vehicles per lane per day regardless of the type of road. Actual capacity of a road varies based upon lane widths, posted speed, number of lanes, parking and other physical elements of the roadway.

This calculation is known as the Volume to Capacity (V/C) ratio and is used to assign a level of service to the roadway segment. Levels of service (LOS) range from LOS A (best) to LOS F (worst), with LOS E representing the estimated capacity of the road. Within the City of Temple City, LOS D or better is considered an acceptable level of service.

Level of Service	Volume to Capacity Ratio
A	0.00 - 0.59
B	0.60 - 0.69
C	0.70 - 0.79
D	0.80 - 0.89
E	0.90 - 0.99
F	>1.00

The results of the existing roadway segment operating conditions are summarized in **Table 2-1**.



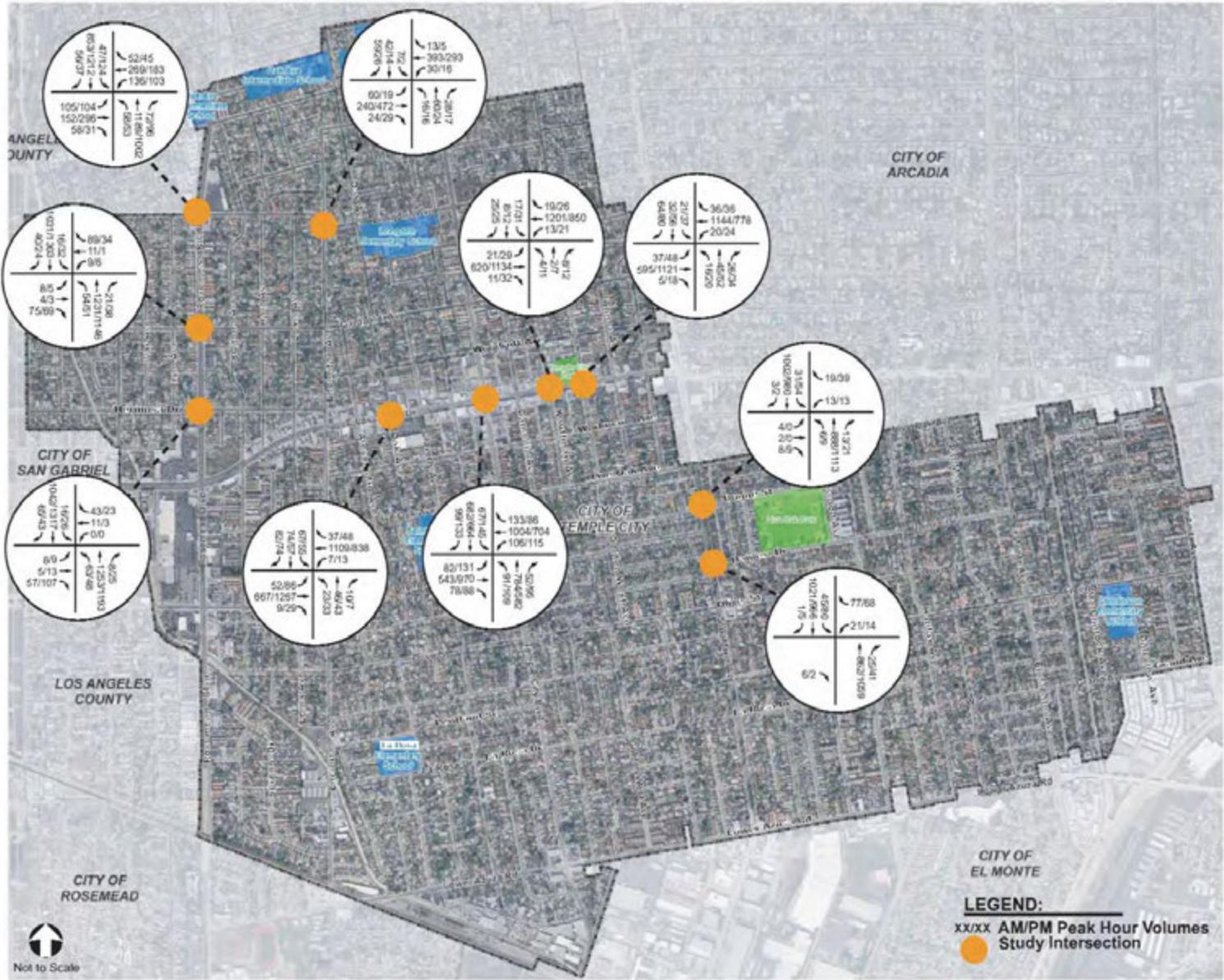


Figure 2-1
 Peak Hour Intersection Volumes





Figure 2-2
Daily Roadway Segment Volumes



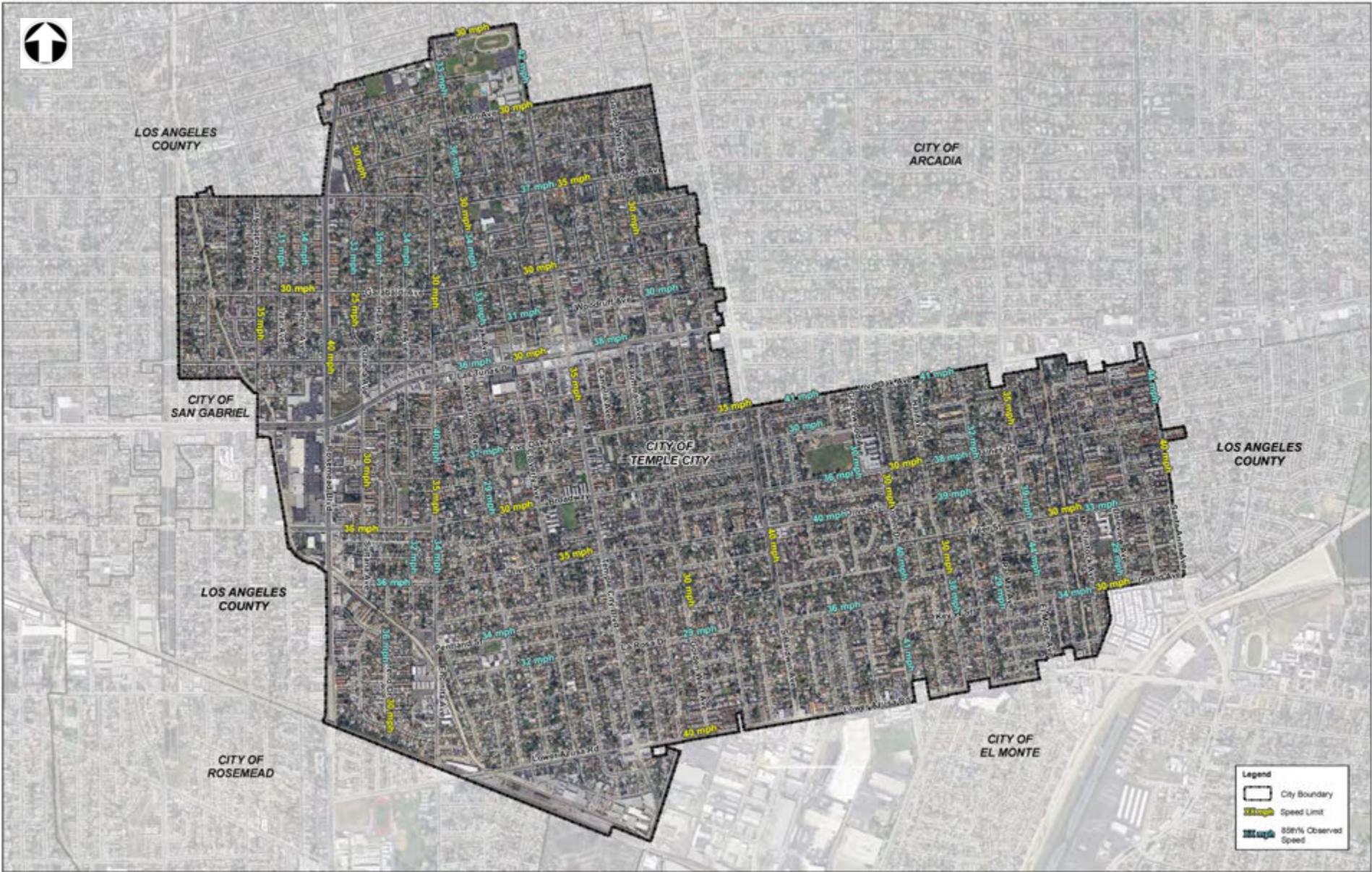


Figure 2-3
Posted Speed Limits & 85th Percentile Speeds





Figure 2-4
Accident Data



**Table 2-1
Existing Conditions**

Roadway	Segment	# Lanes	Typical Capacity at LOS E	Operating Conditions			Speed Data			Accidents Rate
				Existing ADT	V/C	LOS	Posted Speed	85 th Percentile Speed	> 5mph over posted speed?	
Alessandro Ave	Wedgewood St to Broadway	2	4,000	471	0.12	A	25	29	Yes	0.00
Arden Dr	Olive St to La Rosa Dr	2	4,000	2,877	0.72	C	30	40	Yes	0.00
Arden Dr	La Rosa Dr to Lower Azusa Rd	2	4,000	3,171	0.79	D	30	41	Yes	2.88
Bogue St	Baldwin Ave to Glickman Ave	4	30,000	686	0.94	E	40	--	--	2.10
Broadway Ave	West of Rosemead Blvd	4	30,000	14,300	0.94	E	40	--	--	1.63
	Rosemead Blvd to Encinta Ave	2	4,000	10,242	0.17	A	25	30	Yes	16.64
	Encinita Ave to Temple City Blvd	3	22,500	5,597	0.64	B	35	--	--	7.66
	Temple City Blvd to S Baldwin Ave	4	20,000	2,975	0.51	A	35	--	--	12.99
Daines Dr	Nadine St to Arden St	2	10,000	2,008	0.56	A	30	--	--	6.85
	Arden St to El Monte Ave	2	10,000	1,434	0.30	A	30	--	--	11.05
Daleview Ave	Freer St to Grand Ave	2	4,000	624	0.50	A	30	36	Yes	6.50
E Camino Real Ave	Oak Ave to Temple City Blvd	2	4,000	1,805	0.36	A	30	38	Yes	9.55
E Las Tunas Dr	West of Rosemead Blvd	2	4,000	31,380	0.16	A	25	29	No	17.56
	Rosemead Blvd to Encinita Ave	2	4,000	26,902	0.45	A	30	--	--	6.07
	Encinita Ave to Temple City Blvd	4	30,000	25,856	0.24	A	35	39	No	1.54
	Temple City Blvd to Baldwin Ave	4	30,000	22,098	0.23	A	35	44	Yes	6.39
El Monte Ave	Daines Dr to Freer St	2	10,000	7,097	0.22	A	30	--	--	17.06
	Freer St to Grand Ave	2	10,000	6,857	0.44	A	35	40	Yes	11.20
Encinita Ave	Longden Ave to E Las Tunas Dr	2	10,000	2,248	0.60	B	35	34	No	2.26
	Las Tunas Dr to Broadway Ave	2	10,000	4,449	0.58	A	35	--	--	3.92
	Broadway Ave to Olive	2	10,000	6,048	0.10	A	25	--	--	0.00
	Olive St to Lower Azusa Rd	2	10,000	5,825	0.28	A	30	33	No	4.52
Freer St	Arden Dr to El Monte Ave	2	10,000	982	0.10	A	30	--	--	44.96
	El Monte Ave to Santa Anita Ave	2	10,000	2,758	0.15	A	30	--	--	30.54
Garabaldi Ave	West of Rosemead Blvd	2	10,000	975	0.26	A	30	--	--	33.70



**Table 2-1
Existing Conditions**

Roadway	Segment	# Lanes	Typical Capacity at LOS E	Operating Conditions			Speed Data			Accidents Rate
				Existing ADT	V/C	LOS	Posted Speed	85 th Percentile Speed	> 5mph over posted speed?	
	Rosemead Blvd to Encinita Ave	2	4,000	1,495	0.52	A	30	--	--	58.18
	Encinita Ave to Temple City Blvd	2	10,000	2,642	0.35	A	30	--	--	11.46
	Temple City Blvd to Golden West Ave	2	10,000	2,072	0.13	A	30	--	--	23.47
Golden West Ave	Lemon Ave to E Las Tunas Dr	2	10,000	3,506	0.09	A	30	--	--	0.00
	E Las Tunas Dr to Olive St	2	4,000	1,318	0.33	A	25	30	Yes	8.18
	Olive St to Lower Azusa Rd	2	4,000	911	0.49	A	30	34	No	18.74
Gracewood	Live Oak Ave to Daines Dr	2	4,000	1,339	0.35	A	30	38	Yes	14.85
Grand Ave	El Monte Ave to Santa Anita Ave	2	4,000	1,949	0.11	A	25	35	Yes	0.00
Halifax Rd	Olive St to Lower Azusa Ave	2	4,000	1,419	0.09	A	25	31	Yes	0.00
Hart Ave	Longden Ave to Garibaldi Ave	2	10,000	456	0.15	A	25	32	Yes	3.65
Ivar Ave	Longden Ave to Garibaldi Ave	2	10,000	367	0.10	A	25	29	No	16.44
La Rosa Dr	Fratus Dr to Temple City Blvd	2	10,000	1,500	0.08	A	25	36	Yes	8.78
	Temple City Blvd to S Baldwin Ave	6	60,000	1,000	0.52	A	30	--	--	4.89
	S Baldwin Ave to Arden Dr	4	40,000	780	0.67	B	30	--	--	5.66
Lemon Ave	Oak Ave to Temple City Blvd	4	40,000	2,781	0.65	B	30	36	Yes	9.54
	Temple City Blvd to Golden West Ave	4	40,000	2,028	0.55	A	30	38	Yes	6.20
Live Oak Ave	Encinita Ave to Temple City Blvd	2	4,000	1,635	0.70	C	30	--	--	23.64
	Temple City Blvd to S Baldwin Ave	2	4,000	4,648	0.51	A	30	--	--	32.42
	S Baldwin Ave to Gracewood Ave	2	10,000	7,173	0.16	A	35	37	No	11.17
	Gracewood Ave to El Monte Ave	2	10,000	6,845	0.46	A	35	--	--	5.89
Loma Ave	Longden Ave to Garibaldi Ave	2	10,000	453	0.72	C	35	41	Yes	0.00
	Broadway Ave to Olive St	2	15,000	412	0.46	A	35	41	Yes	0.00
Longden Ave	West of Rosemead Blvd	2	4,000	6,426	0.11	A	25	34	Yes	0.00
	Rosemead Blvd to Oak Ave	2	4,000	8,452	0.10	A	25	32	Yes	78.23
	Oak Ave to Temple City Blvd	2	15,000	7,141	0.43	A	35	--	--	28.99
	Temple City Blvd to Golden West Ave	2	10,000	6,418	0.85	D	35	--	--	11.02



**Table 2-1
Existing Conditions**

Roadway	Segment	# Lanes	Typical Capacity at LOS E	Operating Conditions			Speed Data			Accidents Rate
				Existing ADT	V/C	LOS	Posted Speed	85 th Percentile Speed	> 5mph over posted speed?	
Lower Azusa Rd	Encinita Ave to Temple City Blvd	2	10,000	18,266	0.71	C	35	37	No	9.21
	Temple City Blvd to S Baldwin Ave	2	10,000	20,843	0.64	B	35	37	No	15.37
	S Baldwin Ave to El Monte Ave	4	30,000	26,787	0.61	B	40	--	--	3.00
N Muscatel Ave	Longden Ave to E Las Tunas Dr	4	30,000	3,677	0.69	C	40	--	--	5.26
Oak Ave	North of Lemon Ave	4	30,000	1,767	0.89	E	40	--	--	1.53
	Lemon Ave to Longden Ave	2	4,000	2,988	0.92	E	35	--	--	6.39
	Longden Ave to Garibaldi Ave	2	4,000	3,502	0.44	A	30	33	No	12.40
	Garibaldi Ave to Las Tunas Dr	2	4,000	3,212	0.75	C	30	36	Yes	7.34
Olive St	Rosemead Blvd to Encinita Ave	2	4,000	1,351	0.88	D	30	34	No	6.26
	Encinita Ave to Temple City Blvd	2	4,000	2,565	0.80	D	30	33	No	20.47
	Temple City Blvd to S Baldwin Ave	2	10,000	3,988	0.14	A	35	36	No	0.00
	Baldwin Ave to Arden Dr	2	10,000	3,430	0.26	A	35	--	--	8.54
	Arden Dr to El Monte Ave	2	10,000	2,113	0.40	A	35	--	--	10.99
Pal Mal Ave	Live Oak Ave to Olive St	2	10,000	419	0.34	A	35	40	Yes	8.64
	Olive St to Lower Azusa Rd	2	10,000	644	0.21	A	35	39	No	3.16
Pentland St	Encinita Ave to Alessandro Ave	2	4,000	779	0.10	A	25	32	Yes	17.67
Reno Ave	Longden Ave to Garibaldi Ave	2	4,000	535	0.16	A	25	29	No	12.15
Rosemead Blvd	North of Longden Ave	2	4,000	33,011	0.19	A	25	34	Yes	28.14
	Longden Ave to E Las Tunas Dr	2	4,000	33,053	0.13	A	25	34	Yes	0.00
	E Las Tunas Dr to Broadway Ave	4	40,000	37,066	0.83	D	40	--	--	6.31
	South of Broadway Ave	4	40,000	37,648	0.83	D	40	--	--	4.03
S Baldwin Ave	Live Oak Ave to Olive St	4	40,000	28,218	0.93	E	40	--	--	6.47
	Olive St to Lower Azusa Rd	4	40,000	28,050	0.94	E	40	--	--	6.99
Santa Anita Ave	Live Oak Ave to Daines Dr	4	40,000	21,376	0.53	A	40	44	No	0.95
	Daines to Grand Ave	4	40,000	19,507	0.49	A	40	--	--	0.30
Sereno Dr	Rosemead Blvd to Encinita Ave	2	4,000	1,040	0.26	A	30	36	Yes	17.56



**Table 2-1
Existing Conditions**

Roadway	Segment	# Lanes	Typical Capacity at LOS E	Operating Conditions			Speed Data			Accidents Rate
				Existing ADT	V/C	LOS	Posted Speed	85 th Percentile Speed	> 5mph over posted speed?	
Sultana Ave	Garabaldi to E Las Tunas Dr	2	4,000	610	0.15	A	25	--	--	11.23
	E Las Tunas Dr to Broadway	2	4,000	1,752	0.44	A	25	--	--	8.69
Temple City Blvd	North of Lemon Ave	4	30,000	20,283	0.68	B	35	42	Yes	2.70
	Lemon Ave to Longden Ave	4	30,000	19,174	0.64	B	35	--	--	5.14
	Longden Ave to Las Tunas Dr	4	30,000	20,127	0.67	B	35	--	--	8.44
	Las Tunas Dr to Olive St	4	30,000	18,861	0.63	B	35	--	--	6.79
	Olive St to Lower Azusa Rd	4	30,000	17,031	0.57	A	35	--	--	4.02
	South of Lower Azusa Rd	4	30,000	14,978	0.50	A	35	--	--	8.78
Woodruff Ave	Encinita Ave to Temple City Blvd	2	4,000	2,288	0.57	A	25	31	Yes	0.00
	Temple City Blvd to Baldwin Ave	2	4,000	1,219	0.30	A	25	30	Yes	0.00



2.4 SPEED SURVEY ASSESSMENT

Observed traffic speeds reported in this study are the 85th percentile speeds, which means that 15% of the vehicles surveyed traveled faster than the speeds reported. The remaining 85% travel at or slower than the reported speeds.

The California Vehicle Code states that the posted speed limit shall be within five (5) miles per hour of the 85th percentile speed. According to the speeds surveyed, several segments have measured 85th percentile speeds that exceed this 5 mph threshold. **Table 2-1** summarizes all the locations in the study area where speed survey data was collected and indicates the posted speed limit. As shown in **Table 2-1**, several segments currently have traffic speeds in excess of the posted speed limit.

A majority of roadways where the 85th percentile exceeds the 5 mph threshold are local residential roadways, where increasing the speed limit is not recommended. Rather, consideration for traffic calming is recommended where desired and feasible. These locations will be addressed in the alternatives analysis.

2.5 ACCIDENT ANALYSIS

Accident data was provided by the City of Temple City for the period of three years (August 2007 through August 2010). The provided data includes all accidents that were reported and documented to the police department. Data on minor accidents and/or unreported collisions were unavailable and therefore have been omitted from this assessment.

Figure 2-4 illustrates the accidents by intersection from August 2007 to August 2010. As shown, the intersections with the highest frequency (over 15 collisions in a three year period) of traffic collisions include:

- Rosemead Blvd / Longden Ave
- Rosemead Blvd / Las Tunas Dr
- Rosemead Blvd / Broadway
- Temple City Blvd / Las Tunas Dr

Data for the following intersections indicate a frequency of 10-14 collisions over the three year period:

- Cloverly Ave / Las Tunas Dr
- Temple City Blvd / Garibaldi Ave
- Temple City Blvd / Lower Azusa Rd

2.6 OTHER STUDIES AND CITY PLANNING DOCUMENTS

The Traffic Calming Master Plan is intended to compliment other transportation planning efforts that are currently under way or that have been completed by the City over the past several years. The improvements identified and recommended in this document should be integrated into future Capital Improvement Program (CIP) projects, future development plans, and future street or intersection improvement plans.



Roadway Classifications: Roadway classifications established and discussed in this document reference the City's Circulation Element and the Caltrans Street Classification maps. **Figure 2-5** illustrates the street classifications used in this analysis, which are based on the Caltrans Street Classification System. Where the existing traffic falls below the capacity of the roadway, it is possible that road diets may be recommended as part of this Master Plan. Road diets may result in a need to update the City's Circulation Element and the Caltrans Street Classification Map. Changes to the Circulation Element will require environmental review and City Council approval.

Bicycle Master Plan: The City adopted the Bicycle Master Plan in 2011. This document establishes the blueprint for implementation for bicycle facilities throughout the City. The Bicycle Master Plan includes implementation of Class I, II, and III facilities as well as a bicycle boulevard. **Figure 2-6** illustrates the current Bicycle Master Plan.

Rosemead Boulevard Street Improvement Project: At the time this Master Plan was prepared, the Rosemead Boulevard project was under construction. This project included streetscape, parking and traffic calming improvements to Rosemead Boulevard through the City of Temple City. Due to the extensive planning efforts undertaken for this project, no additional improvements to the Rosemead Boulevard corridor were considered in this Master Plan.

Downtown Parking Study (Las Tunas Avenue): Concurrent with the efforts undertaken for the Traffic Calming Master Plan, a downtown parking study was conducted to evaluate the feasibility of improving supply, use and accessibility. The study

focused on the downtown core of the City of Temple City. This Traffic Calming Master Plan did not study Las Tunas Avenue because traffic volumes through the downtown exceeded the recommended thresholds for traffic calming to address speed and cut through traffic. The parking study did consider alternative configurations for Las Tunas Avenue, which focused on parking supply. Diagonal parking and other traffic calming features were specifically evaluated in the parking study and therefore not considered in this Master Plan.

Safe Routes to School Grant Applications (2012): City of Temple City submitted Safe Routes to School Grant applications for several schools within the City limits. The Safe Routes to School (SRTS) grants focus on improving pedestrian and bicycle safety and accessibility around schools and along recommended walking routes. Sidewalk improvements, crosswalk improvements and school signage are amongst several planned improvements included in the SRTS grant applications. Many of the recommendations in the Traffic Calming Master Plan overlap or compliment the SRTS grant recommendations. Therefore, the SRTS grant recommendations are included in recommendations for the Traffic Calming Master Plan as well.

School Zone Speed Limit Reductions (Update to CA MUTCD): In 2007, the State of California approved AB 321 which amended Section 22358.4 of the California Vehicle Code (CVC) to allow for a reduction in School Zone speed limits from 25 to 15 mph. In 2012, the California Manual on Uniform Traffic Control Devices (MUTCD) was updated to reflect this update. The MUTCD states that "A local authority may declare a 15 mph prima facie speed limit within 500 feet of a school building or



school grounds and an extended 25 mph prima facie speed limit 500 to 1,000 feet from a school or school grounds.” This lower speed limit is intended to improve safety and reduce the severity of pedestrian involved accidents around schools. As part of the implementation of Safe Routes to School projects and/or Traffic Calming project around or near schools, the reduction in speed limit should be considered. Limitations on the application of the speed limit include:

- Road must be within a residential neighborhood
- Posted speed limit shall be 30 mph or less
- No more than two (2) travel lanes (one in each direction)

The appropriateness of application of the reduced limits should be determined on a street by street, school by school basis and should be approved by City Council. An engineering study may be needed to justify the change in speed limit. If the reduction in speed limit is approved through a local ordinance, then signs shall be erected around the approved school indicating the reduced 15 mph speed limit.

2.7 COMPLETE STREETS

In 2011, all California cities are required to integrate all modes of transportation into the General Plan Circulation Element and to develop policies that integrate all modes into transportation planning processes. Complete Streets define not only sidewalks, bicycle lanes and travel way but also compatibility with the surrounding land uses. The elements that make a

street complete need to be considered on a case-by-case basis.

The Traffic Calming Master Plan is one element of a Complete Street Plan. Traffic calming focuses on reducing speeds and improving safety primarily on local and collector roads. Through implementation of traffic calming measures, many Complete Streets goals can be met such as improved pedestrian walking environment due to slower traffic speeds and improved visibility and improved bicycle environment by integrating bicycle lanes with road diet projects.

As stated in previous sections of this Plan, the City has developed a Bicycle Master Plan, Safe Routes to School projects and this Traffic Calming Master Plan. These plans work together and include all the pieces that achieve the Complete Streets goal, as illustrated in **Figure 2-7**. Bicycle Master Plan and Safe Routes to School projects are shown in all the concept Traffic Calming plans developed for the Traffic Calming Master Plan in order to demonstrate how this plan works together with other planning documents and how this plan complies with the goals of the Complete Streets Act.

2.8 SUMMARY AND RECOMMENDATIONS

Based on the existing conditions assessment, key corridors are determined to have both high traffic speeds and high accident rates. In the following section, thresholds for establishing high priority traffic calming corridors will be described. Criteria such as speed, volume, classification, and accident rates will be the cornerstone for developing and implementing thresholds.



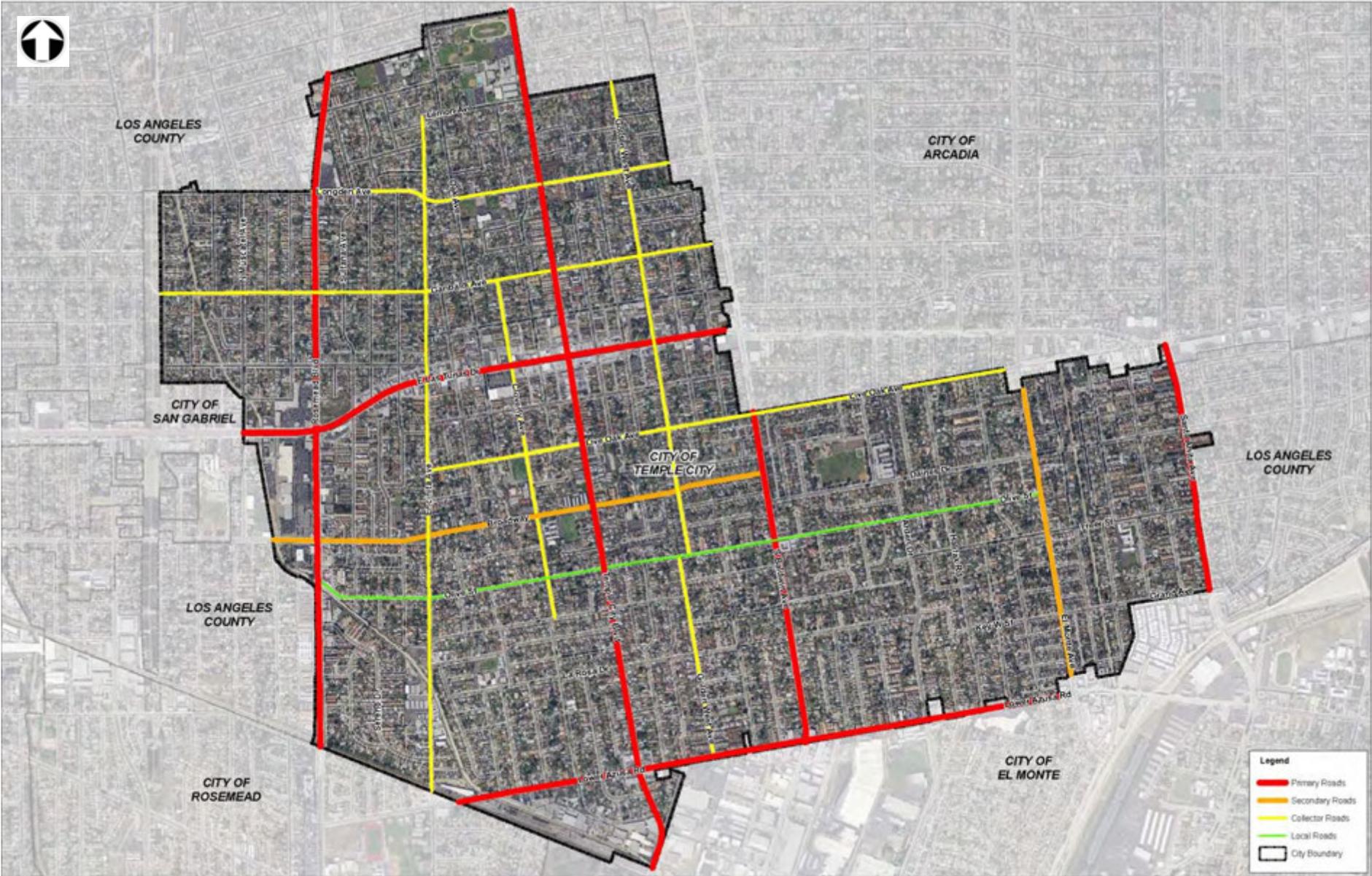
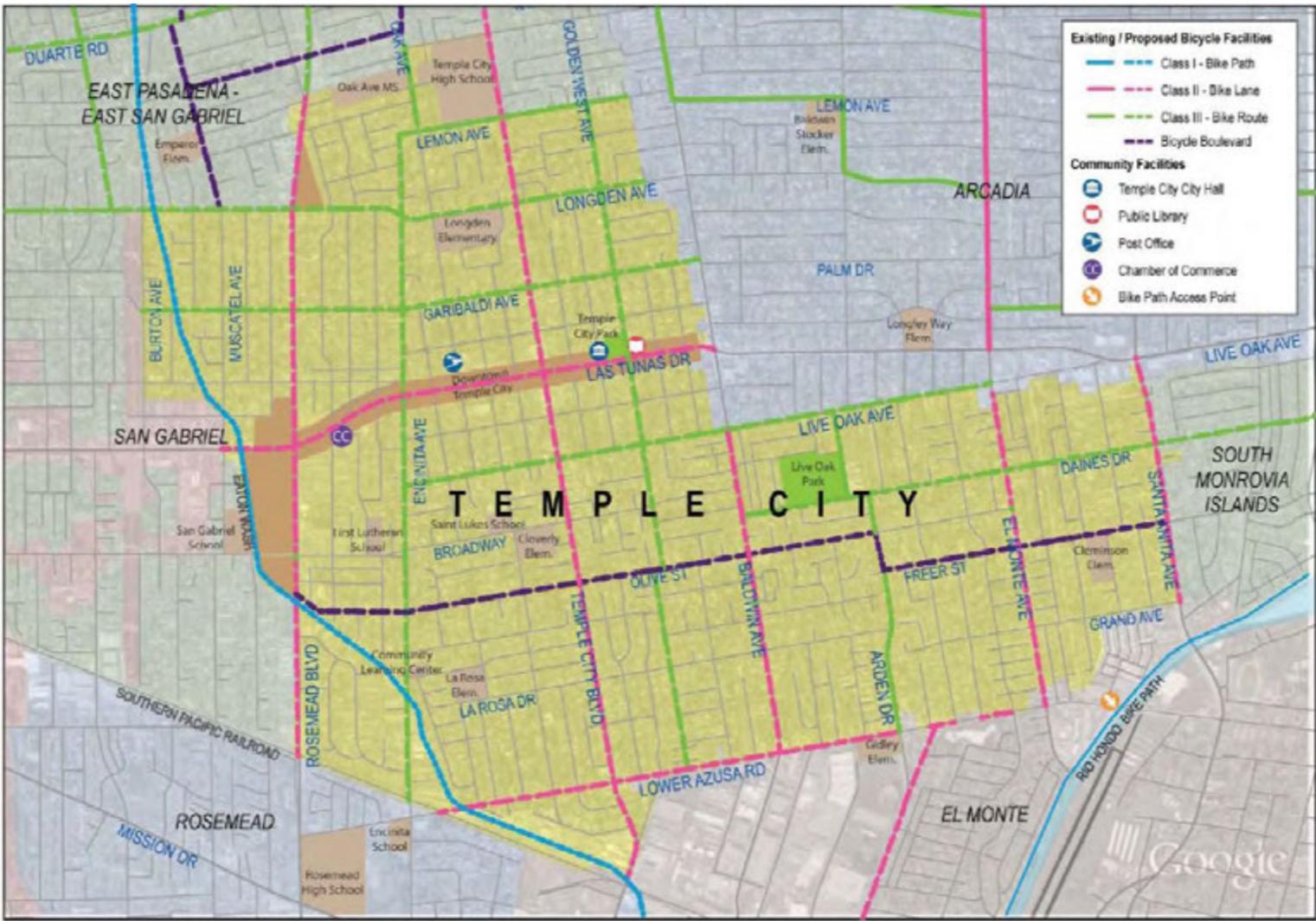


Figure 2-5
Roadway Classifications (Caltrans)





TEMPEL CITY PROPOSED BIKEWAYS

City of Temple City Bicycle Master Plan

Image Source: © 2010 Google Earth
 Map Source: Los Angeles MIA (2006, 2010); Alta Planning + Design (2011)
 Map Date: MARCH 2011



Figure 2-6
 Bicycle Master Plan



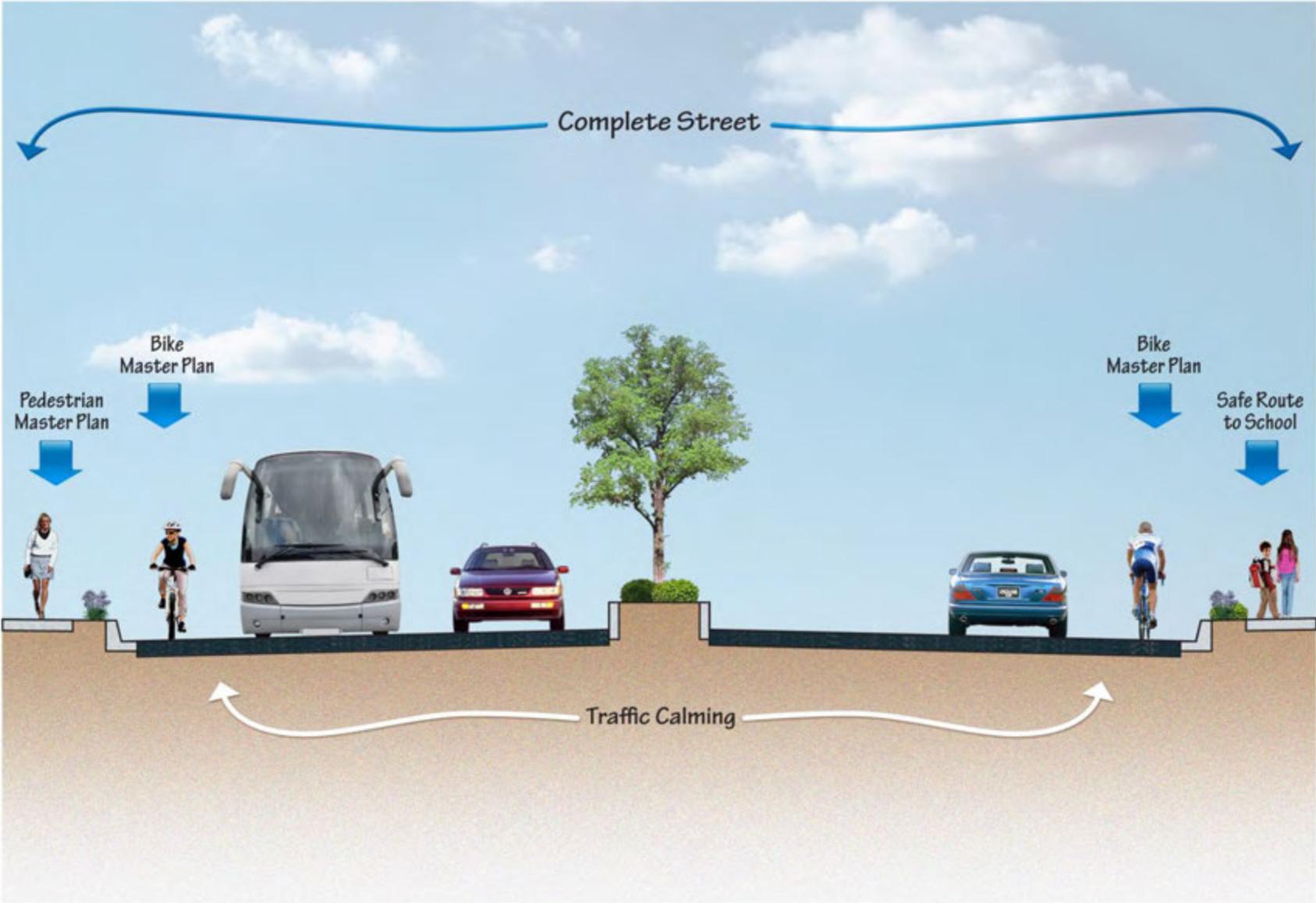


Figure 2-7
Elements of a Complete Street



Chapter 3: COMMUNITY OUTREACH

Traffic calming is rooted in the community and requires community support to be successful. The development of the Traffic Calming Master Plan was driven by input from the community and concerns expressed at workshops, on-line, via email and at informal drop-in design sessions. In addition, Emergency Services representatives and school district representatives were involved in the development of the Master Plan and encouraged to provide feedback and recommendations that shaped the recommended Focus Areas discussed later in this report.

3.1 OVERVIEW OF OUTREACH EVENTS

The outreach efforts for this project were diversified in order to reach a large audience. Multilingual workshops were conducted in November and March to educate the public on traffic calming and to hear residents concerns about existing traffic and speeding. A project website was developed that provided public access to all presentations, workshop materials and data collected for the project. In addition, the website included a comment box where residents could submit concerns directly to the project team.

As the Focus Areas were identified and Traffic Calming recommendations were developed, day long Drop-In Design sessions were conducted in April. These sessions were designed to provide one-on-one or small group discussions between the residents and the design team.

Announcements for all outreach events were publicized on the City's cable station, distributed on flyers, posted on the website and noticed at public facilities. Emails and phone notifications were also distributed to all residents within the City.



3.2 WORKSHOP #1: NOVEMBER 2011

Workshop #1 was held on November 11, 2011 at 7:00 p.m. in the Historical Society Hall. Approximately 60 community members, City staff, City Council members, Mayor Tom Chavez and Mayor Pro Tem Vince Yu were in attendance. Translation services were provided.

The purpose of this workshop was to introduce the concept of traffic calming to the community and present the opportunity for residents and business owners to express local issues, concerns, and ideas regarding traffic safety and speeding issues in their neighborhoods.

A map was prepared for the workshop that divided the City into five geographic and color-coded areas: yellow, blue, red, green, and purple. Large maps for each colored area were laid on different tables to organize groups. The purpose of dividing the city into areas was to encourage community members to sit with people who shared concerns in the same geographic areas of the City. This allowed people to focus their discussion on areas they were familiar with and many shared common concerns.

Handouts were provided to all participants that included information about the project and the purpose of traffic calming, how to stay involved in the project, a summary table of the traffic calming tools and applications/purpose, an area for notes, and a Participant Survey Feedback Form.

Display boards containing traffic data, the Bicycle Master Plan map, and summaries of traffic calming tools were displayed around the room for participants to view at their leisure.



Presentation: The workshop included a presentation and two interactive exercises. The presentation included an overview of the project, a discussion about how traffic calming can be effective in slowing speeds and improving safety, and the intent to develop a Master Plan to be used as a tool for implementation. The traffic calming “toolbox”, which includes a variety of traffic calming tools and applications, was presented to educate participants on different types and methods of traffic calming.

Group Exercise #1: For the first group exercise, participants were asked to share their traffic concerns in the area and any ideas for addressing traffic issues with other participants at the table. The tables contained maps of the area and markers for participants to provide any comments or concerns.

Primary concerns identified by the community included:

- Safety
- Speeding
- School zones (speeding, safety, congestion during drop off/pick up)
- Pedestrian safety
- Reducing speed limits
- Traffic flow
- Traffic volume / congestion
- Sidewalks
- Crosswalks
- Signage
- Cut through traffic
- Visibility blocked by on-street parking

Group Exercise #2: For the second group exercise, participants

were asked to discuss the traffic calming tools: which ones they liked, disliked, and found most applicable. Table 3-1 summarizes the resulting ranking of the traffic calming devices.

Community members used maps to identify locations in the City where they were concerned about traffic or speeding. For each location, a brief description of their concern was provided. Figure 3-1a and b illustrate the location of the community concerns identified and then detail the root of the concern.

3.3 WORKSHOP #2: MARCH 2012

Workshop #2 was held on March 29, 2012 at 7:00 p.m. in the Live Oak Park Community Center. Approximately 40 community members, City staff, City Council members, and Mayor Vince Yu were in attendance. Translation services were provided.

The purpose of this workshop was to present the prioritization and ranking of the traffic calming areas and initiate discussion of traffic calming solutions in the highest ranked areas.

Community members continued to work in groups based on the color-coded geographic areas established at the first workshop. Large maps of smaller traffic calming areas within the color-coded areas were placed on each table along with summaries of the traffic calming concerns for that area.

Handouts were provided to all participants including information about the project and purpose of traffic calming, how to stay involved, a summary table of the traffic calming tools and applications/purpose, an area for notes, and a Participant Survey Feedback Form.



Temple City Traffic Calming Master Plan

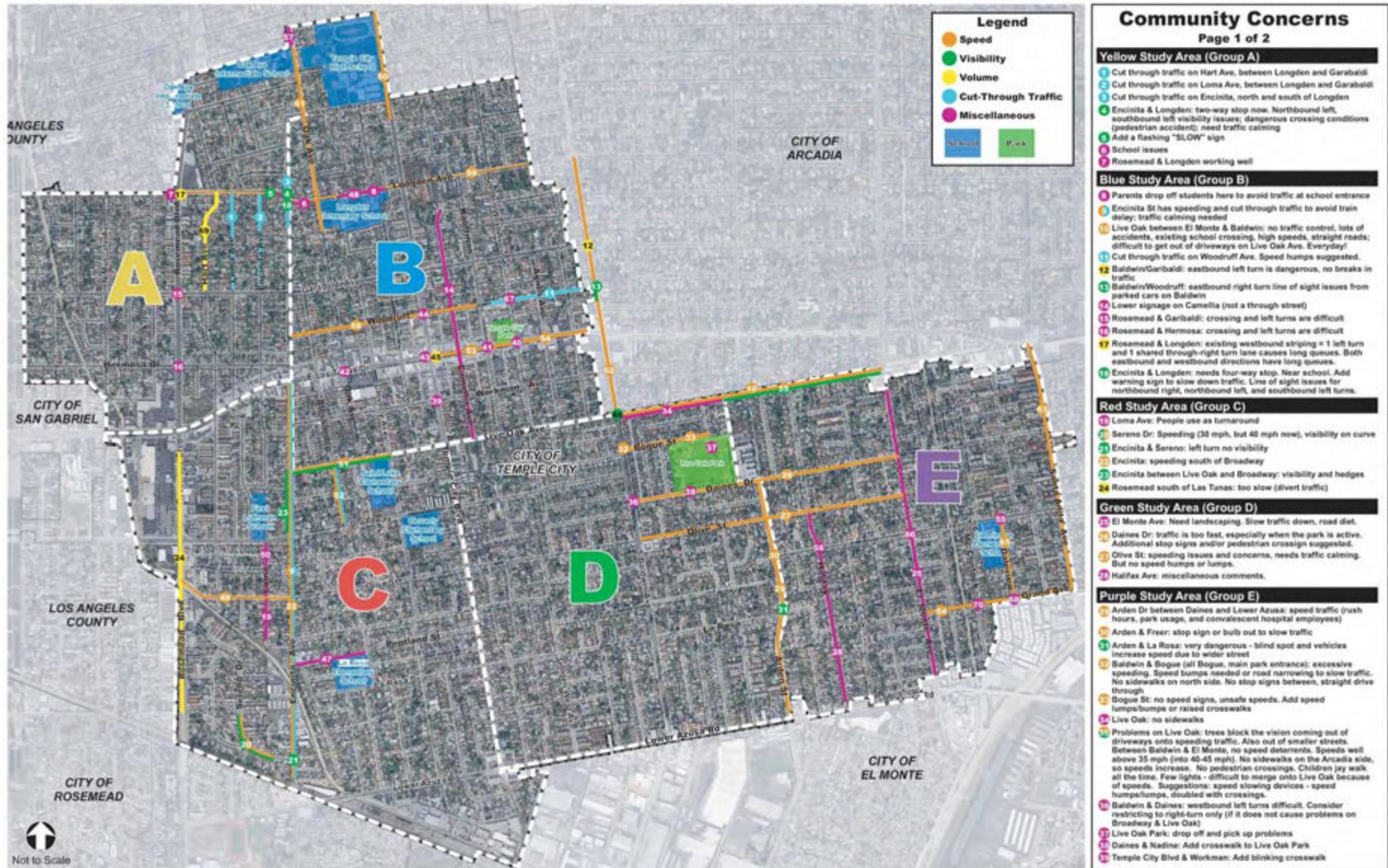
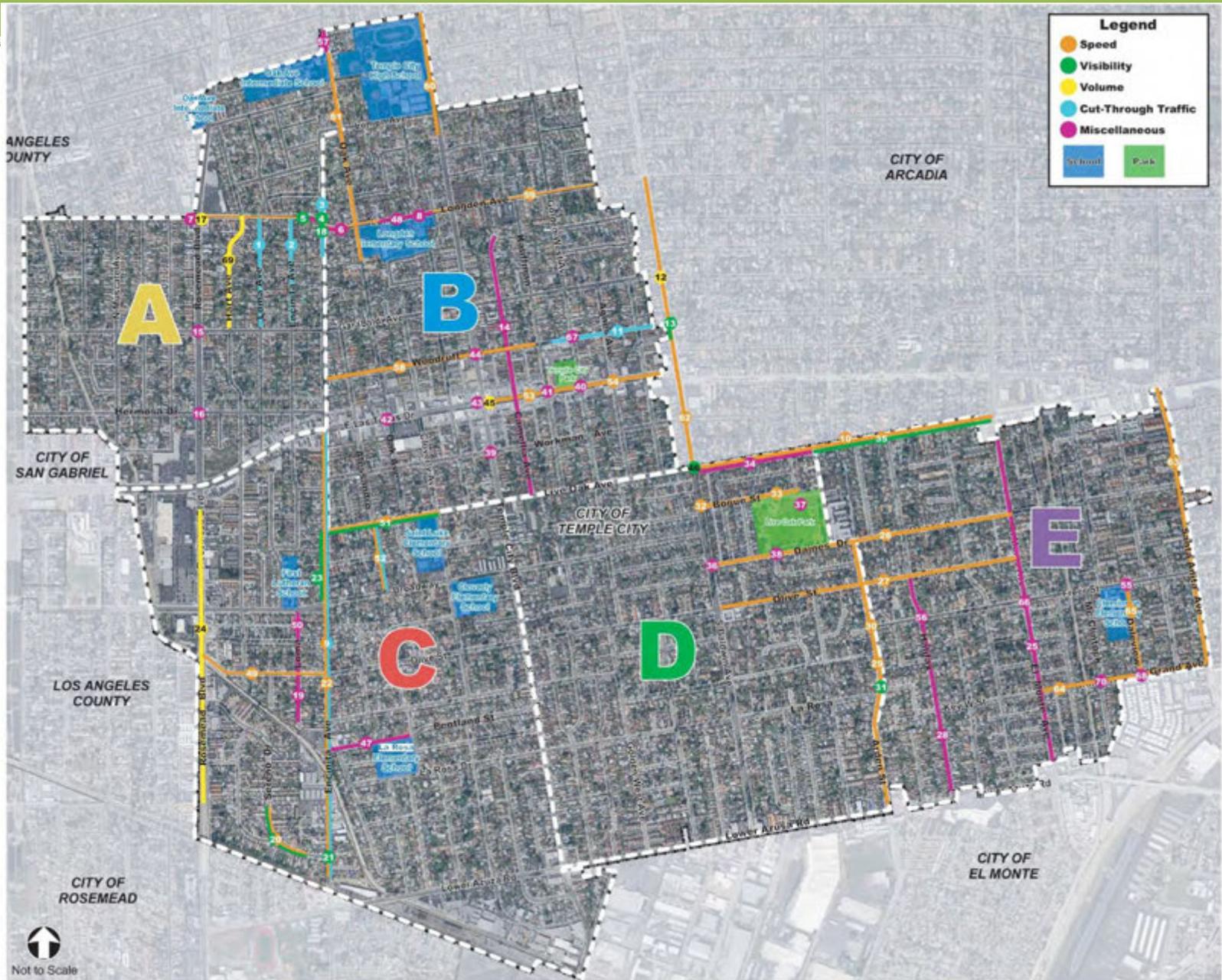


Figure 3-1a
Community Concerns Map





Community Concerns

Page 2 of 2

Other Comments (Website, Surveys, Etc.)

- 12 Las Tunas & Golden West: Lengthen pedestrian crossing time north to south
- 13 Las Tunas & Kauffman: Lengthen pedestrian crossing time north to south and east to west
- 15 Las Tunas & Oak: Lengthen pedestrian crossing time north to south and east to west
- 18 Las Tunas & Temple City Blvd: Lengthen pedestrian crossing time north to south and east to west
- 21 Temple City Blvd & Woodruff: Lengthen pedestrian crossing time east to west
- 45 Las Tunas & Temple City: heavy traffic, need north and south left turn arrows
- 46 Live Oak & Baldwin: need southbound left turn lane; hard to view through traffic
- 37 Pentland St by La Rosa School: waiting cars back up to Encinita. Exiting driveways is impossible.
- 14 Longden School: Jaywalking has to be stopped/controlled. Restrictive parking might discourage jaywalking.
- 48 Olive between Rosemead & Encinita needs traffic calming
- 30 Loma Ave between Olive & Broadway needs traffic calming
- 3 Live Oak: westbound from Cloverly to Encinita speeding increases. Parked cars block view when trying to turn east from Alessandro.
- 6 Alessandro between Broadway & Live Oak: speeding and cut through traffic from St. Luke's school.
- 5 Las Tunas: Baldwin to Temple City speeding concerns
- 1 Las Tunas & Agnes: westbound traffic does not slow for pedestrians
- 2 Freer & Daleview needs traffic calming; stop signs ignored
- 3 Freer & Halifax needs traffic calming
- 37 Oak Avenue north of Oak Avenue school needs traffic calming
- Woodruff! needs more stop signs, only one from Encinita to Kauffman
- Longden - slow down the speed limit to 25 mph
- Temple City Blvd: speeding excessive near TC High School
- Oak Ave: speeding issues around the schools
- Baldwin south of Longden: excessive speeds
- Santa Anita south of Live Oak: excessive speeds
- Grand Ave between El Monte & Santa Anita: excessive speeds
- Daleview Ave: excessive speeds during school drop off/pick up
- Freer & El Monte: stop signs are ignored
- Woodruff & Golden West: stop signs are ignored
- Grand & Daleview: install crosswalk or speed hump
- 69 Hart Ave carries more traffic than it should
- 70 Southeast corner of McClintock & Grand needs traffic calming

Figure 3-1b
Community Concerns Map
Page | 3-5





Display boards from Workshop #1 were distributed around the room which contained traffic data, the Bicycle Master Plan map, and summaries of traffic calming tools. In addition, maps were displayed that illustrated the Community Concerns expressed at the first workshop and the corridors ranked in the top tiers.

The workshop included a brief presentation and one small group exercise. Throughout the workshop, community members were encouraged to ask questions and provide input.

Presentation: The presentation included an overview of the project and a review of material presented at the workshop. Over half of the attendees of the workshop had not participated in the workshop held in November. The process by which the community concerns were translated into ranked traffic calming corridors or areas was described during the presentation.



Community members were asked to review the ranking criteria and prioritization criteria and to provide feedback on a simple questionnaire.

Group Exercise: Following the presentation, community members worked in small groups to identify potential traffic calming solutions for the highest ranked corridors or areas in the City. Using markers and stickers, community members placed traffic calming devices on the maps and discussed amongst themselves why they felt different devices were appropriate in their community.

Each group then reported to everyone their recommendations and sketches. Community members shared their thoughts and ideas regarding the ranking and about the different traffic calming devices in the toolbox.



3.4 DROP-IN DESIGN SESSIONS: APRIL 2012

On April 24, 2012, the project team congregated in the Community Room adjacent to City Hall to design the traffic calming concepts discussed in detail in Chapter 6 of this report. Throughout the day, the public was encouraged to drop in and ask questions of the project team, to work with the project team on developing traffic calming plans and to discuss their concerns with the City and consultant team. During each of the three drop-in sessions conducted, between 8 and 15 community members visited with the project team and provided input.

In addition to the public drop in sessions, meetings were conducted the same day with the school representatives and with Emergency Service representatives.

SCHOOL OFFICIALS MEETING

Principals from the high school, middle school and elementary school and School District officials attended the stakeholder meeting on April 24, 2012. During this meeting, school officials expressed their concerns regarding traffic and circulation around the school campuses in the City. A concern was expressed specifically about the lack of sidewalks and bike networks surrounding the schools, which results in high dependence on the automobile. School officials explained that many parents have safety concerns with letting children walk or get to/from schools by themselves and most parents drive their children to school.



Recent legislation has determined that posting a 15 mph School Zone speed limit may be appropriate in some areas. Members of the community have been proactively following this legislation and proactively discussing the benefits of reduced speed limits with school officials and the District Superintendent. During a standing committee with the City Manager, City Council members (2) and sheriff, the Superintendent of schools received positive feedback and was considering school zone speed limit reductions in the City around middle and elementary schools. The Superintendent indicated that the school zone speed reduction was probably not possible on Temple City Boulevard near Temple City High School. Many concerns about pedestrian safety and circulation are being addressed in the Safe Routes to School (SRTS) grant applications filed by the City in 2012.

In addition to the general discussions on school safety and circulation, each of the school representatives was encouraged to share specific traffic concerns surrounding their campus. The following summarizes concerns discussed during the meeting:

Oak Ave. Intermediate School

- Oak Ave. /Camino Real intersection is an offset intersection. There are pedestrian crossing concerns at the existing school crosswalk due to heavy traffic during the peak hour. The marked school crosswalk is located at an uncontrolled intersection without a crossing guard.
- There is a crossing guard at the other marked school crosswalk that is located at a controlled intersection.
- At the Emperor/Oak Ave. intersection (offset intersection), the left turn into school causes backup.

Restricting the left turn would help with congestion.

Temple City High School

- Surrounding the school some of the streets lack sidewalks:
 - Lemon- no sidewalk, narrow streets
 - Trelawney- no sidewalk
- North on Trelawney, the left turn vehicles queue up even though left turns are currently prohibited
- Westbound on Lemon, parents turn around in the middle of the street.
- There are “School Ahead” overhead signs and flashers on Temple City Blvd., but they are currently not working
- Potential for more visible signs- especially needed on sunny days on Lemon, which runs east-west. The sun makes it difficult to see signs during certain parts of the year.

Longden Elementary School

- Would like to see speed humps installed on Longden to lower traffic speeds.
- Accident occurred with child crossing street between cars
- Parents using Garibaldi- heavy backup
- Pickup at parking lot entrance on Longden- congestion backs up to intersection
- Potential for flashing lights/more visible signs
- More visible signs for turn restrictions



La Rosa Elementary School

- This is a K through 3 school. Due to the young age of the children, parents mostly park and pick up kids resulting in high congestion around the campus.
- School has tried numerous techniques to manage traffic including separate drop off zones by grade level
- At Encinita and Pentland there is a learning center nearby which has had accidents
- There are no sidewalks on Pentland

Cloverly Elementary School

- They would like to have a crossing guard at Broadway and Cloverly to help students cross the street before and after school
- Traffic congestion around the school is very high as most parents drive their kids to school
- School has tried walking bus and other walking programs to encourage walking to school
- U-turns around the campus have been a problem, so the school has used cones to control turning at parking lots

EMERGENCY SERVICES MEETING

The project team met with representatives from the Fire Department, Sheriff Department and Planning Department to discuss the elements of the Traffic Calming Master Plan and to hear their traffic concerns.

Public safety officials were concerned about the background (why) of the program and how the public was informed of this process.

Representatives from the Fire Department expressed a concern about speed humps explaining that speed humps have caused neck fractures to fire fighters when their trucks go over too quickly. In such cases, the humps were not well maintained and not visible. The Fire Department recommended that if speed humps are installed, they will need to be well maintained and have reflective paint or advance signage.

Specific locations where the Emergency Services representatives expressed their concerns included:

- El Monte Avenue- speeding, wide street
- Live Oak- speeding issues
- Traffic on Longden in the afternoon is particularly high by the elementary school
- Fire Department tries to avoid Rosemead Boulevard and Las Tunas due to traffic
- Fire Department tries to vary route to not affect residents

Recommendations regarding traffic calming devices from the emergency service representatives included:

- Prefer speed lumps to humps; good for motorcycle patrol as well
- Roundabouts- existing Village Green roundabout is tight, but able to get truck through
- Traffic circles- for stop-controlled intersections that people are stopping at currently
 - Some residents would be confused
- Half-street closure- emergency vehicles could still enter going the wrong way



- People may not obey
- Potential for tire puncture strip, but prevents patrol car access
- Fire- concerns for use of tools in toolbox where impact to emergency vehicles is indicated

In discussing the safety of students and traffic conditions around schools, the Emergency Services representatives discussed concerns over predators that prevent parents from allowing children to walk to school. Several recommendations for safety improvements were discussed during this meeting including modifying striping at Wendon and Cloverly needed at the curve in the road. Currently there is no sidewalk and people are walking in the street. Through this same section people are driving on the wrong side of the road and have been cited by the Sheriff's department.

Emergency Services understands the need for traffic calming. They expressed a concern about potential impacts to response time and want to remain involved in the review of the Master Plan and in the development of detailed traffic calming plans.

3.5 CITY COUNCIL AND PUBLIC SAFETY COMMISSION SPECIAL JOINT MEETING: SEPTEMBER 12, 2012

In September 2012, the Draft Master Plan was presented to Traffic Safety Commission and City Council. Although the Commission and Council were supportive of the Plan, modifications were recommended:

- Add traffic calming at Garibaldi Avenue/Camellia Avenue to address "lost driver issues" along the cul-de-sac
- Add traffic calming at Oak Avenue/W. Camino Real to address visibility and school traffic issues
- Modify criteria worksheets to allow traffic calming on the cul-de-sacs
- Modify the review/approval process to incorporate an appeal process and to designate City Council for final approval of modifications to the Plan
- Incorporate 15 mph school speed zone law in Existing Conditions section of the Plan

All recommendations were integrated into the Master Plan and are reflected in the final document.

3.6 PUBLIC SAFETY COMMISSION: OCTOBER 2012

The Final Plan was presented to Public Safety Commission on October 24, 2012. The Commission unanimously approved the recommendation to City Council for approval of the Plan.

3.7 PROJECT WEBSITE

A project website was developed to inform the community about community meetings and to post information developed for the project for the community to review. The website was accessible from the City's website and contained links to key City documents such as the Bicycle Master Plan and City General Plan Circulation Element.



In addition, community members could submit comments on the website, which were received by the consultant team. Over 20 public comments were received through the website.



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Chapter 4: TRAFFIC CALMING TOOLBOX

The Temple City traffic calming tools have been developed to address traffic calming through speed and volume control techniques. Traffic calming through *speed control* techniques is suitable at or along locations where excessive vehicular speeding is problematic and detrimental to public safety in the surrounding area. Traffic calming through *volume control* techniques is suitable at or along locations experiencing high levels of cut-through or other traffic through residential neighborhoods that have caused a disruptive or negative impact to the residents.

4.1 IDENTIFYING THE PROBLEM

The selection of an appropriate traffic calming tool depends upon identifying the root cause of the problem, the location of the proposed installation, and feasibility of implementation. Appropriate identification of the root cause of the problem is essential to identifying the most suitable solution for traffic calming. Streets may have multiple issues that contribute to the need for traffic calming. For instance, a residential street that attracts a large volume of cut-through traffic may consequently create a speeding issue. Identifying the problem as a speeding issue may reduce speeds in the short-term but does not address the long-term goal of reducing cut-through volume. Therefore, a thorough analysis and understanding of existing conditions is required to identify the root problem and a suitable traffic calming solution.

4.2 PLACEMENT OF TRAFFIC CALMING TOOL

The placement of a traffic calming tool is another significant yet challenging factor of achieving traffic calming. In addition to identifying and addressing the root problem, the effectiveness of a traffic calming tool highly depends on the correct placement of installation and/or the appropriate spacing between a series of traffic calming tools along a roadway. Neighborhood support is another factor that may impact the placement of traffic calming. While many residents may support the idea of traffic calming on their street, many may oppose the installation directly in front of their home and/or other factors such as a reduction of on-street parking.

4.3 CONSIDERATION OF ALL MODES OF TRANSPORTATION

Streets serve multiple users and modes of transportation including pedestrians, bicycles, transit and Emergency Service vehicles. As a result, any tool used to affect the way vehicles operate on a street may also affect other users. Potential impacts to other modes should be considered to minimize or prevent unintended consequences.



4.4 TOOLS IN THE TOOLBOX

Table 4-1 summarizes each of the tools within the Temple City Traffic Calming Toolbox, applicability, and potential impacts of each technique. Each tool is explained in greater detail following Table 1. The tools identified within the traffic calming toolbox are consistent with the Americans with Disabilities Act (ADA), American Association of State Highway and Transportation Officials (AASHTO), and local roadway design standards.

Traffic Calming costs can range from inexpensive (less than \$5,000) to very expensive (more than \$50,000). The cost of implementing the traffic calming device is dependent upon the environment where it is constructed. In Table 4-1, each device has an associated cost range, which is a typical construction cost, broken down as follows:

¹ Cost Range:	\$	Less than \$5,000
	\$\$	\$5,000 - \$10,000
	\$\$\$	\$10,000 - \$50,000
	\$\$\$\$	Greater than \$50,000

Physical characteristics of the road may have a significant effect on cost, including but not limited to existing drainage, pavement conditions, street lighting and ADA compliance. In some cases, the implementation of traffic calming can trigger the need to improve other features of the road. Therefore, it is beneficial to combine traffic calming projects with other City Capital Improvement Program (CIP) projects not only to reduce costs, but also to provide a comprehensive improvement to the local streets.

4.5 SPEED CONTROL MEASURES

Traffic control devices can address either speed or volume issues. In some cases, a device can have both a speed and a volume calming effect. The tools included in the Speed Control Measures toolbox are primarily focused on reducing the speed of traffic. This is accomplished by altering the driving conditions along the road, either through vertical deflection (a raise in the road) or horizontal deflection (a shift in the lanes). In most cases where speeding occurs, the driver has become accustomed to the driving environment and is unaware of his or her speed.

These slight modifications to the roadway conditions will keep the driver alert and aware of his or her surroundings and will reduce speeds. The design of most of these features will require slower speeds, giving drivers little choice but to comply with the design speed of the traffic calming device installed. However, the effect of the device will be isolated to that single location if traffic calming is not implemented as a system of devices.

The effectiveness of traffic calming overall on speed will depend upon the type, design and spacing of the devices in the traffic calmed area. The larger areas or the greater needs to reduce speed will result in a larger number of traffic calming devices. Shorter, more isolated cases will require fewer traffic calming devices. Appropriate design and spacing of these devices will result in an overall reduction in speed through the traffic calmed area.



Table 4-1: Traffic Calming Toolbox

	Applicable on...			Applicable for...		Impacts to...						Potential for Landscaping	Potential Benefit (% reduction in speed or volume)	Cost Range ¹
	Local Street	Collector Street	Arterial Street	Reducing Traffic Speed	Reducing Traffic Volume	Emergency Response	Noise	Access	Parking	Bicycles	Transit			
Initial Tools														
Education	•	•	•	•									--	\$
Radar Gun	•	•	•										--	\$
Signage	•	•	•	•									1-2%	\$
Radar Speed Trailer	•	•	•	•									T	\$
Enforcement	•	•	•	•									T	\$
Speed Control Measures														
Signing & Striping	•	•	•	•						P			1-2%	\$
Road Diet / Lane Reduction	P	•	•	•	•	•	•		•	•	P	P	D	\$
Diagonal Parking		•	P	•					•	•			D	\$
Speed Lumps	•	P		•	P		•						20%	\$\$
Speed Humps / Speed Table	•	P		•	P	•	•						20%	\$\$
Radar Feedback Signs	•	•	•	•									1-2%	\$\$\$
Chokers	•	•		•					•	P	P	•	5%	\$\$\$
Curb Extensions/Bulb Outs	•	•	•	•					P	P	•	•	5%	\$\$\$
Chicanes	•	•		•					•	P	•	•	15%	\$\$\$
Center Island/Median	•	•	•	•				P	P		P	•	5%	\$\$\$
Traffic Circle	•	•		•					P	P	P	•	10%	\$\$\$
Lateral Shifts	•	•		•					•	P		•	15%	\$\$\$
Raised Crosswalk	•	•		•	P	•	•		P				20%	\$\$\$
Raised Intersection	•	•		•	P	•	•					•	10%	\$\$\$
Roundabout	•	•	•	•					•	P	P	•	10%	\$\$\$\$
Volume Control Measures														
Turn Restrictions	•	•	•		•			•		P	•	•	10%	\$
Forced Turn Island	•	•			•			•	P	P	•	•	30%	\$
Half Street Closure	•	P			•			•			•	•	40%	\$\$
Full Street Closure	•				•	•		•		P	•	•	45%	\$\$\$
Median Barricade	•	•	•		•	•		•		P	•	•	30%	\$\$\$
Diagonal Diverter	•	P		•	P	•		•		P	•	•	35%	\$\$\$

P = potentially applicable or may have potential impacts. Overall applicability and affect of this tool will be dependent upon the design and placement.

T = temporary traffic control measure. May not have long term benefits. D = speed reduction through road diet or lane reduction is a factor of the volume on the road and the capacity of the road.



SIGNING & STRIPING

Modifying the signage along the road or changing the striping to narrow travel lanes effectively slows speeds by changing the travel environment. Narrower lanes create “friction” and thereby cause drivers to travel at a slower pace. Signs alert the driver to their speed, such as a radar feedback sign, or alert the driver to a change in conditions, such as “Traffic Calming Zone Ahead” signs. Too many signs can have an opposite effect on traffic. Sign clutter or sign pollution occurs when there are too many signs which can result in confusion to the driver. Therefore, usage of signs should be subject to careful consideration and compliance with local and regional standards.



RADAR FEEDBACK SIGNS

Radar feedback signs are an effective way to alert drivers of their speed. It is a portable sign that surveys the speed of each passing vehicle and displays the speed information on a board next to the posted speed limit. A radar feedback sign is used as passive enforcement to inform drivers of their travel speed. Many radar feedback signs are portable. They affix to a street light pole and are run on solar power or small battery packs. Relocating the



radar feedback signs on a regular basis will reduce the potential for drivers to become accustomed to the signs and ignore them. It also allows the City to relocate the signs as necessary to address community concerns over speed issues throughout the City.

ROAD DIET / ROAD NARROWING

When traffic volumes are low, it is often feasible to reduce the number of lanes on a road to reduce traffic speeds. Reducing the number of lanes may also occur to add or widen sidewalk, on-street parking, or bicycle lanes. A road diet or narrowing may be achieved through either re-striping or physical relocation of curbs. If restriping is selected, other modifications such as converting parallel parking to diagonal parking or adding curb extensions should be considered.

DIAGONAL PARKING

Diagonal parking allows vehicles to park along the curb at an angle, typically 60 degrees, rather than parallel to the curb. Diagonal parking can be either head-in or back-in and requires more road width, which narrows the roadway and may increase the number of parking spaces.



SPEED HUMPS, LUMPS, OR TABLES

Speed humps and lumps define a gradual raise in road to slow down traffic that is designed for 25 mph roads. A speed hump is an elongated, less abrupt version of a traditional speed bump. A speed lump is a variation of the speed hump that provides gaps



within the speed hump to allow large vehicles, such as emergency vehicles, to pass without impacting response times.



A speed table is a speed hump with a flat top that typically serves as both a traffic calming mechanism and a crosswalk that is level with the height of the curb or sidewalk.

BULB-OUTS / CURB EXTENSIONS

Bulb-outs or curb extensions increase the amount of sidewalk area at an intersection by extending the curb out further than the standard sidewalk. Curbs typically extend out to the width of the parking lane when parking is provided, or to the width of the shoulder in other cases. Curb extensions should not extend into the bicycle lane or block traffic flow in a through lane. Curb extensions at the corners of intersections are designed to reduce vehicle speed by narrowing the travel way at the intersection and to reduce the crossing distance for pedestrians. Curb extensions are particularly effective for slowing the speed of turning vehicles by reducing the turning radius.



CHOKERS / NECK DOWNS

Curb extensions placed midblock along a roadway to narrow the travel way are called chokers. In many cases, chokers are combined with a raised crosswalk or speed table to improve the overall effect of the traffic calming device.

Neck-downs reduce the total roadway width mid-block to slightly larger than a single lane. This requires vehicles to yield in order to pass. This device is only recommended on very low volume, low speed streets, but is very effective at improving driver awareness and reducing overall roadway speed.

CHICANE

A chicane is a set of alternating curb extensions that create an “S” curve midblock along a road to create a non-linear travel way for motorists. Speed through the chicane is largely determined based on the design features (spacing, angles, lane widths), but can range from 15 to 25 mph. Chicane typically require parking along the roadway to be removed to accommodate the median islands and curb extensions that are required.



CENTER ISLAND / MEDIAN

Center islands and medians used to reduce traffic speeds typically do not restrict traffic flow. They are placed on the



approach of (not through) the intersection and are intended to reduce crossing distance for pedestrians. By placing a median island on the approach to an intersection, it effectively reduces the lanes and necks down the approach. This alerts the driver to both the presence of the intersection by changing the roadway conditions.

TRAFFIC CIRCLE

Traffic circles entail adding a circle to the center of a standard intersection. Unlike the more commonly used roundabout, traffic circles are not a traffic control device. It is used to improve the visibility of intersections and reduce potential for head-on or t-bone accidents. In most cases, intersections with traffic circles include either yield or stop signs to control the flow of traffic.

LATERAL SHIFTS

Curb extensions that move traffic from one side of the road to the other are called lateral shifts. Approaching a lateral shift, it appears to the driver that there is a larger island in the middle of the road, but with appropriate striping and advanced signage, drivers are directed around the island. Bicycle and pedestrian facilities are designed along the outside curbs of the lateral shift, which increases the buffer between the vehicles and the pedestrian/bicyclists through the traffic calmed area.



RAISED CROSSWALK

Much like the speed table, a raised crosswalk is a gradual raise in road used to slow down traffic. The top of the raised crosswalk is flat and aligns with the existing height of the curb. The raised crosswalk eliminates the need for curb ramps at intersections or crosswalks as the pedestrian does not need to step down to cross the street. In most cases, raised crosswalks are implemented in locations where crosswalks currently exist. Crosswalk warrants or pedestrian studies may need to be conducted if raised crosswalks are recommended in new locations.



RAISED INTERSECTION

A fully elevated intersection is an effective way of improving visibility of an intersection. On all corners, a raised intersection allows for at-grade pedestrian crossings, which are effective at improving the overall pedestrian environment. Many raised intersections integrate pavement treatments or concrete ribbons through the intersection to help define the pedestrian and vehicular space. Raised intersections reduce traffic speeds both approaching the intersection as the elevation changes and through the intersection by increasing awareness of pedestrians and bicycles.

ROUNDBABOUT

A roundabout is a traffic control device that can be effective at reducing intersection speeds when designed appropriately. Unlike



the traffic circle, a roundabout includes median splitter islands, separated pedestrian crossing and signage. Yield and stop signs are not included in the design of a roundabout.

4.6 VOLUME CONTROL MEASURES

In residential areas, traffic volume is often a concern, particularly when cut through traffic is high. Depending upon density, neighborhood design and other factors, residential streets should carry between 1,000 and 2,400 vehicles per day. When volumes and speeds along residential streets are high, volume control measures should be considered.

Traffic volume is controlled by restricting access either through turn restrictions, street closures or access control.

TURN RESTRICTIONS

The most passive of all traffic volume control measures is the turn restriction sign. Turn restriction signage can restrict both left turns and right turns from a given street and can be limited to specified periods of time. However, turn restriction signage is passive and requires regular enforcement to be effective.

FORCED TURN ISLAND

Turn restrictions are actively enforced through the implementation of a forced turn island. These are medians or barricades constructed to physically restrict left or right turns.



HALF STREET CLOSURE

Half street closures block street access to either the inbound or outbound traffic, leaving half the street open for the opposing direction of traffic or emergency access. Access is restricted through the installation of barricades or curb extensions at the intersection.



FULL STREET CLOSURE

To fully restrict through traffic on a road, a cul-de-sac or gate may be constructed. Pedestrian, bicycle, and emergency vehicle access should be maintained whenever a street is closed.



DIAGONAL DIVERTER

When through traffic is an issue, but inbound and outbound access needs to be maintained, a diagonal diverter can be constructed. The diagonal diverter cuts the intersection in half diagonally, restricting vehicles from continuing through the intersection.



4.7 FORECAST BENEFITS & SPACING

Appendix B provides detailed design sheets for all traffic calming devices included in the toolbox. The design of the traffic calming devices assumes a 25 mph design speed in most cases. When necessary, the design of the device may be modified to achieve the desired speed for that device.

Using 25 mph as the basis for the design, Table 4-2 summarizes the potential speed reduction expectations for each of the devices included in the tool box. The speed reduction expectations are based on research conducted by Ewing and Brown and included in their book “U.S. Traffic Calming Manual”.

**Table 4-2
Estimated Speed Reduction**

Speed Control Device	Estimated Speed Reduction
Signing & Striping	1-2%
Road Diet / Lane Reduction	Based on Design
Diagonal Parking	Based on Design
Speed Lumps	20%
Speed Humps / Speed Table	20%
Radar Feedback Signs	1-2%
Chokers	5%
Curb Extensions/Bulb Outs	5%
Chicanes	15%
Center Island/Median	5%
Traffic Circle	10%
Lateral Shifts	15%
Raised Crosswalk	20%
Raised Intersection	10%
Roundabout	10%

Source: “U.S. Traffic Calming Manual, 2009”

To address cut through traffic issues, volume reduction measures may be implemented. Table 4-3 summarizes the estimated volume reduction benefits that may be achieved with the implementation of various volume control traffic calming devices.

**Table 4-3
Estimated Volume Reduction**

Volume Control Device	Estimated Volume Reduction
Turn Restrictions	10%
Forced Turn Island	30%
Half Street Closure	40%
Full Street Closure	45%
Median Barricade	30%
Diagonal Diverter	35%

Source: “U.S. Traffic Calming Manual, 2009”

To achieve a sustained speed reduction along the corridor, traffic calming devices should be spaced at regular intervals. In general, the typical spacing is approximately 300 to 500 feet. However, several factors need to be taken into consideration when establishing the spacing for each Focus Area or corridor. For corridors where the 85th percentile speed is more than 10 mph over the speed limit, a significant reduction in traffic speed will need to occur. Traffic calming will effectively reduce the speed at and through the implemented device. The spacing of devices will control the midpoint speed or maximum speed along the corridor.



Table 4-4 summarizes the recommended spacing for the City of Temple City based on research conducted and summarized in the “U.S. Traffic Calming Manual”.

**Table 4-4
Recommended Spacing between Traffic Calming Devices**

Posted Speed Limit	85th Percentile Speed	Recommended Spacing
25	30	500 feet
	35	300 feet
	40	100 feet
30	35	550 feet
	40	300 feet
35	40	1,200 feet
	45	600 feet

In general, the higher the posted speed limit, the farther apart the traffic calming devices should be. On slower speed streets, devices should be placed frequently enough so the driver maintains a constant travel speed.

When placing traffic calming devices, it is recommended that the physical conditions of the road be evaluated including location of parking, drainage infrastructure, pedestrian and bicycle facilities, and fire hydrants. Traffic calming devices should be placed in locations that have a minimal impact on the existing conditions of the road in order to minimize costs to the project.

4.8 ROAD CLOSURES AND COMMUNITY BUILDING

Temple City is designed with a traditional grid street system with long, straight roadways that mostly extend from one city boundary to the next. These long parallel corridors allow for excellent vehicular connectivity throughout the City, but tend to lose the sense of a central community core for neighborhoods throughout the City. Road closures (cul-de-sacs) have been used by cities throughout the United States to address issues of speeding and crime. Many cities who have used street closures to address both traffic and crime report success in both areas.

Temple City has an established Neighborhood Watch Program with annual meetings in each of the twelve (12) specified neighborhoods. Many of these neighborhoods overlap with the focus areas developed for the Traffic Calming Master Plan that will be discussed in section 6 of this Master Plan. The following Neighborhood Watch areas have identified street closures (either partial or full) in the Traffic Calming Master Plan and are illustrated in Figure 4-1:

- Area 2: Lemon Avenue west of Oak Avenue
- Area 2: Hart Avenue south of Longden Avenue
- Area 2: Loma Avenue north of Garibaldi Avenue
- Area 2: Cloverly Avenue at Woodruff Avenue
- Area 3: Agnes Avenue at Woodruff Avenue
- Area 4: Loma Avenue south of Broadway

Road closures result in redistribution of traffic and typically increase travel time for residents who live near the closure. Therefore, coordination of road closures should be fully discussed with residents prior to implementation. Additional



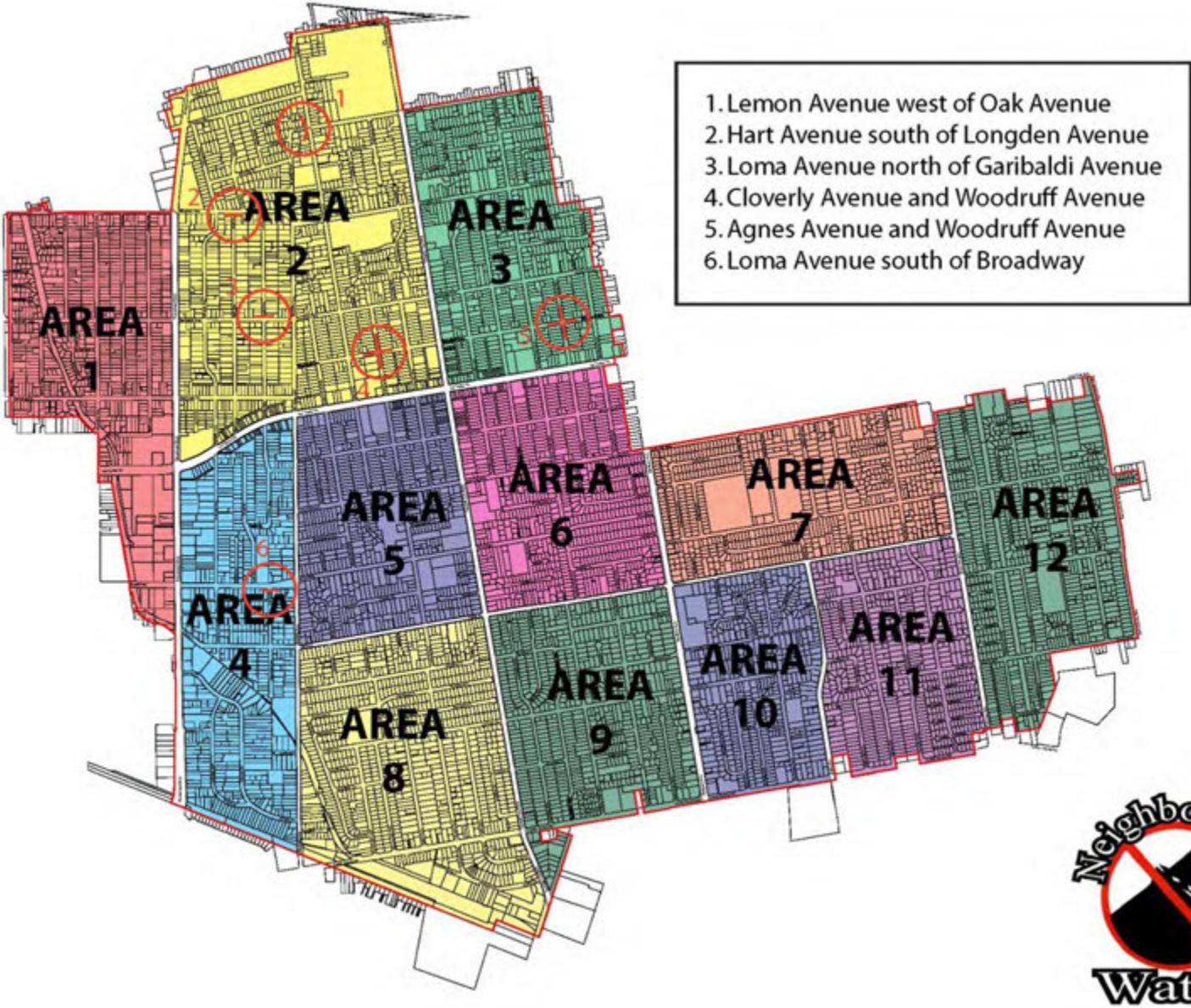


Figure 4-1
Neighborhood Watch Areas with Traffic Calming Road Closures



road closure locations should be discussed with neighborhood watch groups in order to deal with neighborhood safety concerns.

Since this study focuses on traffic calming, the recommendations included in Section 6 focus on neighborhood circulation, volume and speeding issues.

4.9 SUMMARY AND CONCLUSION

The traffic calming tools identified in this chapter can be applied throughout the City of Temple City. In the following chapters of this document, traffic calming plans are developed for high priority corridors in the City.

Since traffic calming affects traffic patterns as well as traffic speeds, the plans are developed to reduce the potential for diversion or spill over to other local streets. In future phases of the traffic calming program additional traffic calming plans will be developed for streets and neighborhoods not defined in the high priority category.



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Chapter 5: RANKING AND PRIORITIZATION

Existing conditions data was collected for over 80 locations in the City of Temple City. Study area intersections and roadway segments included in the study were selected based on both current community concerns expressed as part of the outreach process and historical traffic concerns identified by City staff and stakeholders. Although many locations were determined to have traffic issues, not all traffic issues were related to speed or cut-through traffic. More specifically, many concerns would not be addressed through the implementation of traffic calming devices.

Therefore, evaluation criteria were established to fine tune the study locations. Speed, volume and accident history were key criteria in narrowing down the study areas. Land use, pedestrians and bicycles were also considered in the ranking.

In the future, traffic calming requests will be submitted by the public to City of Temple City for consideration. The criteria established in this chapter and applied in this Master Plan will be useful in defining future traffic calming areas.

5.1 PURPOSE OF RANKING AND PRIORITIZATION

Funding for traffic calming will be limited and likely based on grant funding received through numerous sources. Once the study area was narrowed down to the key Focus Areas, these focus areas were ranked and prioritized. The ranking and prioritization is intended to serve as a guide. It is feasible that

the ranking and prioritization described in this chapter may alter over time for any number of reasons.

All roadway segments and intersections identified within the Focus Areas have traffic issues that should be addressed through the implementation of traffic calming.

5.2 RANKING CRITERIA

All study locations were evaluated and ranked based on ranking criteria established specifically for the City of Temple City. As stated previously, the ranking was used to narrow down the study roadways to those where traffic calming would efficiently address the current traffic concerns.

In general, lower volume/lower posted speed limit roads ranked higher than high volume/higher posted speed limit roads. Traffic calming is typically designed to address local traffic and speeding issues. Therefore, implementation on higher classification roads can result in traffic congestion, impacts to bicycles and only a moderate benefit to the community.

Up to 100 points could be achieved in five categories as part of the ranking process:

- Speed - 35 points
- Volume – 15 points
- Accident – 20 points
- Land Use – 10 points



- Roadway Characteristics – 20 points

SPEED

In most cases, traffic calming is implemented to reduce traffic speeds along a roadway. Speed can be evaluated in many ways including:

- Posted Speed Limit
- Current 85th Percentile Speed
- Appropriate Speed Limit

A total of 35 points is allocated between these three categories. A posted speed limit of 25 mph gets the highest number of points (20 points), as summarized in Table 5-1. A segment where the 85th percentile speed exceeds the posted speed limit by more than 10 mph gets the second highest points in this category (10 points). If the posted speed limit exceeds the recommended speed, a maximum of 5 points can be allocated to the segment.

VOLUME

Daily traffic volumes along each of the study segments were collected on a typical weekday. Daily traffic volumes were compared to the capacity of the road based on Caltrans classifications. Volume can be evaluated in many ways relative to traffic calming, including:

- Total Daily Traffic Volume (vehicles per day)
- Ratio of Volume to Capacity

Table 5-2 summarizes the ranking criteria based on daily traffic volume used in this analysis. Lower volume roads (less than 5,000 vehicles per day) received the highest number of points in the volume category with a maximum of 5 points.

**Table 5-1
Ranking Criteria: Speed**

Posted Speed	Points
25	20
30	15
35	10
40	5
45	0
MPH Over Posted Speed Limit	Points
0	0
5	2
10	6
15	10
Limit over Recommended?	Points
No	0
Yes	5

**Table 5-2
Ranking Criteria: Volume**

Daily Traffic Volume	Points
0	5
5000	4
10,000	3
15,000	2
20,000	1
Existing LOS	Points
A	10
B	8
C	6
D	4
E	2
F	0



Roadway operating conditions (V/C ratio) was allocated a maximum of 10 points. Table 5-2 summarizes the operating conditions ranking criteria. Roadways where the daily traffic volume is equal to the capacity of the roadway typically have low speeds due to traffic congestion during the peak commute periods. Therefore, traffic calming may have a potential negative impact to traffic conditions and was not considered appropriate for roadways where the V/C exceeded 1.0 and the LOS was determined to be LOS F. Roadway segments where the volume to capacity ratio was less than 0.50 (LOS A) received the maximum number of points, whereas roadway segments operating at a V/C ratio of 0.90 or higher (LOS E or LOS F) received no more than 2 points.

ACCIDENTS

Accident data was provided by the City of Temple City for all roadways and intersections within the study area. Data was reported for a period of five years (2007 through 2012). Traffic accident rates were calculated to normalize the accident data and provide a perspective on the proportionate number accidents relative to the traffic volume. The ranking criteria established for this study is based on the sum of the accident rates along the corridor studied. Table 5-3 summarizes the accident ranking criteria used in this analysis.

LAND USE

Surrounding land use can play a large factor in the need to reduce speeds. Residential streets, school zones and parks are areas where high pedestrian and bicycle activity typically occurs and justifies speeds around 25 mph. In the ranking criteria, points were allocated based on the proximity to a park or school. If a park or school took direct access from the study segment, the

location was determined to be “Immediate”. If the study segment was within a block or two away from the park or school, the segment was determined to be “Near”. Table 5-4 summarizes the points allocated to study segments that were adjacent to a park or to a school. A maximum of 10 points could be allocated to a segment based on the segments proximity to a park and/or a school.

**Table 5-3
Ranking Criteria: Accidents**

Accident Rate	Points
0	1
5	2
10	5
15	10
25	15
50	20

**Table 5-4
Ranking Criteria: Land Use**

Adjacent to Park?	Points
Immediate	5
Near	3
No	0
Adjacent to School?	Points
Immediate	5
Near	3
No	0
Walking Route	2



ROADWAY CHARACTERISTICS

The existing features of the roadway will affect the ability to implement traffic calming along an identified corridor or at an intersection. Bus and Emergency vehicle routes often limit the types of traffic calming that can be implemented. The presence of an existing median can be a limiting factor regarding modifications to the existing cross-section of the road. Future bicycle facilities are a key indicator that slower traffic speeds would benefit the corridor. All of these features are addressed in the roadway characteristics ranking criteria. Roads with high classifications, raised medians and bus routes received fewer points than those that were undivided with a planned bicycle facility. Table 5-5 summarizes the points by ranking category. The maximum points a study corridor could receive relative to its roadway characteristics is 20 points.

5.3 PRIORITIZATION

Using the criteria identified in Section 5.2 of this section, all study corridors were allocated points. A maximum of 100 points could be assigned to any one study corridor. Of the 87 corridors evaluated in this study, the maximum number of points allocated was 82 points and the lowest was 15 points.

Based on the ranking criteria, the study corridors were grouped into four Tiers:

- Tier 1: 60 or more points
- Tier 2: 55 to 60 points
- Tier 3: 50 to 55 points

- Tier 4: less than 50 points

**Table 5-5
Ranking Criteria: Roadway Characteristics**

Roadway Class	Points
Local	5
Major Collector	3
Minor	1
Primary Arterial	0
Median Type	Points
None	5
Raised	1
TWLTL	3
Bus Route	Points
No	5
Yes	0
Bicycle Facility Type	Points
Existing C1	5
Existing C2	4
Existing C3	3
Future BB	5
Future C2	4
Future C3	3
None	0



Only study corridors where 50 or more points were allocated were considered in the development of traffic calming plans in this Master Plan. All Tier 4 study corridors do not currently meet the minimum 50 point criteria established based on this ranking system. Tier 4 study corridors have been identified as corridors of concern and should be further evaluated by the city. However, it was determined that traffic calming is not a viable solution for addressing those concerns.

Figure 5-1 illustrates Tier 1 through Tier 3 study corridors based on the ranking criteria established for this Master Plan.

5.4 TIER 1 STUDY CORRIDORS

Tier 1 Study Corridors received more than 60 points within the ranking criteria. Table 5-6 summarizes the segments and total allocated points by ranking criteria category. Figure 5-2 illustrates the location of all Tier 1 Study Corridors.

5.5 TIER 2 STUDY CORRIDORS

Tier 2 Study Corridors received between 55 and 60 points within the ranking criteria. These corridors have less of a priority based on the current conditions, but the issues identified along the corridor could be improved through the implementation of traffic calming. Table 5-7 summarizes the Tier 2 Study Corridors. Figure 5-3 illustrates the Tier 2 locations.

5.6 TIER 3 STUDY CORRIDORS

Tier 3 Study Corridors received between 50 and 60 points. These corridors are marginal in the need for traffic calming and issues may be reasonably addressed through spot treatments. Each corridor in the Tier 3 ranking should be evaluated on a case by case basis and should be considered in conjunction with improvements along higher ranking corridors. Tier 3 Study Corridors are identified in Table 5-8 and illustrated in Figure 5-4.

5.7 TIER 4 STUDY CORRIDORS

Corridors receiving less than 50 points were assigned to Tier 4 and were not considered for traffic calming. These corridors should be monitored and if conditions change along these study corridors, then data should be reanalyzed and reconsidered for traffic calming. Study segments included in Tier 4 are summarized in Table 5-9.

5.8 RECOMMENDATIONS

Based on these ranked areas, Traffic Calming Focus Areas will be developed. The Focus Areas group the Study Corridors into traffic calming areas. A traffic calming plan will then be developed for each Focus Area, placing traffic calming priority in each area based on the ranking established in this section. The following chapter outlines the selection and designation of the Focus Areas included in the Master Plan.



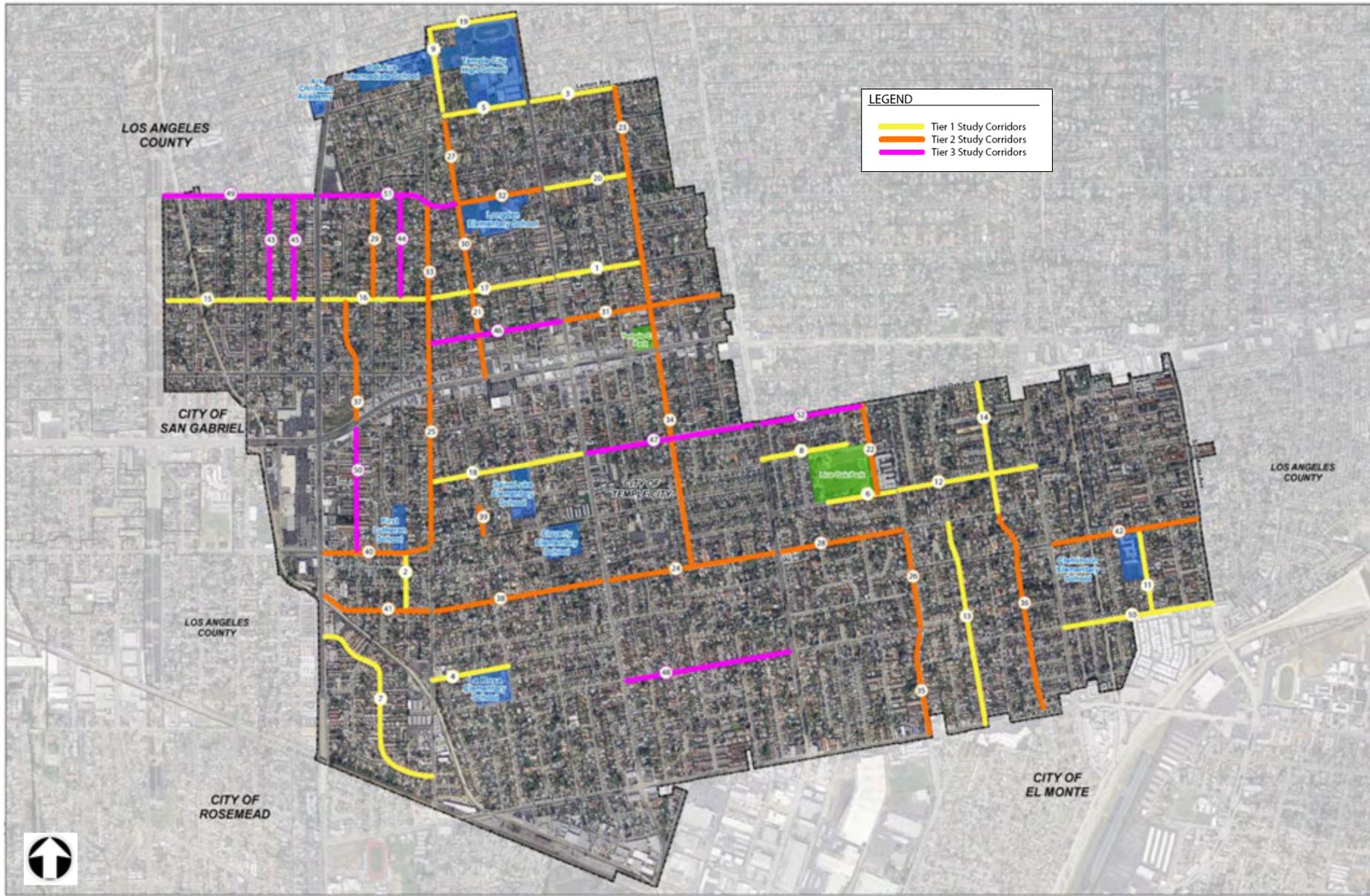


Figure 5-1
All Corridor Ranking Map



**Table 5-6
Tier 1 Study Corridors**

Rank	Roadway	Segment	Points	Speed (MAX = 35)	Volume (MAX = 15)	Accidents (MAX = 20)	Land Use (MAX = 10)	Road Type (MAX = 20)
1	Garabaldi Ave	Temple City Blvd to Golden West Ave	82	25	15	20	3	19
2	Loma Ave	Broadway Ave to Olive St	80	22	15	20	3	20
3	Lemon Ave	Temple City Blvd to Golden West Ave	75	25	15	15	2	18
4	Pentland St	Encinita Ave to Alessandro Ave	70	22	15	15	3	15
5	Lemon Ave	Oak Ave to Temple City Blvd	69	25	11	10	5	18
6	Daines Dr	Nadine St to Arden St	67	27	15	2	5	18
7	Sereno Dr	Rosemead Blvd to Encinita Ave	67	27	15	10	0	15
8	Bogue St	Baldwin Ave to Glickman Ave	67	22	15	10	5	15
9	Oak Ave	North of Lemon Ave	66	25	15	5	3	18
10	Grand Ave	El Monte Ave to Santa Anita Ave	65	25	15	10	0	15
11	Daleview Ave	Freer St to Grand Ave	63	20	15	10	3	15
12	Daines Dr	Arden St to El Monte Ave	62	27	15	2	0	18
13	Halifax Rd	Olive St to Lower Azuza Ave	62	27	15	5	0	15
14	Pal Mal Ave	Live Oak Ave to Olive St	62	22	15	10	0	15
15	Garabaldi Ave	West of Rosemead Blvd	62	15	15	15	0	17
16	Garabaldi Ave	Rosemead Blvd to Encinita Ave	62	15	15	15	0	17
17	Garabaldi Ave	Encinita Ave to Temple City Blvd	62	15	15	15	0	17
18	Live Oak Ave	Encinita Ave to Temple City Blvd	61	20	15	5	5	16
19	E Camino Real Ave	Oak Ave to Temple City Blvd	60	25	15	2	3	15
20	Longden Ave	Temple City Blvd to Golden West Ave	60	20	12	10	2	16



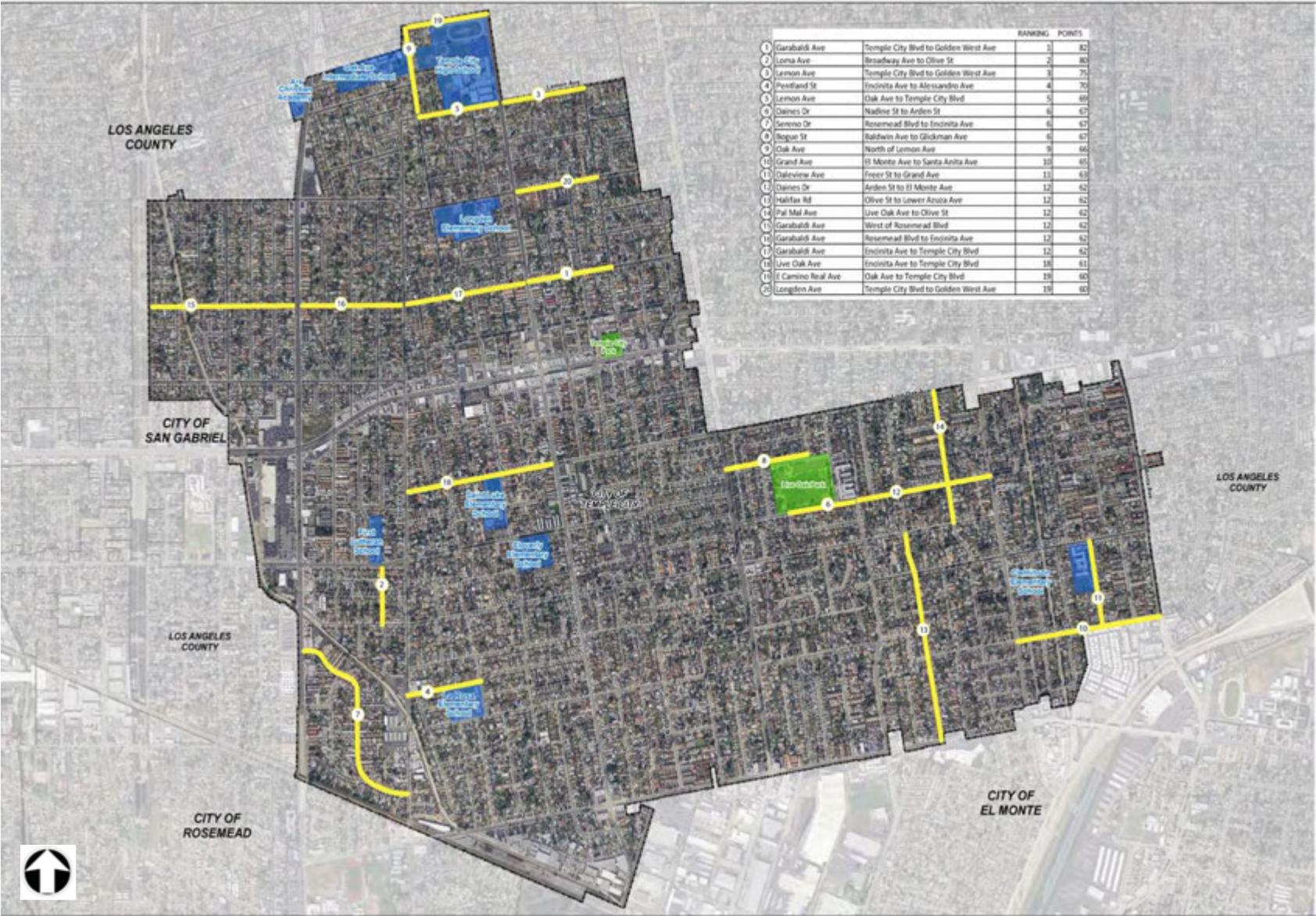


Figure 5-2
Tier 1 Study Corridors



**Table 5-7
Tier 2 Study Corridors**

Rank	Roadway	Segment	Points	Speed (MAX = 35)	Volume (MAX = 15)	Accidents (MAX = 20)	Land Use (MAX = 10)	Road Type (MAX = 20)
21	Oak Ave	Garibaldi Ave to Las Tunas Dr	59	25	9	10	0	15
22	Gracewood Ave	Live Oak Ave to Daines Dr	59	22	15	2	5	15
23	Golden West Ave	Lemon Ave to E Las Tunas Dr	59	15	15	5	8	16
24	Olive St	Temple City Blvd to S Baldwin Ave	58	20	15	5	0	18
25	Encinita Ave	Las Tunas Dr to Broadway Ave	58	22	15	5	0	16
26	Arden Dr	Olive St to La Rosa Dr	58	31	11	1	0	15
27	Oak Ave	Lemon Ave to Longden Ave	57	27	11	2	2	15
28	Olive St	Baldwin Ave to Arden Dr	57	22	15	2	0	18
29	Hart Ave	Longden Ave to Garibaldi Ave	57	26	15	1	0	15
30	Oak Ave	Longden Ave to Garibaldi Ave	56	25	9	2	5	15
31	Woodruff Ave	Temple City Blvd to Baldwin Ave	56	22	15	1	3	15
32	Longden Ave	Oak Ave to Temple City Blvd	56	20	10	2	8	16
33	Encinita Ave	Longden Ave to E Las Tunas Dr	56	15	15	10	0	16
34	Golden West Ave	E Las Tunas Dr to Olive St	56	15	15	10	0	16
35	Arden Dr	La Rosa Dr to Lower Azusa Rd	56	31	9	1	0	15
36	Pal Mal Ave	Olive St to Lower Azusa Rd	55	20	15	5	0	15
37	Sultana Ave	Garibaldi to E Las Tunas Dr	55	20	15	5	0	15
38	Olive St	Encinita Ave to Temple City Blvd	55	20	15	2	0	18
39	Alessandro Ave	Wedgewood St to Broadway	54	20	15	1	3	15
40	Broadway Ave	Rosemead Blvd to Encinta Ave	54	20	13	5	3	13
41	Olive St	Rosemead Blvd to Encinita Ave	54	20	15	1	0	18
42	Freer St	El Monte Ave to Santa Anita Ave	54	15	15	1	5	18





Figure 5-3
Tier 2 Study Corridors



**Table 5-8
Tier 3 Study Corridors**

Rank	Roadway	Segment	Points	Speed (MAX = 35)	Volume (MAX = 15)	Accidents (MAX = 20)	Land Use (MAX = 10)	Road Type (MAX = 20)
43	Ivar Ave	Longden Ave to Garibaldi Ave	53	22	15	1	0	15
44	Loma Ave	Longden Ave to Garibaldi Ave	53	22	15	1	0	15
45	Reno Ave	Longden Ave to Garibaldi Ave	53	22	15	1	0	15
46	Woodruff Ave	Encinita Ave to Temple City Blvd	53	22	15	1	0	15
47	Live Oak Ave	Temple City Blvd to S Baldwin Ave	53	20	15	2	0	16
48	La Rosa Dr	Temple City Blvd to S Baldwin Ave	53	15	15	10	0	13
49	Longden Ave	West of Rosemead Blvd	53	10	14	15	0	14
50	Sultana Ave	E Las Tunas Dr to Broadway	52	20	15	2	0	15
51	Longden Ave	Rosemead Blvd to Oak Ave	52	20	8	5	3	16
52	Live Oak Ave	S Baldwin Ave to Gracewood Ave	52	22	10	1	3	16



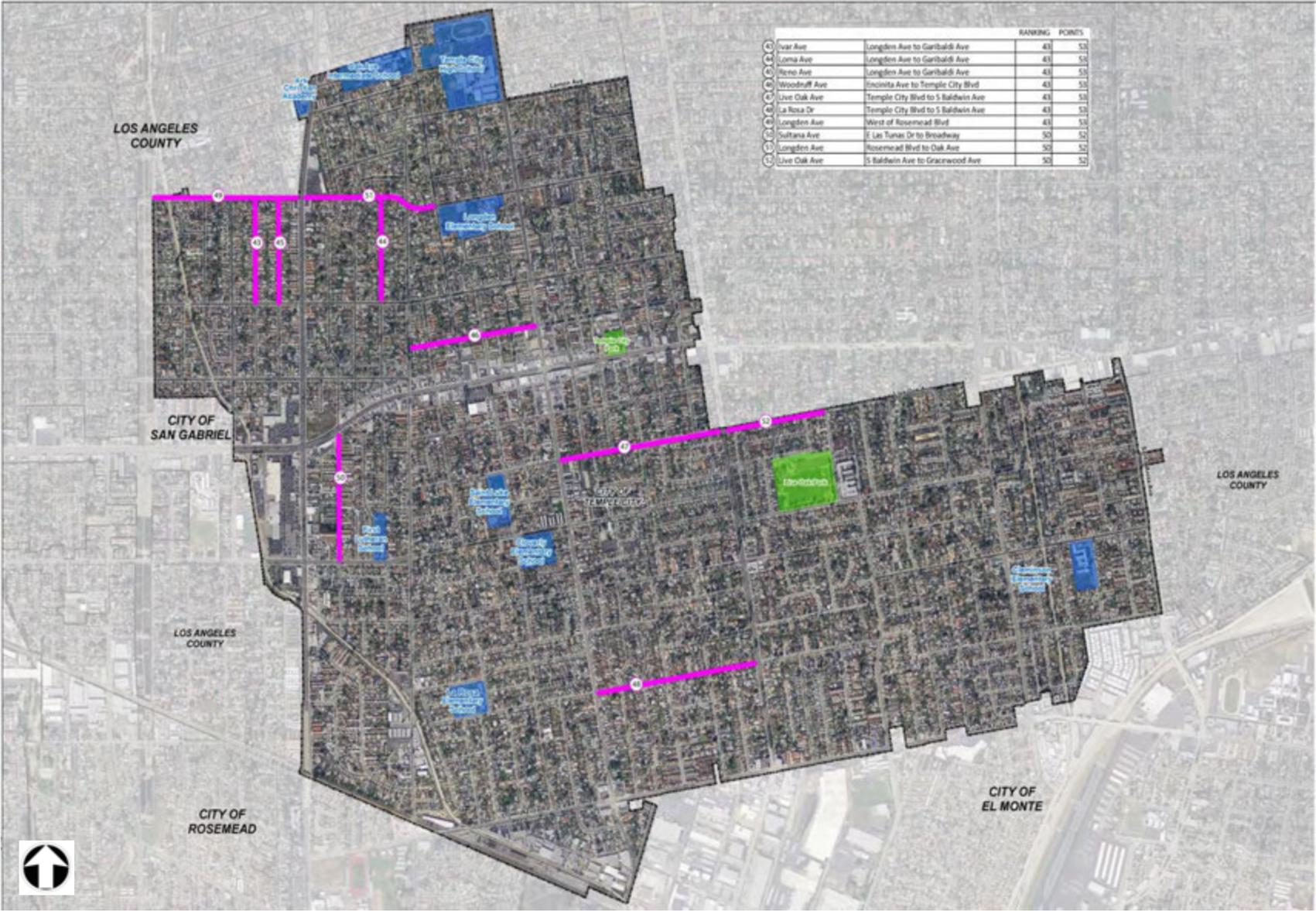


Figure 5-4
Tier 3 Study Corridors



**Table 5-9
Tier 4 Study Corridors**

Rank	Roadway	Segment	Points	Speed (MAX = 35)	Volume (MAX = 15)	Accidents (MAX = 20)	Land Use (MAX = 10)	Road Type (MAX = 20)
53	Encinita Ave	Olive St to Lower Azusa Rd	51	20	14	1	0	16
54	La Rosa Dr	Fratus Dr to Temple City Blvd	51	17	15	1	5	13
55	La Rosa Dr	S Baldwin Ave to Arden Dr	51	21	15	2	0	13
56	N Muscatel Ave	Longden Ave to E Las Tunas Dr	49	25	7	2	0	15
57	Encinita Ave	Broadway Ave to Olive	49	20	12	1	0	16
58	Olive St	Arden Dr to El Monte Ave	49	20	15	1	0	13
59	Broadway Ave	Encinita Ave to Temple City Blvd	49	15	14	2	5	13
60	Freer St	Arden Dr to El Monte Ave	49	15	15	1	0	18
61	Broadway Ave	Temple City Blvd to S Baldwin Ave	48	15	15	5	0	13
62	Golden West Ave	Olive St to Lower Azusa Rd	47	15	15	1	0	16
63	El Monte Ave	Freer St to Grand Ave	43	12	14	2	0	15
64	Live Oak Ave	Gracewood Ave to El Monte Ave	41	12	14	1	0	14
65	El Monte Ave	Daines Dr to Freer St	40	10	14	1	0	15
66	Lower Azusa Rd	Encinita Ave to Temple City Blvd	39	15	10	1	3	10
67	Temple City Blvd	Longden Ave to Las Tunas Dr	39	10	9	2	8	10
68	Temple City Blvd	Las Tunas Dr to Olive St	35	10	10	2	3	10
69	Temple City Blvd	South of Lower Azusa Rd	35	10	13	2	0	10
70	Broadway Ave	West of Rosemead Blvd	34	10	11	2	2	9
71	Temple City Blvd	Olive St to Lower Azusa Rd	33	10	12	1	0	10
72	Lower Azusa Rd	S Baldwin Ave to El Monte Ave	32	15	3	1	5	8
73	Temple City Blvd	Lemon Ave to Longden Ave	32	10	10	2	2	8
74	Temple City Blvd	North of Lemon Ave	32	12	9	1	2	8
75	Las Tunas Dr	Temple City Blvd to Baldwin Ave	32	7	11	2	5	7
76	Lower Azusa Rd	Temple City Blvd to S Baldwin Ave	30	15	7	2	0	6



Temple City Traffic Calming Master Plan

Rank	Roadway	Segment	Points	Speed (MAX = 35)	Volume (MAX = 15)	Accidents (MAX = 20)	Land Use (MAX = 10)	Road Type (MAX = 20)
77	Baldwin Ave	Live Oak Ave to Olive St	28	15	3	1	3	6
78	Baldwin Ave	Olive St to Lower Azuza Rd	25	15	3	1	0	6
79	Las Tunas Dr	Encinita Ave to Temple City Blvd	25	7	9	2	0	7
80	Las Tunas Dr	Rosemead Blvd to Encinita Ave	23	5	9	2	0	7
81	Santa Anita Ave	Daines to Grand Ave	23	5	12	1	0	5
82	Las Tunas Dr	West of Rosemead Blvd	22	5	11	1	0	5
83	Santa Anita Ave	Live Oak Ave to Daines Dr	22	5	11	1	0	5



Chapter 6: FOCUS AREAS AND TRAFFIC CALMING PLANS

Based on the rankings established in Chapter 5 of this document, Focus Areas were established that grouped the Tier 1, 2 and 3 corridors. Focus Areas are bound by either major roadways or by changes in land use or community features. For each of the 13 Focus Areas, a Conceptual Traffic Calming Plan was developed to address the overall traffic concerns within the area. By establishing Focus Areas rather than corridor plans, neighborhood-specific traffic calming Master Plans are developed that not only address the concerns of the community, but also address the potential for diversion of traffic or spillover effect that may be associated with the implementation of traffic calming devices on a corridor by corridor basis.

6.1 FOCUS AREA OVERVIEW

Figure 6-1 illustrates the 13 Focus Areas developed from the Ranking and Prioritization summarized in Chapter 5. Each of the Focus Areas include a group of 2 or more corridors that ranked in the top 50 corridors studied as part of the Traffic Calming Master Plan. In the following sections, each of the Focus Areas are described in detail and a Conceptual Traffic Calming Plan is presented.

Each of the Conceptual Traffic Calming Plans are based on input from the community at the workshops conducted, information gathered in the field and input from City staff. Following the approval of the Traffic Calming Master Plan, the Conceptual Traffic Calming Plans will be presented to the community prior

to implementation and/or funding recommendations from City Council. It is feasible that additional input from the community or from the Council may result in changes in the traffic calming devices identified in this study. The goal of these Conceptual Plans is to define the placement and types of traffic calming devices that would effectively reduce traffic speeds to the desired or posted speeds. Changes in the traffic calming devices may result in changes in the effectiveness of the plan and should be evaluated prior to implementation.

In addition, the Conceptual Traffic Calming Plans presented have undergone preliminary engineering review. Detailed field review and engineering of the conceptual designs may result in a need to modify or relocate devices to reduce construction cost or improve effectiveness within the built environment.

Table 6-1 provides a detailed summary of the 13 Focus Areas developed for this Master Plan including a brief description of the concerns and solutions identified.



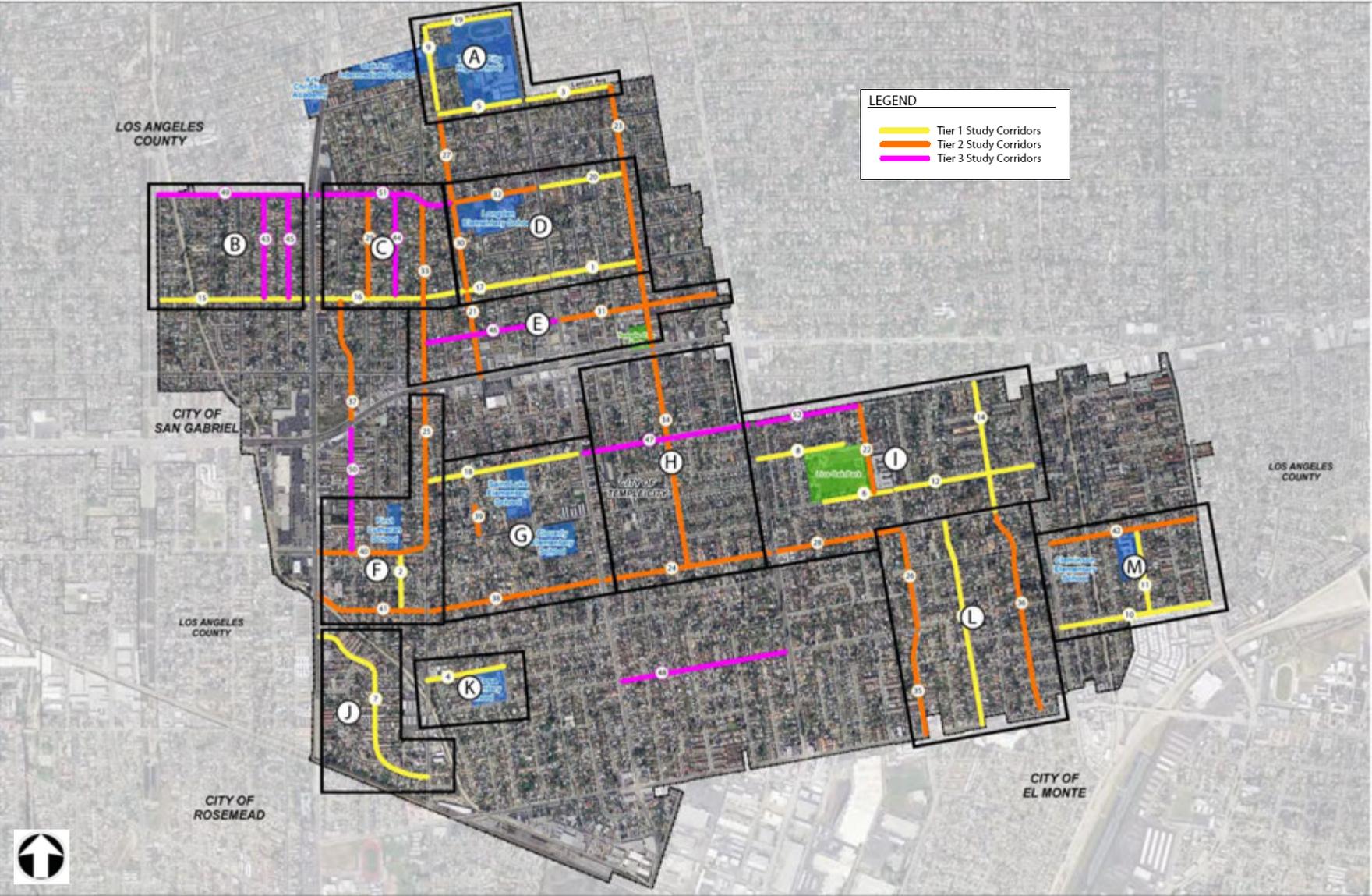


Figure 6-1
Focus Area Map



**Table 6-1
Focus Area Descriptions**

Focus Area		Identified Concerns
A	Temple City High School & Oak Avenue Middle School	Focus Area A includes Temple City High School and Oak Avenue Intermediate School. The Focus Area is bound by E. Camino Real Avenue to the north, Temple City Boulevard to the east, Oak Avenue to the west, and Lemon Avenue to the south. The area includes the offset intersections of Emperor Avenue at Oak Avenue and Camino Real at Oak Avenue. The interaction between school circulation and traffic calming was an important focus of this area.
B	West of Rosemead Cut Through Traffic	Focus Area B addresses cut through traffic that occurs west of Rosemead Boulevard. The Focus Area is bound by Longden Avenue to the north and Garibaldi Avenue to the south. Located on the western border of the city, it includes a segment of N. Muscatel Avenue, Ivar Avenue and Reno Avenue. Traffic calming on Rosemead Boulevard to the east is not being considered since future improvements will be implemented as part of the separate Rosemead Boulevard Improvement Project. Focus Area B is entirely residential.
C	East of Rosemead Cut Through Traffic	Focus Area C is bordered by Longden Avenue to the north and Garibaldi Avenue to the south. Although it doesn't include Longden Elementary School, it is close to the border of the school and therefore includes routes that provide major circulation and access for the school such as Longden Avenue and Encinita Avenue. It also includes segments of Loma Avenue, Hart Avenue, and Sultana Avenue. Traffic calming on Rosemead Boulevard to the west is not considered since future improvements will be implemented as part of the separate Rosemead Boulevard Improvement Project. Area C encloses residential neighborhoods.
D	Longden Elementary School	Focus Area D includes Longden Elementary School and the fronting roads surrounding the school, and is bounded by Longden Avenue to the north, Garibaldi Avenue to the south, Oak Avenue to the west, and Golden West Avenue to the east. Temple City Boulevard runs through the middle of the Focus Area.
E	Woodruff Avenue	Focus Area E encompasses Woodruff Avenue from Encinita Avenue to the eastern City boundary. Woodruff Avenue is immediately north of and runs parallel to Las Tunas Boulevard. During congested periods of the day, drivers were observed to divert from Las Tunas onto Woodruff Avenue to avoid the many traffic signals along the major corridor. Through Focus Area E, there are limited stop controlled and signal controlled intersections.
F	First Lutheran School	Focus Area F addresses traffic concerns in the community surrounding First Lutheran School, which is located near the intersection of Broadway and Noel Drive. The Focus Area encompasses the area bound by Rosemead Boulevard to the west, Encinita Avenue to the east, Las Tunas Avenue to the north and Olive Street to the south.



Focus Area		Identified Concerns
G	Cloverly Elementary School & St. Luke Elementary School	Focus Area G encompasses two elementary schools in the heart of the City. Many common concerns were expressed during community outreach meetings regarding traffic speeds and parent driver behaviors around schools. The improvements in this Focus Area address speed and pedestrian access near the schools. St. Luke Elementary School fronts Live Oak Avenue and Cloverly Elementary School fronts Cloverly Avenue. Focus Area G boundary expands beyond the two schools extending from Encinita Avenue to the west, Temple City Boulevard to the east Live Oak Avenue to the north and Olive Street to the south.
H	Golden West Avenue	Focus Area H extends along Golden West Avenue and the intersecting streets of Broadway, Live Oak and Olive.
I	Live Oak Park	Focus Area I includes Live Oak Park and has an overall emphasis on improving pedestrian visibility and reducing traffic speed near the park and along routes immediately adjacent to the park. The Focus Area extends from Live Oak Avenue to the north, Olive Street to the south, S. Baldwin Avenue to the west and El Monte Avenue to the east.
J	Sereno Drive	Sereno Drive is a cut through route between Rosemead Boulevard and Encinita Avenue. This route reduces the travel distance from Rosemead Boulevard south to Lower Azusa Road, resulting in higher traffic volumes and speeds than would be anticipated on a residential street. Therefore, Focus Area J addresses solely those traffic issues that occur on Sereno Drive.
K	La Rosa Elementary School	Focus Area K includes La Rosa Elementary school. Much like other elementary schools included in this study, the community expressed concerns relative to speeds of traffic around the school as well as parent driving and parking behaviors. This plan addresses speed and cut through traffic. The Safe Routes to School Grant Application addresses student pedestrian safety and school circulation issues. The study area for Focus Area K extends from Pentland Street to the north to La Rosa Drive to the south, and from Encinita Avenue to the west to Alessandro Avenue to the east.
L	Olive Drive to Lower Azusa Drive Cut Through Routes	This Focus Area addresses north-south traffic that passes through Temple City between Olive Street to the north and Lower Azusa Road to the south. The study area extends from Arden Drive to the west and to Pal Mal Avenue to the east.
M	Cleminson Elementary School	Focus Area M encompasses Cleminson Elementary School, which is located near the intersection of Freer Street and Daleview Avenue. The Focus Area extends from El Monte Avenue to the west to Santa Anita Avenue to the east and from Freer Street to the north to Grand Avenue to the south.



6.2 FOCUS AREA A: TEMPLE CITY HIGH SCHOOL & OAK AVENUE INTERMEDIATE SCHOOL

Focus Area A includes Temple City High School and Oak Avenue Intermediate School. The Focus Area is bound by E. Camino Real Avenue to the north, Temple City Boulevard to the east, Oak Avenue to the west, and Lemon Avenue to the south. The area includes the offset intersections of Emperor Avenue at Oak Avenue and Camino Real at Oak Avenue. The interaction between school circulation and traffic calming was an important focus of this area.

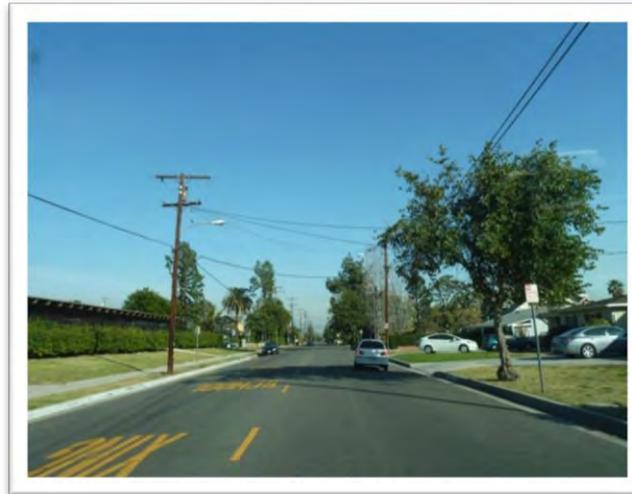
COMMUNITY CONCERNS

During the public outreach events, the community identified Oak Avenue and Lemon Avenue as needing traffic calming to address speeding issues around the schools (Oak Avenue Intermediate School and Temple City High School). Community members also cited concerns about speeding and traffic at Oak Avenue and Emperor Street.

CRITICAL TRAFFIC ISSUES

Data for Lemon Avenue reveals a high accident rate of approximately 24 accidents per million vehicle miles with speeds observed in excess of 30 mph. Lemon Avenue is planned as a future Class III bicycle facility (bicycle route) and fronts Temple City High School. Observations during school peak drop-off and pick-up periods included illegal u-turns and double parking along Lemon Avenue.

Field observations and data collected along Oak Avenue suggests that school traffic along Oak affects the flow and speed of traffic during peak school periods. The posted speed limit is 30 mph, however the observed travel speed was 33 mph. Due to the frequent school activity and low volume of traffic, an ideal speed limit for this route is 25 mph. Therefore, modifications to address traffic speeds should be considered.



Lemon Avenue:

ADT Volume: 2,781 vpd
 Posted Speed: 30 mph
 Accident Rate: 24

E. Camino Real Avenue:

ADT Volume: 1,805 vpd
 Posted Speed: 30 mph
 Accident Rate: 6

Oak Avenue:

ADT Volume: 1,767 vpd
 Posted Speed: 30 mph
 85th Percentile Speed: 33 mph
 Accident Rate: 12

Temple City Boulevard:

ADT Volume: 20,283 vpd
 Posted Speed: 35 mph
 85th Percentile Speed: 42 mph
 Accident Rate: 2



APPROPRIATE TRAFFIC CALMING DEVICES

- Turn Restrictions
- Speed Tables/Raised Crosswalks
- Curb extensions/Bulb outs
- Road Closure

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-2, 12 traffic calming devices are recommended within the study area. The total estimated cost for the improvements within the focus area is \$290,750.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, several other studies have recommended improvements, which are illustrated in Exhibit 6-2 including:

- Temple City Bike Master Plan Class II & Class III Bicycle Facilities
- 2012 Safe Routes to School Grant Applications
 - Yellow crosswalks with diagonal or zebra stripe
 - Install School Zone 25mph Speed Limit signs
 - Install solar pedestrian actuated crosswalk signs with flashing crosswalk warning lights
 - Provide “SLOW SCHOOL XING” pavement
 - Replace School Zone Signs

**Table 6-2
Focus Area A Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
E. Camino Real	Install Traffic Circle at E. Camino Real & Brentmead Avenue	\$25,000	Speed -10%
	Install Speed Table between Brentmead Avenue & Temple City Boulevard	\$5,000	Speed -20%
Temple City Boulevard	Install curb extensions at Temple City Boulevard & E. Camino Real Intersection	\$60,000	Turning Speed -5%
	Install curb extensions at Temple City Boulevard & Lemon Avenue Intersection	\$60,000	Turning Speed -5%
Oak Avenue	Install Raised Crosswalk at Oak Avenue & E. Camino Real intersection (across south leg)	\$15,000	Speed -20%
	Install Raised Crosswalk at Oak Avenue & Emperor Avenue (across north leg)	\$15,000	Speed -20%
	Install “No Left Turn During School Hours” sign on northbound approach at Oak Avenue / South Emperor Avenue	\$250	Volume -10%
	Install curb extensions at Oak Avenue & W. Camino Real intersection	\$30,000	Turning Speed -5%
South Emperor Street	Install “No Left Turn During School Hours” sign on the eastbound approach at Oak Avenue / South Emperor Avenue.	\$250	Volume -10%
Lemon Avenue	Close Lemon Avenue west of Oak Avenue. Construct gate and/or cul-de-sac. Maintain bicycle and pedestrian access at road closure.	\$50,000	Volume -45%
	Install Raised Crosswalk between Trelawney Avenue & Oak Avenue	\$15,000	Speed -20%
	Install Raised Crosswalk at Lemon Avenue & Trelawney Avenue(east leg)	\$15,000	Speed -20%
	Install “No Left Turn During School Hours” sign on northbound approach at Lemon Avenue & Trelawney Avenue	\$250	Volume -10%
TOTAL		\$290,750	



6.3 FOCUS AREA B: WEST OF ROSEMEAD BOULEVARD CUT THROUGH TRAFFIC

Focus Area B addresses cut through traffic that occurs west of Rosemead Boulevard. The Focus Area is bound by Longden Avenue to the north and Garibaldi Avenue to the south. Located on the western border of the city, it includes a segment of N. Muscatel Avenue, Ivar Avenue and Reno Avenue. Traffic calming on Rosemead Boulevard to the east is not being considered since future improvements will be implemented as part of the separate Rosemead Boulevard Improvement Project. Focus Area B is entirely residential.

COMMUNITY CONCERNS

During the public outreach events, the community identified that it was difficult to make turns at Rosemead Boulevard and Garibaldi Avenue. This issue will be resolved when the traffic signal is installed as part of the Rosemead Boulevard Project. Additional comments from the City indicated that cut through traffic occurs on Sultana Avenue, Ivar Avenue and Reno Avenue when Rosemead Boulevard is congested. Garibaldi Avenue and Longden Avenue ranked high in the corridor prioritization and ranking process primarily due to the high traffic speeds and high accident rates.



CRITICAL TRAFFIC ISSUES

Both Garibaldi Avenue and Longden Avenue have high accident rates. Since both routes are recommended to have Class III bicycle facilities (bicycle route) and have posted speed limits of 30 to 35 mph, measures to improve safety and maintain existing speed limits are recommended.

Garibaldi Avenue:

ADT Volume: 975
 Posted Speed: 30 mph
 Accident Rate: 45

Longden Avenue:

ADT Volume: 6,426
 Posted Speed: 35 mph
 Accident Rate: 29

Reno Avenue:

ADT Volume: 535
 Posted Speed: 25 mph
 85th Percentile Speed: 34 mph
 Accident Rate: 0

Ivar Avenue:

ADT Volume: 367
 Posted Speed: 25 mph
 85th Percentile Speed: 31 mph
 Accident Rate: 0



APPROPRIATE TRAFFIC CALMING DEVICES

- Speed Tables or Humps
- Roundabouts
- Medians
- Restriping
- Radar Speed Detection

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-2, six traffic calming devices are recommended within the study area. The total estimated cost for the improvements within the focus area is \$546,500.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, several other studies have recommended improvements, which are illustrated in Exhibit 6-2, including:

- Temple City Bike Master Plan Class II & Class III Bicycle Facilities

**Table 6-3
Focus Area B Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Longden Avenue	Install roundabout at Longden Avenue & Sultana Avenue	\$500,000	Speed -10%
Reno Avenue	Install two speed humps or speed tables between Longden Avenue & Garibaldi Avenue. Speed humps should be placed no closer than 500' apart to achieve desired results	\$10,000	Speed -20%
Ivar Avenue	Install two speed humps or speed tables between Longden Avenue & Garibaldi Avenue. Speed humps should be placed no closer than 500' apart to achieve desired results	\$10,000	Speed -20%
Garibaldi Avenue	Install a "Your Speed Sign" in advance of N. Muscatel Avenue.	\$15,000	Speed -2%
	Install medians on the east and west leg of the Garibaldi Avenue & Sultana Avenue intersection to narrow the travel way.	\$7,000	Speed -5%
	Modify striping to narrow travel lanes and add "sharrows" within the outside travel lane. Add "Bicycle Route" signs to indicate Class III bicycle facility per the City's Bicycle Master Plan	\$4,500	Speed -2%
TOTAL		\$546,500	



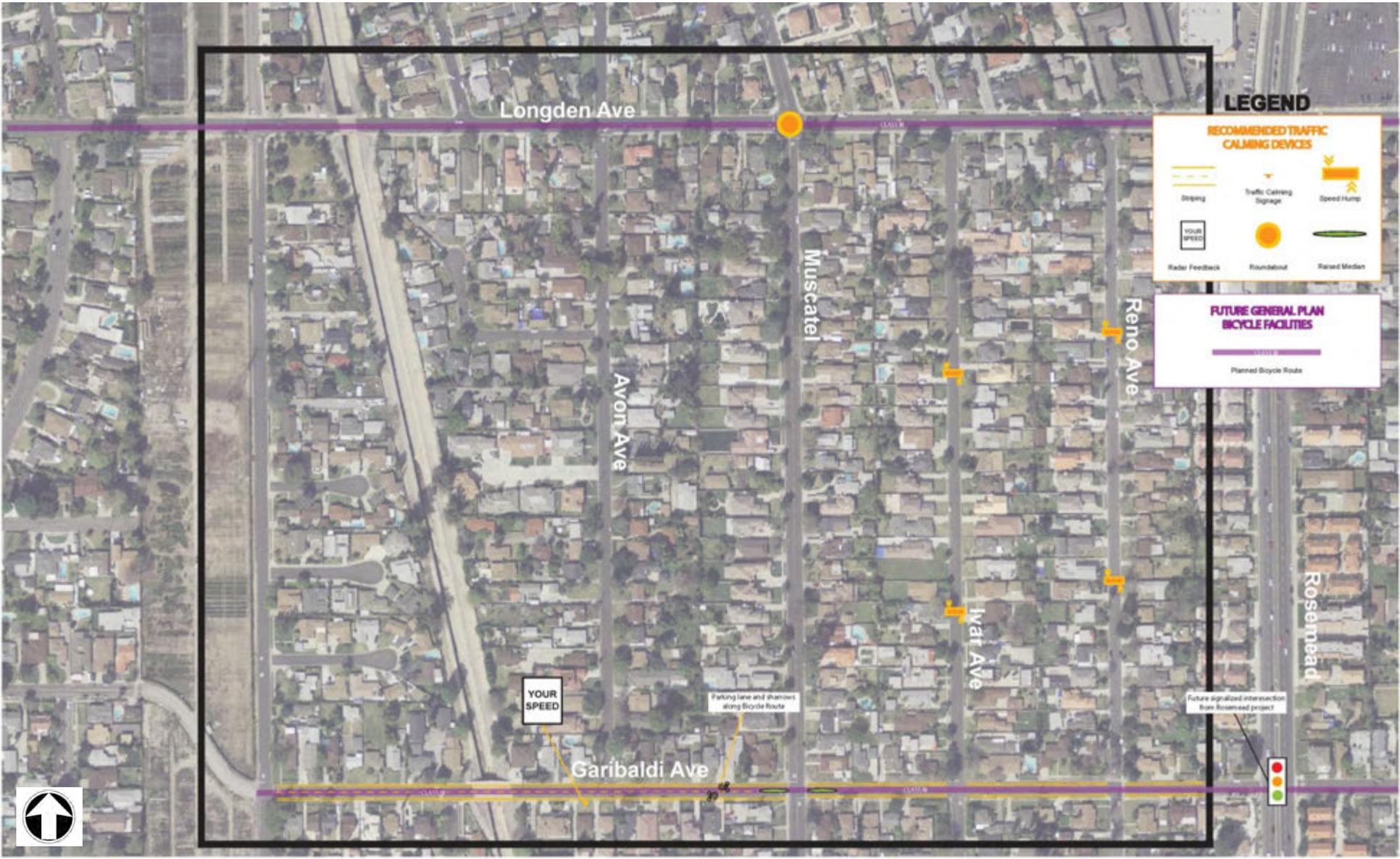


Figure 6-3
Focus Area B: West of Rosemead Boulevard



6.4 FOCUS AREA C: EAST OF ROSEMEAD BOULEVARD CUT THROUGH TRAFFIC

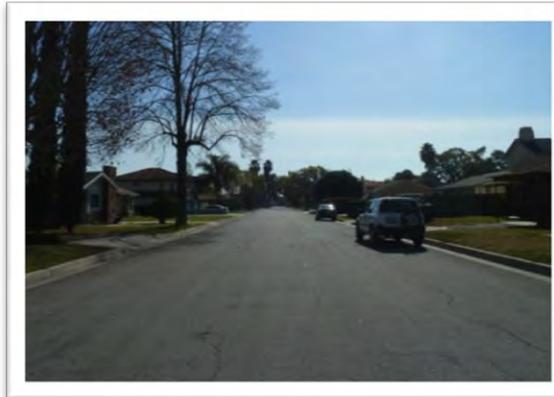
Focus Area C is bordered by Longden Avenue to the north and Garibaldi Avenue to the south. Although it doesn't include Longden Elementary School, it is close to the border of the school and therefore includes routes that provide major circulation and access for the school such as Longden Avenue and Encinita Avenue. It also includes segments of Loma Avenue, Hart Avenue, and Sultana Avenue. Traffic calming on Rosemead Boulevard to the west is not considered since future improvements will be implemented as part of the separate Rosemead Boulevard Improvement Project. Area C encloses residential neighborhoods.

COMMUNITY CONCERNS

Through the community outreach process, residents expressed concern regarding cut through traffic on Hart Ave and Loma Avenue between Longden Avenue and Garibaldi Avenue. Residents were concerned that these roads carry more traffic than they should.

Traffic volumes along these roads suggest that traffic volumes do not exceed expected levels for a residential street, however observations and traffic speeds suggest that cut through traffic is occurring in this neighborhood.

At the intersection of Encinita Avenue and Longden Avenue, the curvature of the road does result in limited sight distance. Signage and/or traffic control at this intersection would improve left turn access from Longden Avenue onto Encinita Avenue. Residents suggested all-way stops and/or "slow" signs on Longden Avenue to address these issues.



Garibaldi Avenue:

ADT Volume: 1,495 vpd
 Posted Speed: 30 mph
 Accident Rate: 31

Hart Avenue:

ADT Volume: 456
 Posted Speed: 25 mph
 85th Percentile Speed: 35 mph
 Accident Rate: 0

Encinita Avenue:

ADT Volume: 2,248
 Posted Speed: 30 mph
 Accident Rate: 17

Longden Avenue:

ADT Volume: 8,452
 Posted Speed: 35 mph
 Accident Rate: 11

Loma Avenue:

ADT Volume: 453
 Posted Speed: 25 mph
 85th Percentile Speed: 34 mph
 Accident Rate: 0



CRITICAL TRAFFIC ISSUES

Loma Avenue had a reported 85th percentile speed of 34 mph, which is 9 mph over the posted speed limit. Similarly, Hart Avenue had a reported 85th percentile speed of 35 mph, which is 10 mph over the posted speed limit. Significant traffic calming measures are necessary to reduce the speed of traffic to adhere to the posted speed limit on both of these routes.

The accident rate on Garibaldi Avenue is high (31 reported accidents per million vehicle miles), with most accidents occurring at the Rosemead Boulevard intersection. This section of Garibaldi Avenue ranked number 16, with accidents and road type driving its high ranking. Since Garibaldi is a planned Class III bicycle facility (bicycle route), maintaining bicycle friendly speeds and improving safety are a high priority along this corridor.

APPROPRIATE TRAFFIC CALMING DEVICES

- Road Closures
- Roundabouts
- Traffic Circles
- Chokers or Neckdowns
- Signage

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-4, six traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area C is \$670,000.

Table 6-4
Focus Area C Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
Longden Avenue	Install roundabout at Longden Avenue & Encinita Avenue	\$500,000	Speed -10%
	Install "Your Speed Sign" in advance of Encinita Avenue	\$15,000	Speed -2%
Hart Avenue	Close road immediately south of Longden Avenue. Construct gate or cul-de-sac.	\$50,000	Volume & Speed
Loma Avenue	Close road immediately north of Garibaldi Avenue. Construct gate or cul-de-sac.	\$50,000	Volume & Speed
Garibaldi Avenue	Construct curb extension on Garibaldi Avenue at Hart Avenue on the east and west legs of the intersection to narrow the travel way.	\$30,000	Speed -5%
	Construct traffic circle at Garibaldi Avenue and Encinita Avenue. Maintain stop signs on all existing stop controlled approaches.	\$25,000	Speed -10%
TOTAL		\$670,000	

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class III bicycle facilities on Garibaldi Avenue, Longden Avenue and Encinita Avenue. All planned bicycle facilities are illustrated in Exhibit 6-2.



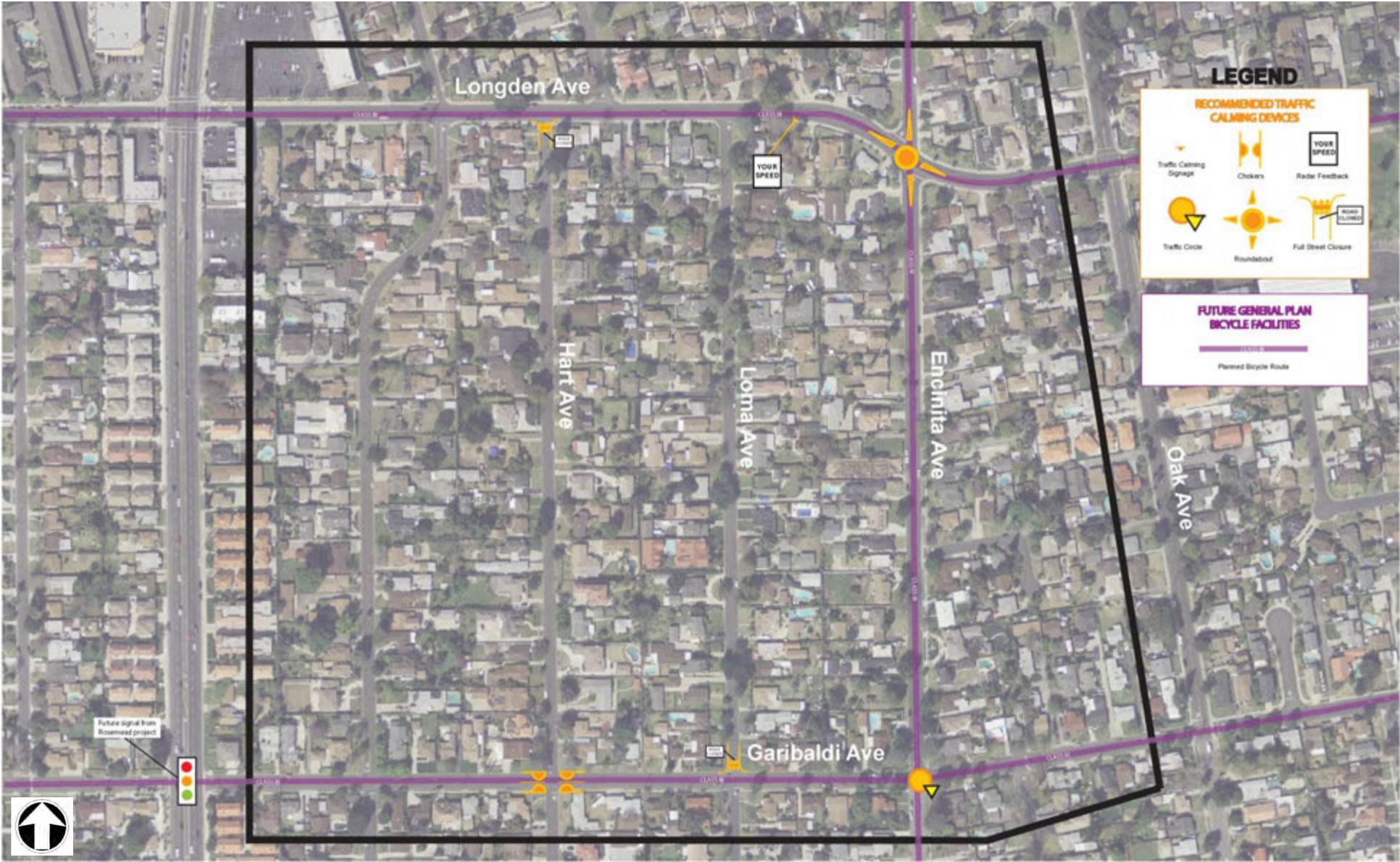


Figure 6-4
Focus Area C: East of Rosemead Boulevard



6.5 FOCUS AREA D: LONGDEN ELEMENTARY SCHOOL

Focus Area D includes Longden Elementary School and the fronting roads surrounding the school, and is bounded by Longden Avenue to the north, Garibaldi Avenue to the south, Oak Avenue to the west, and Golden West Avenue to the east. Temple City Boulevard runs through the middle of the Focus Area.

COMMUNITY CONCERNS

Longden Elementary School is located in the center of this focus area. Most of the concerns raised by the community focused on traffic and pedestrian activity surrounding the school. Although the traffic calming plan will not address illegal parking issues and school site circulation measures, traffic speed and on-street traffic patterns can be addressed through the traffic calming program.



Residents in the area expressed their concern regarding parents dropping off kids on Longden Avenue to avoid school traffic at the entrance. On-street parking is permitted on Longden Avenue, but speeds along the segment near the school reach upwards of 37 mph based on 85th percentile speeds collected for this study. Community members suggested that the City reduce the speed along the entire length of Longden to 25 mph to account for this pedestrian activity. In close proximity of the school, students were observed jaywalking and darting between parked cars during school pick-up and drop-off periods.

Garibaldi Avenue:

ADT Volume: 2,072 - 2,642
 Posted Speed: 30 mph
 Accident Rate: 34-58

Longden Avenue:

ADT Volume: 6,418-7,141
 Posted Speed: 25-35 mph
 85th Percentile Speed: 37 mph
 Accident Rate: 9-15

Oak Avenue:

ADT Volume: 3,502
 Posted Speed: 25-30 mph
 85th Percentile Speed: 34 mph
 Accident Rate: 6

Golden West Avenue:

ADT Volume: 3,506
 Posted Speed: 30 mph
 Accident Rate: 11



CRITICAL TRAFFIC ISSUES

Measured 85th percentile speeds on Longden Avenue and Oak Avenue exceed the posted speed limit by more than 7 to 9 mph. 85th percentile speeds were reported in excess of 34 to 35 mph near the school, which is not compatible with a comfortable walking environment.

Left turn access from Longden Avenue onto Primrose Avenue also resulted in traffic congestion and delays near the intersection of Longden Avenue and Temple City Boulevard. Combined with school crossing in the morning peak and commute traffic during this same time, high accident rates and congestion have resulted.

Camellia Avenue, a long cul-de-sac off Garibaldi Avenue, attracts many drivers attempting to use the street as a cut through route at high speeds.

APPROPRIATE TRAFFIC CALMING DEVICES

- Raised Medians
- Speed Humps
- Raised Crosswalks
- Turn Restrictions
- Chokers or Neckdowns
- Restriping

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-5, six traffic calming devices are recommended within this focus area. The total estimated

**Table 6-5
Focus Area D Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Longden Avenue	Install two speed humps along Longden Avenue, equally spaced, between Oak Avenue and Temple City Boulevard	\$10,000	Speed -20%
	Install a raised crosswalk at Longden Avenue & Primrose Avenue across the west leg of the intersection. Include in-pavement flashers and "School Crossing" signage	\$15,000	Speed -20%
	Install raised median along Longden Avenue through the Primrose intersection to Temple City Boulevard. Prohibit left turns into and from Primrose Street. Provide a median opening to accommodate the proposed raised crosswalk (summarized above)	\$7,000	Volume -30%
	Construct curb extensions at Longden Avenue and Golden West Avenue	\$60,000	Speed -5%
Garibaldi Avenue	Construct choker or curb extension on the west leg of the intersection at Garibaldi Avenue & Oak Avenue. Add "sharrow" symbols in advance of the curb extension to notify motorists of the narrow lanes.	\$15,400	Speed -5%
	Restripe Garibaldi Avenue from Oak Avenue to Golden West Avenue to include an 8' parking lane on the north and south side of the road. Add "sharrows" in the travel lanes consistent with the City's Bicycle Master Plan that calls for Class III facility on Garibaldi Avenue.	\$5,000	Speed -2%
	Install raised median on the north leg of Camellia Avenue at Garibaldi Avenue.	\$7,000	Reduce lost driver volume
	Replace current "Not a Through Street" sign on Camellia Avenue at Garibaldi with new highly reflective sign	\$250	N/A
TOTAL		\$119,650	



cost for the improvements within Focus Area D is \$119,650.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class III bicycle facilities on Golden West Avenue, Garibaldi Avenue and Longden Avenue and Class II bicycle facilities on Temple City Boulevard.

In 2012, the City applied for Safe Routes to School grant funds, which included improvements around Longden Elementary School. The improvements identified in the Safe Routes to School Grant application for the school are complimentary to the identified traffic calming improvements. The recommendations included in the grant application are illustrated in Exhibit 6-5, and include new signage, zebra stripe crosswalks and new sidewalks.



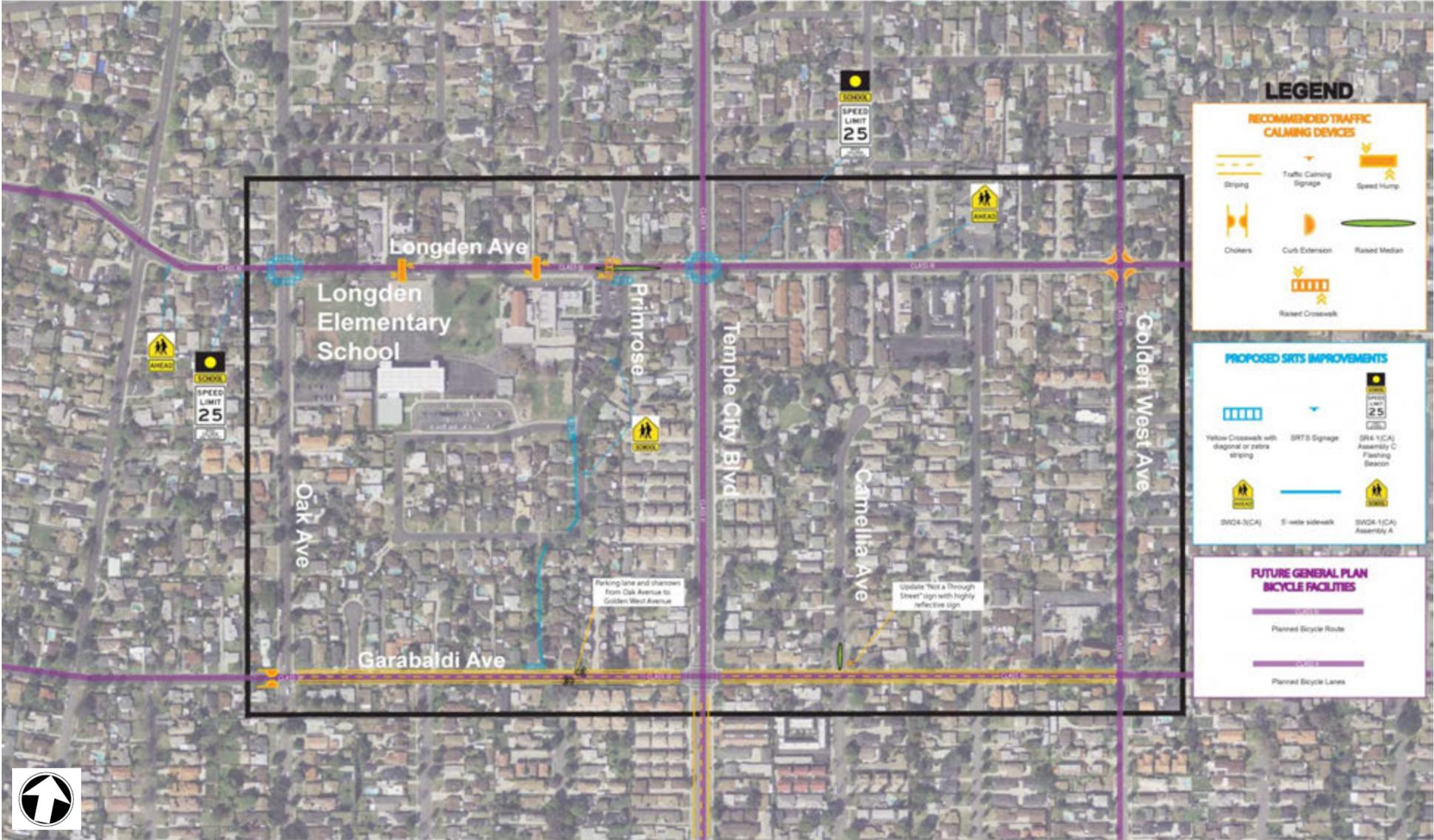


Figure 6-5
Focus Area D: Longden Elementary School



6.6 FOCUS AREA E: WOODRUFF AVENUE FROM ENCINITA AVENUE TO EASTERN CITY BOUNDARY

Focus Area E encompasses Woodruff Avenue from Encinita Avenue to the eastern City boundary. Woodruff Avenue is immediately north of and runs parallel to Las Tunas Boulevard. During congested periods of the day, drivers were observed to divert from Las Tunas Boulevard onto Woodruff Avenue to avoid the many traffic signals along the major corridor. Through Focus Area E, there are limited stop controlled and signal controlled intersections.

COMMUNITY CONCERNS

During community outreach events, residents expressed their concerns about cut through traffic along Woodruff Avenue.

CRITICAL TRAFFIC ISSUES

Woodruff Avenue is a residential street with a speed limit of 25 mph. The measured 85th percentile speed on Woodruff Avenue exceeds the 25 mph speed limit by 6 mph. The traffic volume along this two-lane collector road ranges from 1,219 to 2,288 vpd, which is well below the overall capacity of Woodruff Avenue, but still suggests cut through traffic since the volume almost doubles from one end to the other.

Woodruff Avenue

ADT Volume: 1,219-2,288 vpd

Posted Speed: 25 mph

85th Percentile Speed: 30-31 mph

Accident Rate: 0

APPROPRIATE TRAFFIC CALMING DEVICES

- Chokers
- Semi-diverters
- Curb Extensions
- Roundabouts
- Flashing Crosswalks



SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-6, six traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area E is \$795,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommends Class III bicycle facilities on Golden West Avenue and Encinita Avenue and Class II bicycle facilities on Temple City Boulevard. As shown in Exhibit 6-6, Woodruff Avenue is not identified as a designated bicycle route.

There are no parks or schools fronting Woodruff Avenue, therefore no Safe Routes to School projects are included in the study area.

**Table 6-6
Focus Area E Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Encinita Avenue	Install curb extensions on the north leg of the intersection at Woodruff Avenue to narrow the travel way.	\$15,000	Speed -5%
Woodruff Avenue	Install Semi-diverter through the intersection at Woodruff Avenue / Cloverly Avenue. Allow south to west movements and north to east movements. Access for bicycle and pedestrians shall be provided for contiguous access on Woodruff Avenue through the semi-diverter.	\$75,000	Volume -35%
	Install curb extensions on all four corners at Woodruff Avenue & Temple City Boulevard.	\$60,000	Speed -5%
	Install roundabout at Woodruff Avenue & Kauffman Avenue.	\$500,000	Speed -10%
	Install semi-diverter at Woodruff Avenue & Agnes Avenue. Allow westbound to northbound and southbound to eastbound movements. Access for bicycles and pedestrians shall be provided for contiguous access on Woodruff Avenue through the semi-diverter.	\$75,000	Volume -35%
Workman Avenue	Install curb extensions and a raised crosswalk with in-pavement flashers on the north leg of the Temple City Boulevard / Workman Avenue intersection.	\$70,000	Pedestrian Safety & Speed (-20%)
TOTAL		\$795,000	



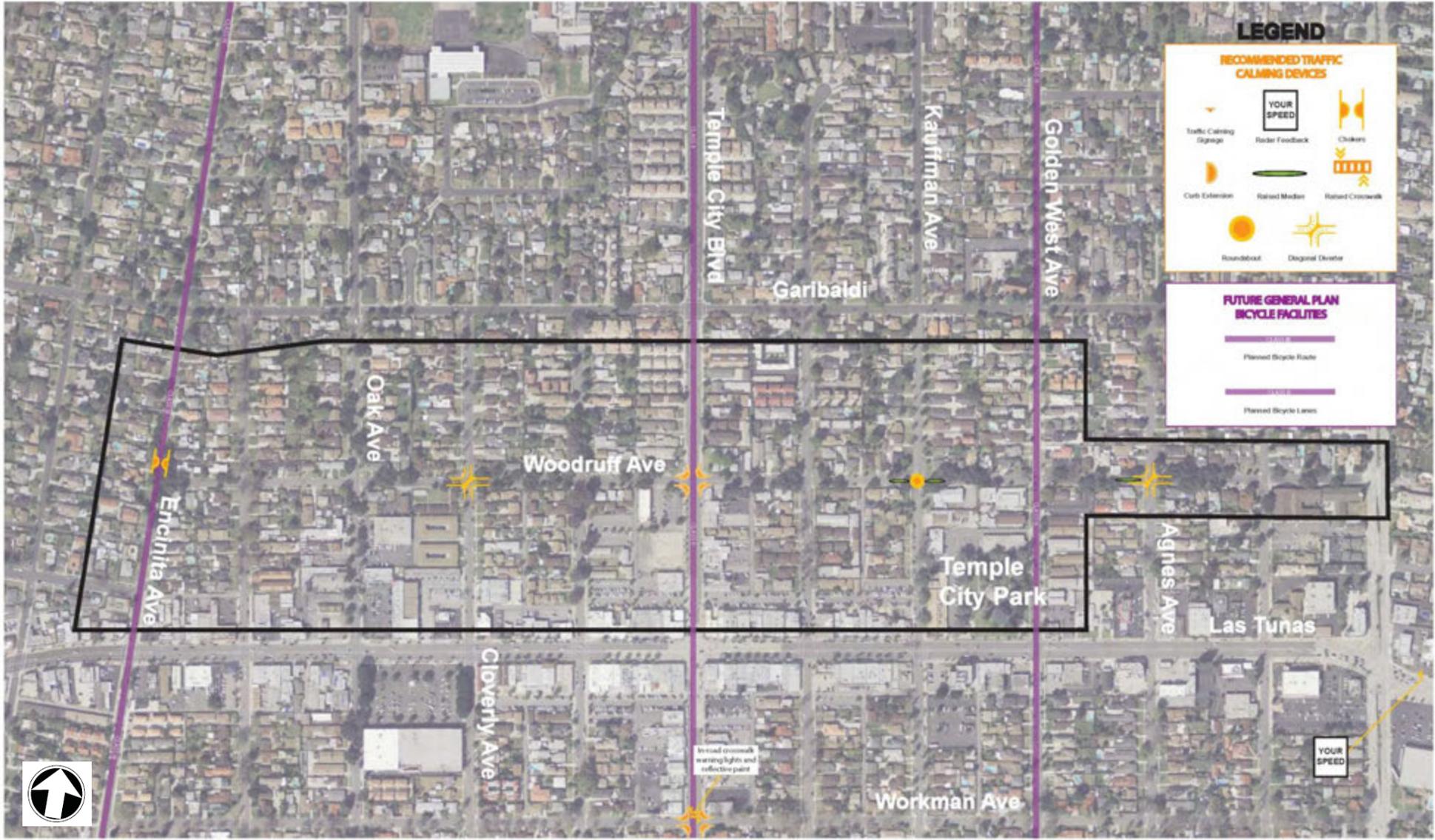


Figure 6-6
Focus Area E: Woodruff Avenue



6.7 FOCUS AREA F: FIRST LUTHERAN SCHOOL

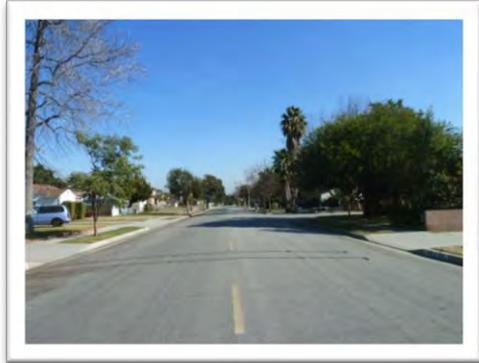
Focus Area F addresses traffic concerns in the community surrounding First Lutheran School, which is located near the intersection of Broadway and Noel Drive. The Focus Area encompasses the area bound by Rosemead Boulevard to the west, Encinita Avenue to the east, Las Tunas Avenue to the north and Olive Street to the south.

COMMUNITY CONCERNS

Specific concerns were raised by the community regarding traffic speeds along Encinita Avenue from Live Oak to Broadway. In addition, existing landscaping has become overgrown limiting sight distance in some areas. Field observations indicated that during school drop-off and pick-up, school staff places traffic control devices around the school to help direct traffic around the school parking lot.



Sultana Avenue:	
ADT Volume:	<u>1,752</u>
Posted Speed:	<u>30 mph</u>
Accident Rate:	<u>9</u>
Broadway:	
ADT Volume:	<u>10,242</u>
Posted Speed:	<u>35 mph</u>
Accident Rate:	<u>13</u>
Encinita Avenue:	
ADT Volume:	<u>4,449-6,048</u>
Posted Speed:	<u>35 mph</u>
85 th Percentile Speed:	<u>34-40 mph</u>
Accident Rate:	<u>2-11</u>
Olive Street:	
ADT Volume:	<u>1,351</u>
Posted Speed:	<u>35 mph</u>
85 th Percentile Speed:	<u>36 mph</u>



CRITICAL TRAFFIC ISSUES

Traffic around the school during the peak period exceeds the posted and school zone speed limits. Traffic along Encinita Avenue and Broadway are high and combined with higher posted speed limits, the area is not conducive to pedestrian activity. The school regularly places cones in the street to help direct traffic during drop-off and pick-up. Access and circulation around the school



mirror those common at most elementary schools. The traffic calming should focus on reducing vehicle speeds and improving the visibility of pedestrians near the school.

APPROPRIATE TRAFFIC CALMING DEVICES

- Chokers and Curb Extensions
- Medians
- Restriping
- Road closure

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-7, eight traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area F is \$160,500.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class III bicycle facilities on Encinita Avenue and Live Oak Avenue. Olive Street is designated as a Bicycle Boulevard.

The 2012 Safe Routes to School grant application identified improvements near First Lutheran School which included a lighted crosswalk and improved school crossing signage on the east leg of Broadway and Noel Drive.

**Table 6-7
Focus Area F Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Encinita Avenue	Install raised, landscaped medians intermittently along Encinita Avenue. Median placement should be field surveyed to ensure residential access can be maintained. An estimated five (5) medians are feasible in this stretch.	\$35,000	Speed -5%
Broadway	Install curb extensions on the north leg of the Broadway & Encinita Avenue intersection to help reduce pedestrian crossing distance and reduce turning speeds.	\$30,000	Speed -5%
	Install curb extensions on the north leg of the Broadway & Noel Drive intersection to help reduce crossing distance and improve visibility of pedestrians near the school.	\$30,000	Speed -5%
	Install raised median on the west leg of Broadway & Encinita Avenue.	\$7,000	Speed -5%
	Restripe Broadway to include one westbound lane, striped center median and two eastbound lanes. This will provide for eastbound and westbound left turn lanes	\$1,500	Volume -2%
Loma Avenue	Close Loma Avenue immediately south of Broadway. Install gate or cul-de-sac to prohibit vehicular traffic. Maintain pedestrian and bicycle access.	\$50,000	Volume -45%
Olive Street	Restripe to provide a parking lane (minimum 8 feet wide). Stripe "Sharrows" on pavement adjacent to parking lane to indicate a shared travel way for bicycles and vehicles along the proposed Bicycle Boulevard	\$2,000	Speed -2%
Noel Drive	Install speed hump across the south leg of the Noel Drive & Duffy Street intersection	\$5,000	Speed -20%
TOTAL		\$160,500	





Figure 6-7
Focus Area F: First Lutheran School



6.8 FOCUS AREA G: CLOVERLY ELEMENTARY & ST. LUKE ELEMENTARY SCHOOL

Focus Area G encompasses two elementary schools in the heart of the City. St. Luke Elementary School fronts Live Oak Avenue and Cloverly Elementary School fronts Cloverly Avenue. Focus Area G boundary expands beyond the two schools extending from Encinita Avenue to the west, Temple City Boulevard to the east Live Oak Avenue to the north and Olive Street to the south.

COMMUNITY CONCERNS

No specific community concerns were raised in the immediate vicinity of the school. However, meetings with stakeholders and input from the drop-in design sessions suggest that both schools experience typical morning and afternoon circulation issues. Concerns were raised regarding the speed along Broadway as well as along Olive Street.

CRITICAL TRAFFIC ISSUES

The traffic speed is 37 mph along Live Oak Avenue, which is north of Cloverly Elementary and fronts St. Luke Elementary. With parents dropping off and picking up students near the schools, an 85th percentile speed of 37 mph is high, even though the posted speed limit is 35 mph. Traffic calming should focus on reducing speeds to 30 mph to reduce the posted speed limit to be more compatible with the adjacent uses. Cloverly Elementary is most affected by the traffic on Cloverly Street, Broadway and Olive Street.



Live Oak Avenue

ADT Volume: 1,635
 Posted Speed: 35 mph
 85th Percentile Speed: 37 mph
 Accident Rate: 11

Broadway

ADT Volume: 5,597
 Posted Speed: 30 mph
 Accident Rate: 7

Olive Street

ADT Volume: 2,565
 Posted Speed: 35 mph
 Accident Rate: 9

Alessandro Avenue

ADT Volume: 471
 Posted Speed: 25 mph
 85th Percentile Speed: 29 mph
 Accident Rate: 0

Temple City Boulevard

ADT Volume: 18,861
 Posted Speed: 35 mph
 Accident Rate: 7



APPROPRIATE TRAFFIC CALMING DEVICES

- Restriping
- Raised crosswalks
- Chicane
- Curb extensions

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-8, eight traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area G is \$396,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class III bicycle facilities Live Oak Avenue and Class II bicycle facilities on Temple City Boulevard. Olive Street is designated as a Bicycle Boulevard.

The 2012 Safe Routes to School grant application identified improvements near Cloverly Elementary school that included new zebra striped crosswalks, improved school speed zone signage and portable “Your Speed Signs”.

**Table 6-8
Focus Area G Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Live Oak Avenue	Install curb extensions at Live Oak Avenue & Alessandro Avenue on all four corners	\$60,000	Speed -5%
	Install curb extensions at Live Oak Avenue & Oak Avenue on the north leg & extend curb on south side of intersection	\$40,000	Speed -5%
	Install curb extensions at Live Oak Avenue & Cloverly Avenue on all four corners.	\$60,000	Speed -5%
	Install curb extensions on all four corners of the Live Oak Avenue & Temple City Boulevard Intersection	\$60,000	Speed -5%
Alessandro Avenue	Restripe to delineate a parking lane from Live Oak Avenue to Broadway	\$1,000	Speed -2%
Olive Street	Install alternating curb extensions between Encinita Avenue & Cloverly Avenue	\$55,000	Speed -15%
Cloverly	Install curb extensions at Olive Street & Cloverly Avenue on all four corners	\$60,000	Speed -5%
	Install curb extensions at Olive Street & Temple City Boulevard on all four corners	\$60,000	Speed -5%
TOTAL		\$396,000	



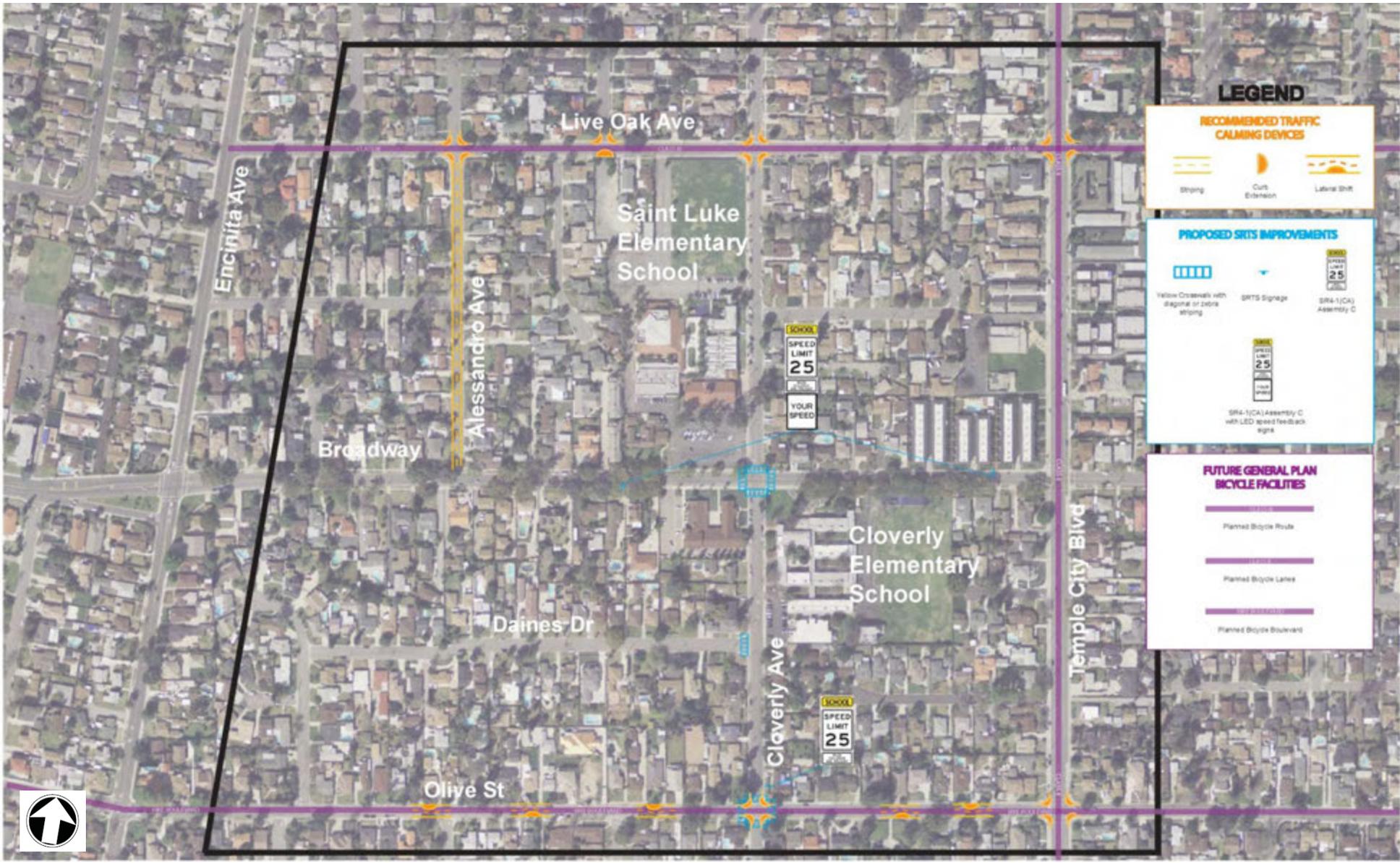


Figure 6-8
Focus Area G: Cloverly Elementary & St. Luke Elementary Schools



6.9 FOCUS AREA H: GOLDEN WEST AVENUE

Focus Area H extends along Golden West Avenue from immediately south of Las Tunas Drive to Olive Street.

COMMUNITY CONCERNS

No specific community concerns were raised along Golden West Avenue; however, accident statistics indicate that there have been a significant number of accidents through this section of Golden West Avenue. Numerous concerns were submitted via email and phone calls pertaining to traffic speeds on Broadway immediately east of Golden West Avenue.

CRITICAL TRAFFIC ISSUES

The posted speed limit along Golden West Avenue is 30 mph with a daily traffic volume of 1,318. With residences fronting Golden West Avenue and on-street parking permitted, the current major arterial classification and existing capacity significantly exceeds the current demand. Traffic calming measures proposed are intended to maintain the posted speed limit.

APPROPRIATE TRAFFIC CALMING DEVICES

- Medians
- Speed humps
- Restriping
- Roundabouts
- Chokers and/or curb extensions

Live Oak Avenue

ADT Volume: 4,648 vpd

Posted Speed: 35 mph

Accident Rate: 6

Olive Street

ADT Volume: 3,988

Posted Speed: 35 mph

Accident Rate: 11

Golden West Avenue

ADT Volume: 1,318

Posted Speed: 30 mph

Accident Rate: 23



SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-9, seven traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area H is \$122,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class III bicycle facilities along Golden West Avenue and Live Oak Avenue. Olive Street is designated as a Bicycle Boulevard.

**Table 6-9
Focus Area H Traffic Calming Recommendations**

Location	Recommendation	Estimated Cost	Benefit
Live Oak Avenue	Construct landscaped median on east & west legs of the Live Oak Avenue & Golden West Avenue intersection.	\$7,000	Speed -5%
	Construct curb extension on the north leg of the Live Oak Avenue & Rowland Avenue intersection. Extend curb on south side of the intersection	\$40,000	Speed -5%
Broadway	Install three speed humps equally spaced between Golden West Avenue & S. Baldwin Avenue	\$10,000	Speed -20%
Olive Street	Restripe to delineate parking lane from Temple City Boulevard to S. Baldwin Avenue. Place "sharrows" along the parking lane to comply with the Bicycle Master Plan	\$5,000	Speed -2%
	Construct a traffic circle at the Olive Street & Golden West Avenue intersection. Maintain all existing traffic control	\$25,000	Speed -10%
Golden West Avenue	Install two speed humps equally spaced between Las Tunas Avenue & Live Oak Avenue	\$10,000	Speed -20%
	Construct a traffic circle at Golden West Avenue & Broadway. Maintain all-way stop Control	\$25,000	Speed -10%
TOTAL		\$122,000	



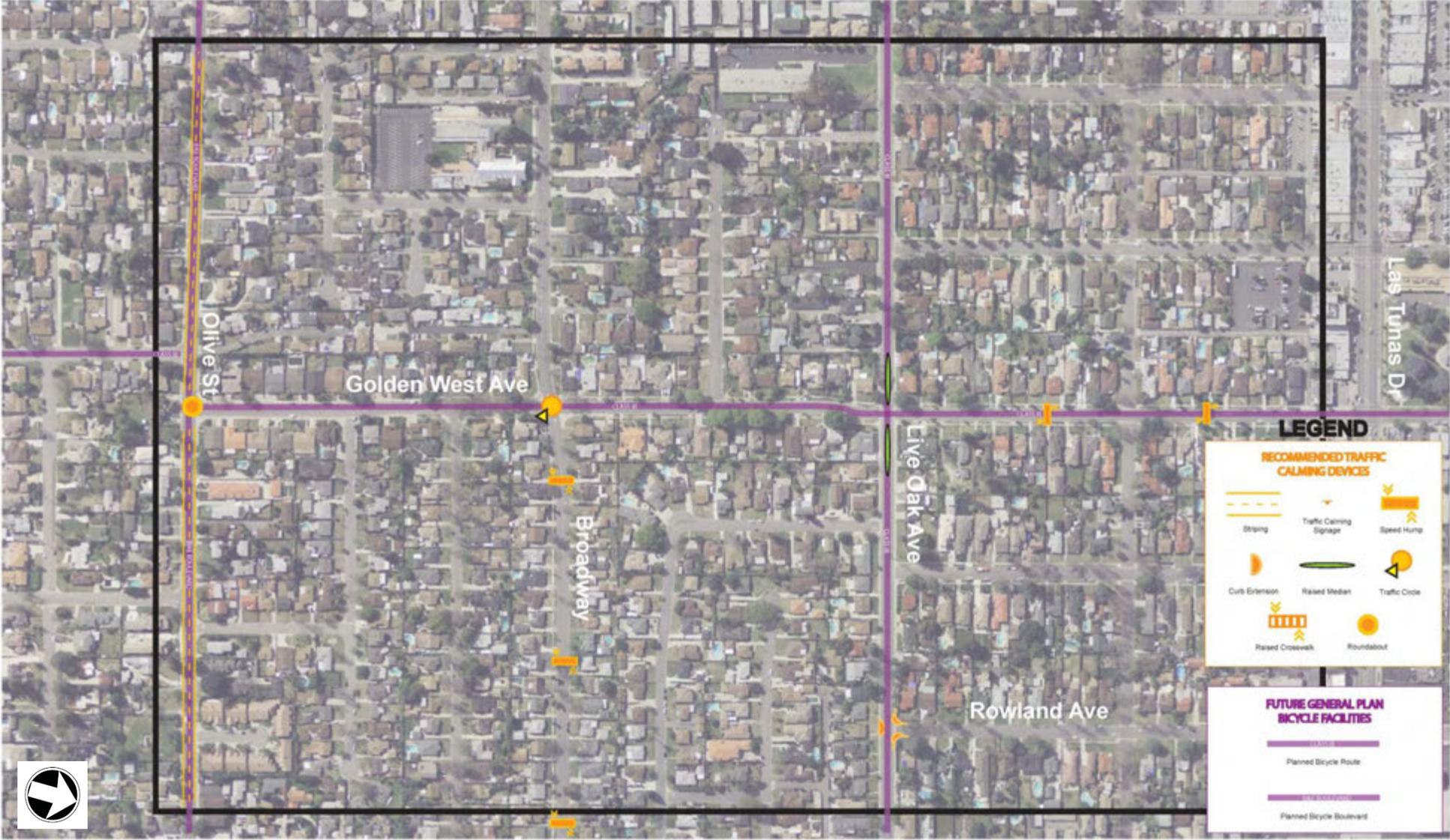


Figure 6-9
Focus Area H: Golden West Avenue

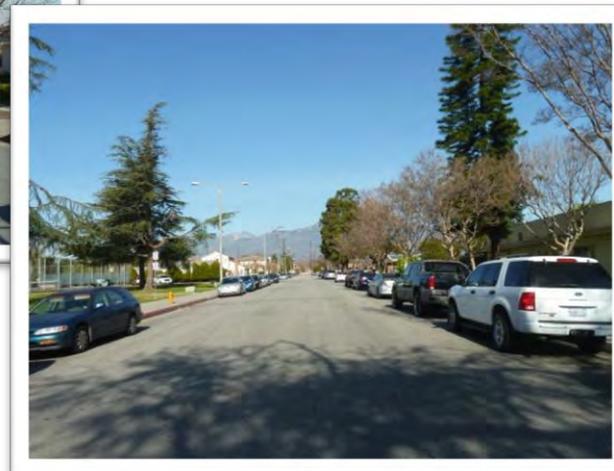


6.10 FOCUS AREA I: LIVE OAK PARK

Focus Area I includes Live Oak Park and has an overall emphasis on improving pedestrian visibility and reducing traffic speed near the park and along routes immediately adjacent to the park. The Focus Area extends from Live Oak Avenue to the north, Olive Street to the south, Baldwin Avenue to the west and El Monte Avenue to the east.

COMMUNITY CONCERNS

A number of community concerns were raised in this study area including speeding concerns on Live Oak Avenue, Bogue Street, Daines Drive and Olive Street. Sidewalks are missing along portions of Live Oak Avenue east of S. Baldwin Avenue. El Monte Avenue has a long history with traffic speeding concerns and accidents. Residents recommended landscaping and a road diet to address the speeding issue and possible enforcement for the stop sign at El Monte Avenue & Daines Drive.



Live Oak Avenue

ADT Volume: 6,845-7,173

Posted Speed: 35 mph

85th Percentile Speed: 41 mph

Accident Rate: 0

Daines Drive

ADT Volume: 1,434-2,008

Posted Speed: 30 mph

85th Percentile Speed: 36-38 mph

Accident Rate: 7-10

Olive Street

ADT Volume: 2,113-3,430

Posted Speed: 35 mph

85th Percentile Speed: 39-40 mph

Accident Rate: 3-9

Baldwin Avenue

ADT Volume: 28,218

Posted Speed: 40 mph

Accident Rate: 2

Gracewood Avenue

ADT Volume: 1,339

Posted Speed: 25 mph

85th Percentile Speed: 30 mph

Accident Rate: 8

El Monte Avenue

ADT Volume: 7,097

Posted Speed: 35 mph

85th Percentile Speed: 39-44 mph

Accident Rate: 2



CRITICAL TRAFFIC ISSUES

Measured 85th percentile speeds on Live Oak Avenue, Daines Drive, Cloverly Avenue & El Monte Avenue exceed the posted speed limit by more than 5 mph. Speeds ranging from 36 to 41 mph on the routes are not compatible with the pedestrian activity surrounding Live Oak Park. Traffic measures should be implemented to address these speeding issues.

APPROPRIATE TRAFFIC CALMING DEVICES

- Curb extensions
- Traffic circles
- Raised crosswalks
- Restriping & Road Diet
- Medians

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-10, 11 traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area I is \$726,400.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, a number of Class II and III bicycle facilities are recommended in the Bicycle Master Plan including Live Oak Avenue (Class III), Daines Drive (Class III), Baldwin Avenue (Class II), Gracewood Avenue (Class III), Arden Drive (Class III) and El Monte Avenue (Class II). Olive Street is designated as a Bicycle Boulevard.

Table 6-10
Focus Area I Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
Live Oak Avenue	Construct curb extensions on all four corners at Live Oak Avenue & Baldwin Avenue	\$60,000	Speed -5%
	Install a "Your Speed Sign" approximately 500 feet west of Gracewood Avenue for east bound traffic on Live Oak Avenue	\$15,000	Speed -2%
	Construct a traffic circle at the Live Oak Avenue & Hallowell Avenue intersection. Maintain existing traffic control	\$25,000	Speed -10%
	Construct a raised, landscaped median on the west leg of the Live Oak Avenue & Pal Mall Avenue intersection	\$7,000	Speed -5%
	Restripe Live Oak Avenue from Pal Mal Avenue to El Monte Avenue to delineate the parking lane	\$1,000	Speed -2%
Daines Drive	Install curb extensions on the two corners of Nadine Street at Daines Drive. Extend the north curb of the intersection.	\$40,000	Speed -5%
	Install curb extensions on the north leg of the Daines Drive & Gracewood Avenue intersection	\$30,000	Speed -5%
	Install a raised crosswalk across the north leg of the Daines Drive & Gracewood Avenue intersection	\$15,000	Speed -20%
	Construct a traffic circle at the Daines Drive & Halifax intersection	\$25,000	Speed -10%
El Monte Avenue	Restripe from 4-lanes to 2-lanes with center turn lane & Class II bike lanes from Live Oak Avenue to Olive Street	\$8,400	Speed -2%
	Construct a single lane roundabout at the Daines Drive & El Monte Avenue intersection	\$500,000	Speed -10%
TOTAL		\$726,400	





Figure 6-10
Focus Area I: Live Oak Park



6.11 FOCUS AREA J: SERENO DRIVE

Sereno Drive is a cut through route between Rosemead Boulevard and Encinita Avenue. This route reduces the travel distance from Rosemead Boulevard south to Lower Azusa, resulting in higher traffic volumes and speeds than would be anticipated on a residential street. Therefore, Focus Area J addresses solely those traffic issues that occur on Sereno Drive.

COMMUNITY CONCERNS

The community expressed concerns about traffic speeds along Sereno Drive during the community workshops and suggested solutions such as speed humps to address this condition.

CRITICAL TRAFFIC ISSUES

The measured 85th percentile speed on Sereno Drive is currently 6 mph over the posted speed limit. With residential homes fronting both sides of Sereno Drive and on-street parking, this 85th percentile speed exceeds the reasonable speeds for this road. Observed conditions validate community concerns that this is a cut-through route. Therefore, traffic calming features should address speed to reduce the potential for cut-through.

APPROPRIATE TRAFFIC CALMING DEVICES

- Curb Extensions and/or chokers
- Restriping
- Traffic Circle
- Turn restrictions
- Speed humps and/or raised crosswalks

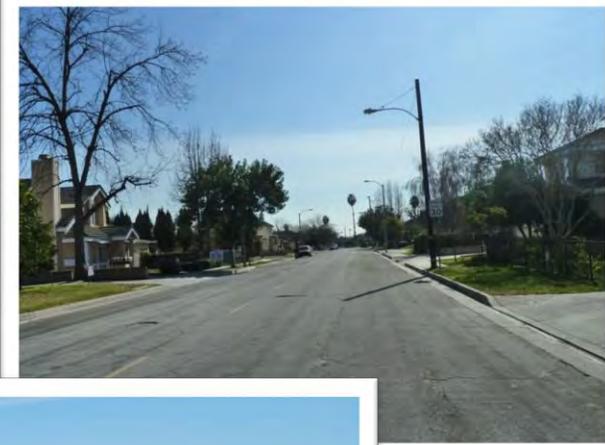
Sereno Drive

ADT Volume: 1,040

Posted Speed: 30 mph

85th Percentile Speed: 36 mph

Accident Rate: 18



SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-11, seven traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area J is \$106,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Sereno Drive is not currently included in either the Bicycle Master Plan or the 2012 Safe Routes to School Grant Applications. However, improvements included in the Rosemead Boulevard project may affect the intersection of Rosemead Boulevard / Sereno Drive.

Table 6-11
Focus Area J Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
Sereno Drive	Install curb extensions at the intersection of Rosemead Boulevard / Sereno Drive.	\$30,000	Speed -5%
	Restripe Sereno Drive from Rosemead Boulevard to Sultana Avenue to delineate an 8' parking lane.	\$1,000	Speed -2%
	Install traffic circle at Sereno Drive & Sultana Avenue; maintain existing traffic control signs (stop or yield) on all approaches	\$10,000	Speed -10%
	Install curb extensions midway between the northern intersection and the southern intersection of Sultana Avenue.	\$15,000	Speed -5%
	Install speed hump on the south leg of Sereno Drive & Sultana Avenue (southern intersection)	\$5,000	Speed -20%
	Install curb extensions on the west leg of Sereno Drive & Encinita Avenue.	\$30,000	Speed -5%
	Install a raised crosswalk at the existing crosswalk location on the north leg of Encinita Avenue & Sereno Drive	\$15,000	Speed -20%
TOTAL		\$106,000	





Figure 6-11
Focus Area J: Sereno Drive



6.12 FOCUS AREA K: LA ROSA ELEMENTARY SCHOOL

Focus Area K includes La Rosa Elementary school. Much like other elementary schools included in this study, the community expressed concerns relative to speeds of traffic around the school as well as parent driving and parking behaviors. This plan addresses speed and cut through traffic. The Safe Routes to School Grant Application addresses student pedestrian safety and school circulation issues.

The study area for Focus Area K extends from Pentland Street to the north to La Rosa Drive to the south, and from Encinita Avenue to the west to Alessandro Avenue to the east.

COMMUNITY CONCERNS

Community members who participated in the two workshops expressed a concern about traffic speeds along Pentland Street (north of the school) and along La Rosa Drive (south of the school). Residents who live along Kennerly Street (immediately west of the school) expressed concerns about school traffic trying to enter/exit the school from their street. There is currently a gate that blocks access to the school at the end of the cul-de-sac on Kennerly Street. Residents recommended that school zone speeds reduced to 15 mph while children are present.

CRITICAL TRAFFIC ISSUES

La Rosa Elementary school is a K-3 school surrounded by residential streets. Due to the young children at this school, there is a high volume of parents parking to drop off and pick up. During school peak periods, parents were observed u-turning in the street, parking illegally and speeding through the school zone. Traffic calming in this area should focus on reducing speeds around the school and improving the visibility of the students on sidewalks and in crosswalks.

Pentland Street	
ADT Volume:	<u>779</u>
Posted Speed:	<u>25</u>
85 th Percentile Speed:	<u>34 mph</u>
Accident Rate:	<u>28</u>
La Rosa Drive	
ADT Volume:	<u>1,500</u>
Posted Speed:	<u>25</u>
85 th Percentile Speed:	<u>32 mph</u>
Accident Rate:	<u>4</u>



APPROPRIATE TRAFFIC CALMING DEVICES

- Curb extensions and chokers
- Raised crosswalks and speed humps
- Turn restrictions
- Restriping

SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-12, nine traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area K is \$131,200.

OTHER STUDIES/PLANNED IMPROVEMENTS

The 2012 Safe Routes to School grant application identified improvements near La Rosa Elementary school including lighted crosswalks, improved school signage, new sidewalks and new crosswalks. Recommended improvements included in the Safe Routes to School grant application are illustrated in Exhibit 6- 10.



Table 6-12
Focus Area K Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
Pentland Street	Construct curb extension on the east leg of the intersection of Pentland Street & Encinita Avenue	\$30,000	Speed -5%
	Install a forced turn island on the northbound approach of Pentland Street & Fratus Drive. Restrict northbound left turn movements	\$15,000	Volume -30%
	Restripe Pentland Street to delineate the parking lane from Encinita Avenue to Alessandro Avenue	\$1,200	Speed -2%
	Install raised crosswalk on the west leg of Pentland Street and Alessandro Avenue	\$15,000	Speed -20%
Fratus Drive	Install a speed hump across the north leg of the Fratus Drive & La Rosa Drive intersection	\$5,000	Speed -20%
La Rosa Drive	Install curb extensions midway between Fratus Drive and the school driveway on La Rosa Drive	\$15,000	Speed -5%
	Install curb extensions & a raised crosswalk at the existing school crosswalk on La Rosa Drive	\$20,000	Speed -20%
Alessandro Avenue	Construct curb extensions midway between Pentland Avenue & Kennerly Street	\$15,000	Speed -5%
	Construct a raised crosswalk on the north leg of the Alessandro Avenue & La Rosa Drive intersection	\$15,000	Speed -20%
TOTAL		\$131,200	





Figure 6-12
Focus Area K: La Rosa Elementary School



6.13 FOCUS AREA L: OLIVE STREET TO LOWER AZUSA ROAD CUT THROUGH ROUTES

This Focus Area addresses north-south traffic that passes through Temple City between Olive Street to the north and Lower Azusa Road to the south. The study area extends from Arden Drive to the west and to Pal Mal Avenue to the east.

COMMUNITY CONCERNS

The community expressed concerns regarding traffic speed and volume along Arden Drive and Halifax Road. Specifically, the intersections of Arden Drive & Freer Street and Halifax Road & Freer Street were noted by the community as locations that needed traffic calming. Residents also expressed a concern about the intersection of Arden Drive & La Rosa Drive. There is a curve in the road near this intersection and residents are concerned about the speed at which vehicles travel through the intersection.

CRITICAL TRAFFIC ISSUES

Along two parallel routes traveling north-south between Olive Street and Lower Azusa, traffic speeds exceed the posted or ideal speed limits by approximately 10 mph. Arden Drive is a residential street with a speed limit of 30 mph. The 85th percentile speed on this street is 40 to 41 mph. Similarly, the 85th percentile speed on Halifax Road, another residential street, is 38 mph. Traffic calming in this focus area should aim to reduce traffic speeds on these routes, and precautionary measures should be taken to reduce the potential of shifting traffic and speed from Arden Drive and Halifax Road to other parallel routes.

APPROPRIATE TRAFFIC CALMING DEVICES

- Speed humps
- Curb extensions and/or chokers
- Chicane

Freer Street	
ADT Volume:	<u>982</u>
Posted Speed:	<u>30 mph</u>
85 th Percentile Speed:	<u>33 mph</u>
Accident Rate:	<u>0</u>
Lower Azusa Road	
ADT Volume:	<u>26,787</u>
Posted Speed:	<u>40 mph</u>
Accident Rate:	<u>2</u>
Arden Drive	
ADT Volume:	<u>2,877-3,171</u>
Posted Speed:	<u>30 mph</u>
85 th Percentile Speed:	<u>40-41 mph</u>
Accident Rate:	<u>3</u>
Halifax Road	
ADT Volume:	<u>1,419</u>
Posted Speed:	<u>30 mph</u>
85 th Percentile Speed:	<u>38 mph</u>
Accident Rate:	<u>15</u>
Pal Mal Avenue	
ADT Volume:	<u>644</u>
Posted Speed:	<u>30 mph</u>
85 th Percentile Speed:	<u>29-32 mph</u>
Accident Rate:	<u>12</u>



SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-13, seven traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area L is \$192,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended a Class III bicycle route on Arden Street. The Bicycle Boulevard planned along Olive Street transitions to Freer Street east of Arden Drive.



Table 6-13
Focus Area L Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
Freer Street	Install curb extensions on all four corners of the intersection of Freer Street / Halifax Road. Install all-way stop control at this location.	\$60,000	Speed -5%
Arden Drive	Install chicane with landscape immediately south of Freer Street	\$40,000	Speed -15%
	Install curb extensions with landscape north of Lower Azusa Road.	\$15,000	Speed -5%
Halifax Road	Install speed hump midway between Freer Street and Key West Street	\$5,000	Volume -20%
	Install curb extensions on all four corners at Halifax Road & Key West Street	\$60,000	Speed -5%
	Install speed hump midway between Key West Street and Lower Azusa Road	\$5,000	Speed -20%
Lower Azusa Road	Install median through the intersection of Lower Azusa Road / Doreen Avenue to restrict eastbound left turns from Lower Azusa Road to Doreen Avenue and southbound left turns from Doreen Avenue onto Lower Azusa Road	\$7,000	Volume -30%
TOTAL		\$192,000	



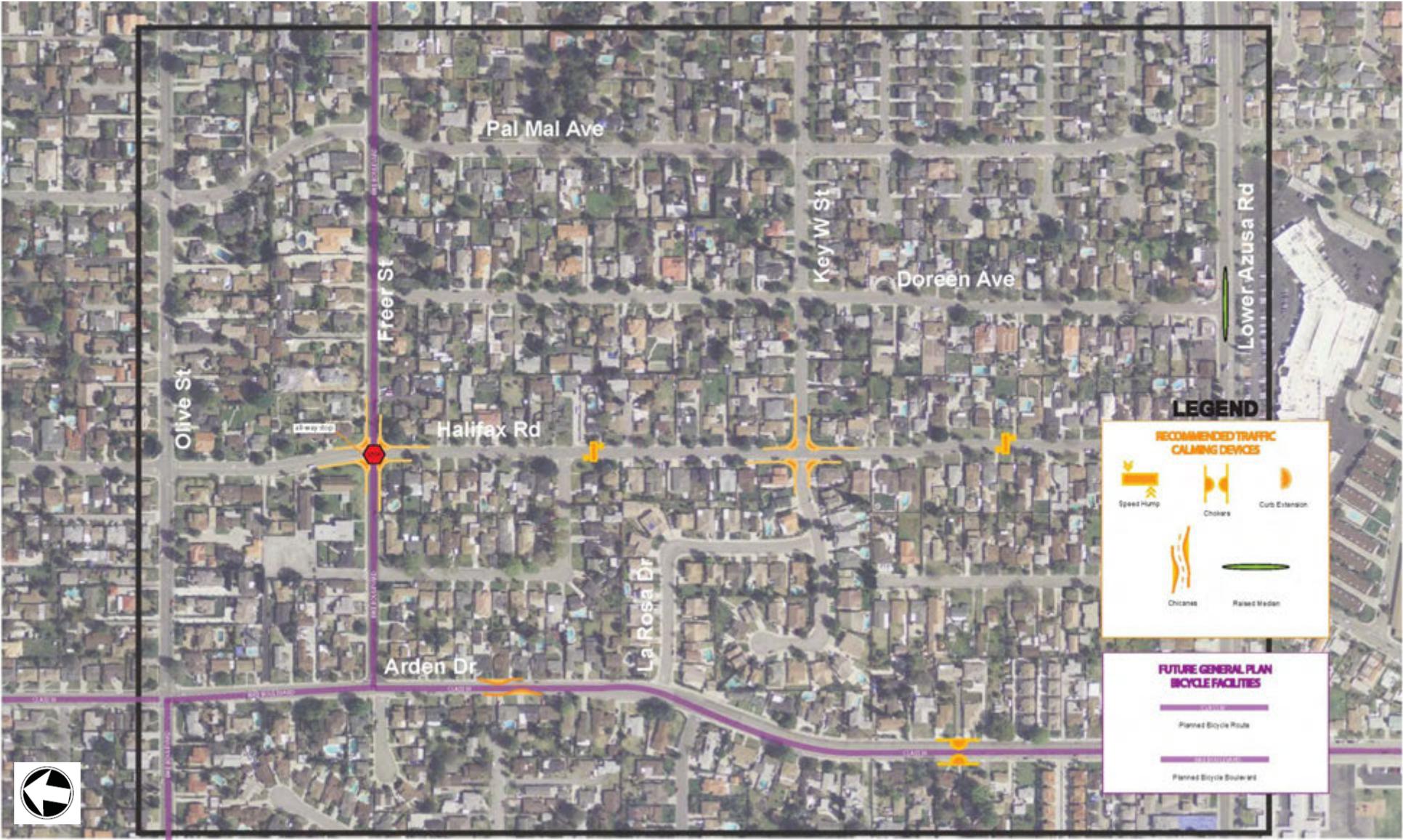


Figure 6-13
Focus Area L: Olive Stree to Lower Asuza Road Cut Through Routes



6.14 FOCUS AREA M: CLEMINSON ELEMENTARY SCHOOL

Focus Area M encompasses Cleminson Elementary School, which is located near the intersection of Freer Street and Daleview Avenue. The Focus Area extends from El Monte Avenue to the west to Santa Anita Avenue to the east and from Freer Street to the north to Grand Avenue to the south.

COMMUNITY CONCERNS

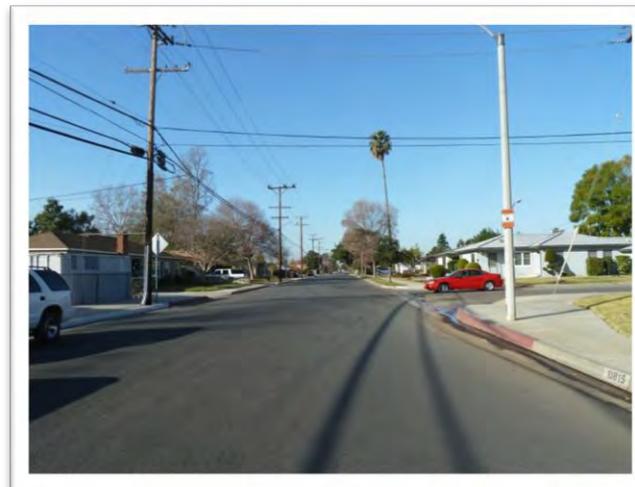
During the community outreach process, concerns were raised regarding speed and safety along El Monte Avenue, Grand Avenue and Daleview Avenue.

CRITICAL TRAFFIC ISSUES

Traffic speeds on Grand Avenue currently exceed the posted speed limit by 4 mph. Coupled with an accident rate of 15, Grand Avenue is clearly experiencing issues relative to speed and safety. Cleminson Elementary School is located north of Grand Avenue. As a result, Grand Avenue is along the recommended walking route to school. Similarly, El Monte Avenue is located to the west of the school. Speeds along El Monte near the school were reported at 44 mph (85th percentile speeds). The residential nature of this focus area and the proximity to the school make these high speeds incompatible with the surrounding uses. Therefore, traffic calming in this area should focus on reducing traffic speeds and improving the walking environment to and from the school.

APPROPRIATE TRAFFIC CALMING DEVICES

- Speed humps
- Roundabouts
- Curb extensions
- Raised crosswalks



Freer Street

ADT Volume: 2,758
 Posted Speed: 30 mph
 85th Percentile Speed: 33 mph
 Accident Rate: 5

Grand Avenue

ADT Volume: 1,949
 Posted Speed: 30 mph
 85th Percentile Speed: 34 mph
 Accident Rate: 19

Daleview Avenue

ADT Volume: 624
 Posted Speed: 25 mph
 85th Percentile Speed: 29 mph
 Accident Rate: 18

El Monte Avenue

ADT Volume: 6,857
 Posted Speed: 35 mph
 85th Percentile Speed: 44 mph
 Accident Rate: 6



SUMMARY OF IMPROVEMENTS AND ESTIMATED COSTS

As shown in Table 6-14, nine traffic calming devices are recommended within this focus area. The total estimated cost for the improvements within Focus Area M is \$1,102,000.

OTHER STUDIES/PLANNED IMPROVEMENTS

Within this study area, the Bicycle Master Plan recommended Class II bicycle lanes on El Monte Avenue and Freer Street is designated as a Bicycle Boulevard.

The 2012 Safe Routes to School grant application identified improvements near Cleminson Elementary school that included new zebra striped crosswalks, new sidewalks, improved school signage and stop control at the school driveway.



Table 6-14
Focus Area M Traffic Calming Recommendations

Location	Recommendation	Estimated Cost	Benefit
El Monte Avenue	Restripe El Monte Avenue from four lanes to two lanes with center turn lane from Freer Street to southern City Limits. Provide bicycle lanes and on-street parking.	\$11,000	Speed -2%
	Install a single lane roundabout at Freer Street / El Monte Avenue.	\$500,000	Speed -10%
	Install a single lane roundabout at Grand Avenue / El Monte Avenue.	\$500,000	Speed -10%
Freer Street	Restripe to delineate parking lane from McCulloch Avenue to Farago Avenue	\$1,000	Speed -2%
	Install raised crosswalk at existing crosswalk location on the west leg of Freer Street / McCulloch Avenue	\$15,000	Speed -20%
	Install curb extensions on the south leg of the Freer Street / Daleview Avenue intersection.	\$30,000	Speed -5%
	Construct raised crosswalk on the south leg of the Freer Street / Daleview Avenue intersection	\$15,000	Volume -20%
Grand Avenue	Install three equally spaced speed humps between El Monte Avenue and Farago Avenue. One speed hump should be placed near the mid-point of each block along this segment.	\$15,000	Volume -20%
	Install a raised crosswalk on the north leg of the Grand Avenue / Daleview Avenue intersection	\$15,000	Speed -20%
TOTAL		\$1,102,000	



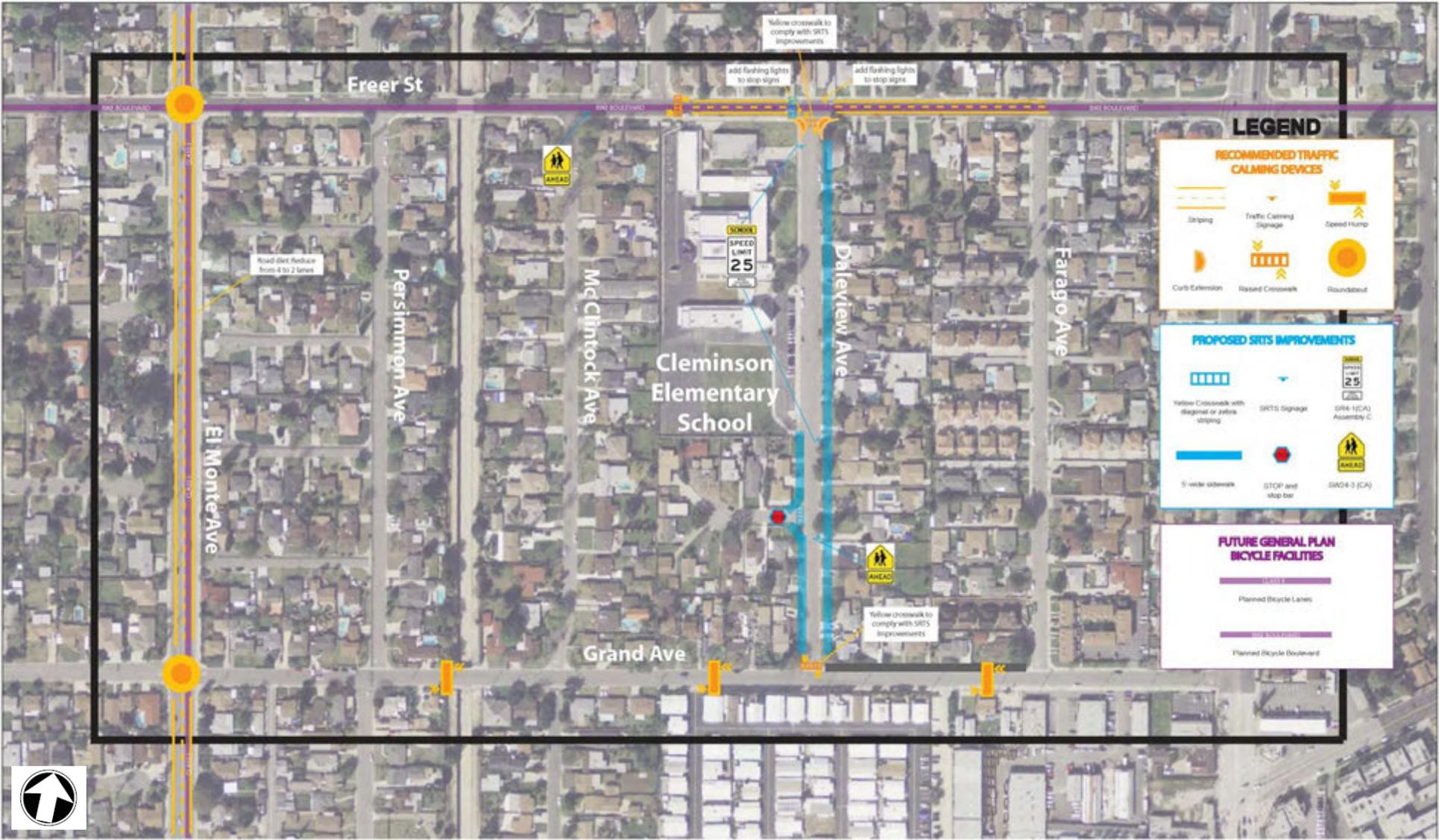


Figure 6-14
Focus Area M: Cleminson Elementary School



Chapter 7: FUTURE TRAFFIC CALMING REQUESTS

Although this project was rooted in the community and addresses concerns expressed by the numerous participants who were involved in the outreach process, new traffic calming requests are likely to occur following the completion of this Master Plan. In order to give those concerns equal consideration, a process for submitting new requests was established as part of this overall Master Plan. The following section outlines the traffic calming request process.

7.1 INITIAL NEIGHBORHOOD PETITION

To initiate the Traffic Calming request process, a resident may submit to City of Temple City:

- Initial Petition with Signature of 5 Neighbors who Support the Request
- Written Request to Evaluate Traffic Calming

Residents may mail the information to City Hall or may submit the information to the City in person. Sample petitions and written request forms are provided in Appendix C.

7.2 STAFF REVIEW OF THE REQUEST

All Traffic Calming requests will be reviewed by the Planning Department within 60 business days of receipt of request. As part of the staff review process, the following steps will be taken:

- Staff will contact the residents responsible for submitting the traffic calming request to discuss their concerns and schedule a field visit.
- Staff will observe existing conditions during the time of day that is of highest concern to the resident to verify the conditions as stated in the Written Request for Traffic Calming.
- Staff will discuss potential short term solutions with the resident such as portable “Your Speed Signs” and/or increased enforcement to see immediate measures address the current traffic concerns.

Following the site visit and meeting with the residents, staff will complete a Traffic Calming Criteria Sheet, which will be used to determine if traffic calming is feasible along the requested street or within the identified neighborhood. Staff will determine if the request for traffic calming is approved or denied. If approved, staff will outline the recommended traffic calming area or will identify which of the 13 Focus Areas the traffic calming request would be located within. A concept plan will be developed as outlined in Section 7.4.



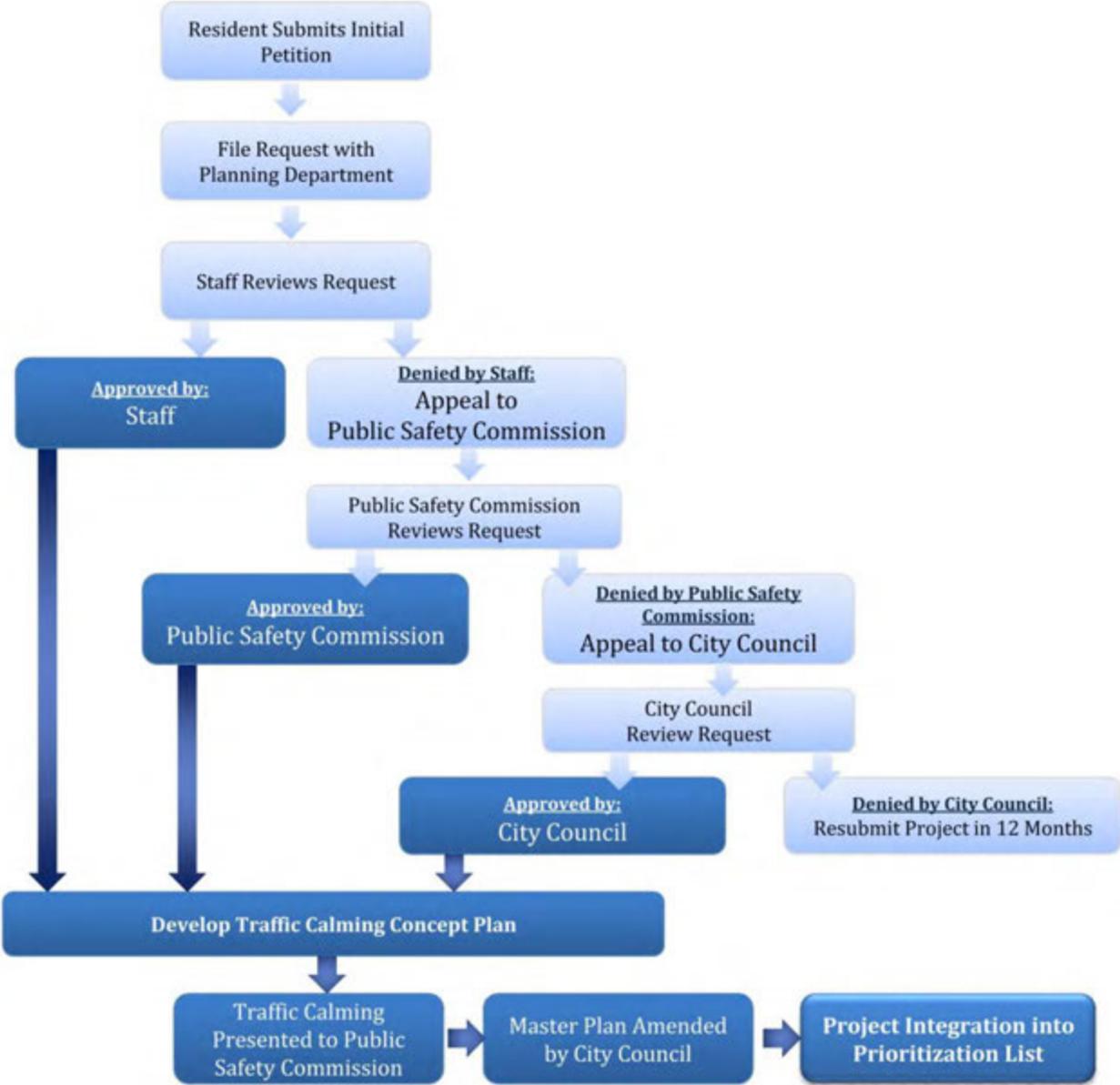


Figure 7-1
Traffic Calming Request Process



It is feasible that after the assessment of existing conditions and completion of the Traffic Calming Criteria form that traffic calming may not be a feasible solution to the resident's concerns. In such cases, staff will contact the resident responsible for submitting the request and notify them that their request has been denied. A follow up letter should be submitted by the City indicating the reasons why the request was denied. Residents may resubmit their request to the City after a period of 12 months has passed since the receipt of the City's denial letter.

7.3 APPEAL PROCESS

Residents may appeal staff's decision on the Traffic Calming Criteria assessment form to Public Safety Commission. If a resident chooses to appeal staff's decision, they should contact the Planning department to request the item be placed on an upcoming agenda. The Public Safety Commission will review the request, staff's analysis of the existing conditions and letter submitted to the resident indicating why the request was denied. During the Public Safety Commission hearing, the resident will have the opportunity to present to the commissioners reasons why he or she and their neighbors should have this issue reconsidered.

The decision by the Public Safety Commission may direct staff to develop a concept plan to address the resident concern or may uphold the decision of staff to deny the traffic calming request. If the request is denied by Public Safety Commission, a similar procedure should be followed to appeal decision to the City Council.

If an appeal to City Council is made and the request is denied by Council, the resident must wait a minimum of 12 months from the decision of the City Council to resubmit their request to the Planning Department.

7.4 DEVELOPMENT OF THE TRAFFIC CALMING CONCEPT PLAN

In cases where the traffic calming request is approved, City staff will develop a Traffic Calming Concept Plan over an aerial photograph based on tools in the toolbox. Residents are encouraged to participate in the development of this concept plan. Staff may choose to conduct a neighborhood meeting to discuss the plan and work with residents in sharing ideas for their street or neighborhood.

7.5 PRESENTATION TO THE PUBLIC SAFETY COMMISSION

Following the preparation of the Traffic Calming Concept Plan by City staff and/or the community, Staff will present the Request for Traffic Calming, Traffic Calming Criteria Sheet and Concept Plan to the Public Safety Commission for consideration. Public Safety Commission will review the request and determine if the concept plan is consistent with the City's traffic calming program as outlined in this Master Plan. Public Safety Commission will then make a recommendation to amend the Master Plan to the City Council.



7.6 CITY COUNCIL APPROVAL

Once the Public Safety Commission recommends amending the Master Plan, City Council will have the final approval authority.



Chapter 8: TRAFFIC CALMING IMPLEMENTATION PROCESS

This Master Plan is a blueprint for the implementation of traffic calming on a city-wide basis. All outreach and discussion with community members has been at a city-wide scale and the concept plans developed are based on aerial photography. Before the Conceptual Plans developed for the 13 Focus Areas can be implemented, funding will need to be secured and final engineering will need to occur.

Most of the projects outlined in this Master Plan do not have funding for design or construction. City staff is committed to pursuing grant funding in order to help fund many of these projects. However, the funding may not always be in line with the prioritization of projects as identified in the Master Plan. Therefore, both need for a project and funding for the project will be deciding factors in which projects are reviewed, approved and constructed first.

This chapter outlines the “next steps” that will occur now that the Master Plan document has been approved by Public Safety Commission and City Council. While the “next steps” serve as a guide for moving projects forward, the City should expect that each project will have it’s own challenges and requirements and this process may not be appropriate for all locations.

8.1 FUNDING

Funding options should be considered for those Traffic Calming Areas that ranked highest in the Project Prioritization List. This



includes integration of improvements into current CIP projects, grant funding opportunities and General Fund budgeting. An annual budget should be established to support the Traffic Calming Program and construct the improvements as identified in this document.

Potential funding sources for projects will vary based upon the location and type of project in design or to be constructed. Funding sources specific to the City of Temple City may include:

- Safe Routes to School
- Bicycle Transportation Account (BTA)
- Local Fund / Combination of Projects
- Redevelopment of Existing Uses
- Los Angeles County Transportation Improvement Program (TIP)
- Metro Pedestrian Program
- Los Angeles County Transportation Development Act, Article 3

Funding sources change year to year as grant programs evolve. The City should continue to monitor funding opportunities at the State and Regional level.

8.2 FINAL ENGINEERING DESIGN

A licensed Civil Engineer or Civil Engineering firm will be hired to prepare the final engineering drawings for the proposed improvements. Additional technical studies may need to be prepared in support of the project including: surface water reports, drainage studies, traffic level of service analysis and ADA

compliance assessments. Each of these studies will be included as part of the Final Engineering Design package.

The concept plans developed for the Master Plan include recommended traffic calming measures. Since the concepts are general and based on aerial photography, it is likely that physical design/construction issues will arise and modifications to the concept plans will be made. The exact location of devices as well as device type will be determined in the final design phase. All final engineering plans for traffic calming shall be presented before Public Safety Commission if significant changes to the recommendation in this report are made.

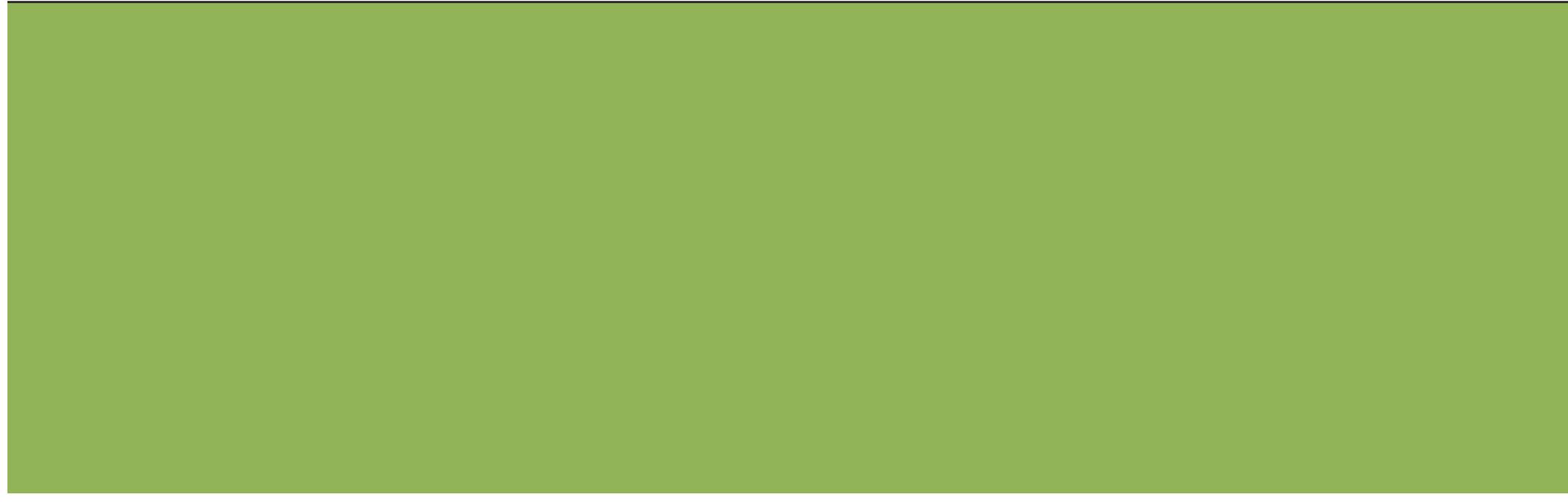
In some cases, an environmental document may be necessary prior to construction of the project to address any one of the above listed technical issues. The need for an environmental document should be determined on a case by case basis.

City staff will be responsible for reviewing all designs and technical studies. All plans will undergo comprehensive city review prior to approval of funding by the City Council for construction of the project.

8.3 APPROVAL OF THE FINAL DESIGN AND FUNDING OF CONSTRUCTION

Public Safety Commission will have an opportunity to review the final design plans, technical studies and environmental reports as appropriate. Funding for construction of the project may be approved by City Council.





Appendix A: EXISTING CONDITIONS DATA



SPEED SURVEY DATA



ENGINEERING AND TRAFFIC SURVEY

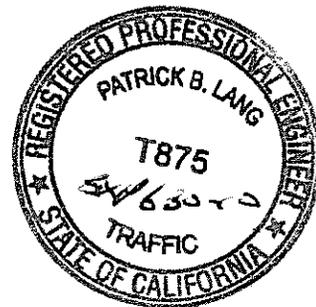
June 2008

Speed Limit Adopted by

Ordinance No. _____

and Resolution No, _____

On _____



Submitted by


Patrick Lang T.E.

**TABLE 1
TEMPLE CITY SPEED SURVEY
SUMMARY**

Location	Dir.	Date	50th	85 th	Acc. Rate	Expected Acc. Rate	Posted Limit	Limit Change ?	New Limit
1. Rosemead Boulevard between Gallatin Road and Durfee Avenue	NB	01/22/2008	49.6	52.4	0	2.3	50	No	
	SB		49.8	52.8					
2. Rosemead Boulevard between Durfee Avenue and SR-60 EB Ramps	NB	01/22/2008	49.7	52.5	0	2.3	50	No	
	SB		49.5	52.3					
3. Rosemead Boulevard between SR-60 WB Ramps and Rush Street	NB	01/22/2008	49.0	52.4	0	2.3	50	No	
	SB		49.3	52.4					
4. Rosemead Boulevard between Rush Street and Garvey Avenue	NB	01/22/2008	44.3	47.3	0	2.3	45	No	
	SB		43.2	47.2					
5. Rosemead Boulevard between Garvey Avenue and 1-10 EB Ramps	NB	01/22/2008	43.0	46.8	0	2.3	45	No	
	SB		43.8	47.3					
6. Rosemead Boulevard between I-10 WB Ramps and Mission Drive	NB	01/23/2008	38.5	42.0	0	2.3	40	No	
	SB		37.5	41.4					
7. Rosemead Boulevard between Mission Drive and Olive Street	NB	01/23/2008	39.4	42.3	.156	2.3	40	No	
	SB		39.9	42.3					
8. Rosemead Boulevard between Olive Street and Ardendale Avenue	NB	01/23/2008	39.8	42.3	.054	2.3	40	No	
	SB		39.8	42.4					
9. Rosemead Boulevard between Ardendale Avenue and Huntington Drive	NB	01/23/2008	39.4	42.4	0	2.3	40	No	
	SB		39.4	42.4					
10. Rosemead Boulevard between Huntington Drive and I-210 Freeway	NB	01/23/2008	39.3	42.1	0	2.3	40	No	
	SB		39.2	42.4					



City of Temple City

ENGINEERING AND TRAFFIC SURVEY

May 2010

Prepared By
Crown City Engineers
1475 Glen Oaks Boulevard
Pasadena, CA 91105
Tel: (626) 795-9769

Under the Supervision of:

Patrick B. Lang, P.E.
Consultant Traffic Engineer



City of Temple City

ENGINEERING AND TRAFFIC SURVEY

May 2010

Speed Limits Adopted By

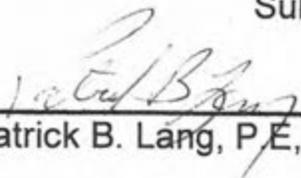
Ordinance No.: _____

Resolution No.: 10-4686

On: AUGUST 3, 2010

Public Works Director and City Engineer

Submitted By


Patrick B. Lang, P.E., Consultant Traffic Engineer

CITY OF TEMPLE CITY SPEED LIMITS

Effective May, 2010

City Council Resolution No.: 10 -4686 of Temple City

No	Street	Limits	Speed Limit
1	Arden Drive	Between Olive Street and La Rosa Drive	30 mph
2	Arden Drive	Between La Rosa Drive and Lower Azusa Road	30 mph
3	Baldwin Avenue	Between Longden Avenue and Live Oak Avenue	40 mph
4	Baldwin Avenue	Between Live Oak Avenue and Lower Azusa Road	40 mph
5	Broadway	Between Eaton Wash and Encinita Avenue	35 mph
6	Broadway	Between Encinita Avenue and Baldwin Avenue	30 mph
7	Camino Real Avenue	Between Oak Avenue and Temple City Boulevard	30 mph
8	Daines Drive	Between Baldwin Avenue and El Monte Avenue	30 mph
9	El Monte Avenue	Between Live Oak Avenue and Lower Azusa Road	35 mph
10	Encinita Avenue	Between Las Tunas Drive and Southern Pacific Railroad	35 mph
11	Encinita Avenue	Between Longden Avenue and Las Tunas Drive	30 mph
12	Freer Street	Between El Monte Avenue and Santa Anita Avenue	30 mph
13	Garibaldi Avenue	Between Rosemead Boulevard and East City Limit	30 mph
14	Golden West Avenue	Between Lemon Avenue and Live Oak Avenue	30 mph
15	Grand Avenue	Between El Monte Avenue and Santa Anita Avenue	30 mph
16	Halifax Road	Between Live Oak Avenue and Lower Azusa Road	30 mph
17	Las Tunas Drive	Between Muscatel Avenue and Rosemead Boulevard	30 mph
18	Las Tunas Drive	Between Rosemead Boulevard and 200' E/O Rowland	30 mph
19	Lemon Avenue	Between Oak Avenue and Golden West Avenue	30 mph
20	Live Oak Avenue	Between Baldwin Avenue and El Monte Avenue	35 mph
21	Live Oak Avenue	Between Encinita Avenue and Baldwin Avenue	35 mph
22	Longden Avenue	Between West City Limit and East City Limit	35 mph
23	Lower Azusa Road	Between Baldwin Avenue and Pal Mal Avenue	40 mph
24	Lower Azusa Road	Between Rio Hondo Avenue and Temple City Boulevard	40 mph
25	Lower Azusa Road	Between Temple City Boulevard and Baldwin Avenue	40 mph

26	Muscatel Avenue	Between Longden Avenue and Las Tunas Drive	35 mph
27	Oak Avenue	Between Camino Real Avenue and Las Tunas Drive	30 mph
28	Olive Street	Between Rosemead Boulevard and El Monte Avenue	35 mph
29	Santa Anita Avenue	Between Live Oak Avenue and Grand Avenue	40 mph
30	Sereno Drive	Between Rosemead Boulevard and Encinita Avenue	30 mph
31	Sultana Avenue	Between Emperor Avenue and Longden Avenue	30 mph
32	Sultana Avenue	Between Las Tunas Drive and Broadway	30 mph
33	Sultana Avenue	Between Longden Avenue and Las Tunas Drive	25 mph
34	Temple City Boulevard	Between Camino Real Avenue and Las Tunas Drive	35 mph
35	Temple City Boulevard	Between Camino Real Avenue and Las Tunas Drive	35 mph

Section 3.

**SUMMARY AND
RECOMMENDATIONS**

CITY OF TEMPLE CITY Citywide Speed Survey Summary

20-101-10

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>50th</u>	<u>85th</u>	<u>Accident Rate</u>	<u>Expected Accid. Rate</u>	<u>Posted</u>	<u>Limit Change?</u>	<u>New Limit</u>	<u>Study Used for Limit?</u> Yes
Arden Drive between La Rosa Drive & Lower Azusa Road	4/2/2010	North / South	34.9	38.8	0.0	2.0	30	No		Yes
Arden Drive between Olive Street & La Rosa Drive	4/13/2010	North / South	32.9	37.7	3.0	2.0	30	No		Yes
Baldwin Avenue between Live Oak Avenue & Lower Azusa Road	4/2/2010	North / South	39.6	43.8	1.4	2.3	40	No		Yes
Baldwin Avenue between Longden Avenue & Live Oak Avenue	4/2/2010	North / South	39.0	44.0	0.3	2.3	40	No		Yes
Broadway between Eaton Wash & Encinita Avenue	4/2/2010	East / West	35.2	39.6	2.8	3.6	35	No		Yes
Broadway between Encinita Avenue & Baldwin Avenue	4/2/2010	East / West	31.4	35.6	1.6	2.0	30	No		Yes
Camino Real Avenue between Oak Avenue & Temple City Boulevard	4/2/2010	East / West	30.4	36.1	2.0	2.0	30	No		Yes
Daines Drive between Baldwin Avenue & El Monte Avenue	4/13/2010	East / West	32.0	37.4	2.9	2.0	30	No		Yes
El Monte Avenue between Live Oak Avenue & Lower Azusa Road	4/13/2010	North / South	37.4	41.8	1.9	3.6	35	No		Yes
Encinita Avenue between Las Tunas Drive & Southern Pacific Railroad	4/9/2010	North / South	34.3	38.0	1.0	2.0	35	No		Yes
Encinita Avenue between Longden Avenue & Las Tunas Drive	4/9/2010	North / South	31.9	36.0	2.4	2.0	30	No		Yes
Freer Street between El Monte Avenue & Santa Anita Avenue	4/13/2010	East / West	32.0	35.8	5.0	2.0	30	No		Yes
Garibaldi Avenue between Rosemead Boulevard & East City Limit	4/1/2010	East / West	28.7	32.9	3.6	2.0	30	No		Yes
Golden West Avenue between Lemon Avenue & Live Oak Avenue	4/17/2010	North / South	32.3	37.1	2.6	2.0	30	No		Yes

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>50th</u>	<u>85th</u>	<u>Accident Rate</u>	<u>Expected Accid. Rate</u>	<u>Posted</u>	<u>Limit Change?</u>	<u>New Limit</u>	<u>Study Used for Limit?</u> Yes
Grand Avenue between El Monte Avenue & Santa Anita Avenue	4/2/2010	East / West	30.7	36.1	1.2	2.0	30	No		Yes
Halifax Road between Live Oak Road & Lower Azusa Road	4/13/2010	North / South	30.8	34.9	4.5	2.0	30	No		Yes
Las Tunas Drive between Muscatel Avenue & Rosemead Boulevard	4/1/2010	East / West	36.5	41.1	1.8	2.3	30	No		Yes
Las Tunas Drive between Rosemead Boulevard & 200 Feet East Of Rowland Avenue	4/1/2010	East / West	31.4	35.4	3.1	3.6	30	No		Yes
Lemon Avenue between Oak Avenue & Golden West Avenue	4/2/2010	East / West	30.9	35.6	2.7	2.0	30	No		Yes
Live Oak Avenue between Baldwin Avenue & El Monte Avenue	4/2/2010	East / West	37.4	41.8	1.0	2.0	35	No		Yes
Live Oak Avenue between Encinitas Avenue & Baldwin Avenue	4/2/2010	East / West	32.1	35.7	1.2	2.0	35	No		Yes
Longden Avenue between West City Limit & East City Limit	4/9/2010	East / West	32.2	36.3	1.7	2.0	35	No		Yes
Lower Azusa Road between Baldwin Avenue & Pal Mal Avenue	4/2/2010	East / West	35.5	39.7	0.9	3.6	40	No		Yes
Lower Azusa Road between Rio Hondo Avenue & Temple City Boulevard	4/2/2010	East / West	40.2	44.0	4.4	3.6	40	No		Yes
Lower Azusa Road between Temple City Boulevard & Baldwin Avenue	4/2/2010	East / West	37.5	41.7	1.0	3.6	40	No		Yes
Muscatel Avenue between Longden Avenue & Las Tunas Drive	4/1/2010	North / South	30.8	36.3	0.7	2.0	35	No		Yes
Oak Avenue between Camino Real Avenue & Las Tunas Drive	4/13/2010	North / South	31.4	36.6	2.7	2.0	25	No		Yes
Olive Street between Rosemead Boulevard & El Monte Avenue	4/2/2010	East / West	33.7	37.3	1.2	2.0	35	No		Yes
Santa Anita Avenue between Live Oak Avenue & Grand Avenue	4/2/2010	North / South	39.5	44.3	0.0	3.6	40	No		Yes
Sereno Drive between Rosemead Boulevard & Encinita Avenue	4/12/2010	North / South	31.3	37.0	4.9	2.0	30	No		Yes

<u>Location</u>	<u>Date</u>	<u>Direction</u>	<u>50th</u>	<u>85th</u>	<u>Accident Rate</u>	<u>Expected Accid. Rate</u>	<u>Posted</u>	<u>Limit Change?</u>	<u>New Limit</u>	<u>Study Used for Limit?</u> Yes
Sultana Avenue between Emperor Avenue & Longden Avenue	4/12/2010	North / South	28.8	34.7	0.0	2.0	30	No		Yes
Sultana Avenue between Las Tunas Drive & Broadway	4/12/2010	North / South	30.4	35.3	14.3	2.0	30	No		Yes
Sultana Avenue between Longden Avenue & Las Tunas Drive	4/12/2010	North / South	29.3	34.2	4.7	2.0	25	No		Yes
Temple City Boulevard between Camino Real Avenue & Las Tunas Drive	4/1/2010	North / South	36.6	41.1	1.7	3.6	35	No		Yes
Temple City Boulevard between Las Tunas Drive & Southern Pacific Railroad	4/1/2010	North / South	35.5	40.6	1.8	3.6	35	No		Yes

ACCIDENT DATA





Temple City SWITRS Intersection Priority Listing

Report Printed on:
Thursday, October 13, 2011

Accidents Reported Between 9/27/2007 and 9/26/2010

Based on information reported by the State Wide Integrated Traffic Reporting System.

Priority	Intersection	Accidents
1	LAS TUNAS DR and RT 164	19
2	LAS TUNAS DR and TEMPLE CITY BL	17
3	RT 164 and LONGDEN AV	14
4	BROADWAY and RT 164	12
5	LAS TUNAS DR and CLOVERLY AV	11
6	TEMPLE CITY BL and GARIBALDI AV	10
7	TEMPLE CITY BL and LOWER AZUSA RD	10
8	LAS TUNAS DR and ENCINITA AV	9
9	RT 164 and PENTLAND ST	9
10	LONGDEN AV and TEMPLE CITY BL	8
11	BALDWIN AV and OLIVE ST	7
12	GARIBALDI AV and RT 164	7
13	LOWER AZUSA RD and BALDWIN AV	7
14	LOWER AZUSA RD and ELLIS LN	7
15	TEMPLE CITY BL and WORKMAN AV	7
16	LAS TUNAS DR and GOLDEN WEST AV	6
17	LAS TUNAS DR and MUSCATEL AV	6
18	LAS TUNAS DR and OAK AV	6
19	LAS TUNAS DR and PRIMROSE AV	6
20	LONGDEN AV and GOLDEN WEST AV	6
21	RT 164 and EMPEROR AV	6
22	RT 164 and OLIVE ST	6
23	TEMPLE CITY BL and WOODRUFF AV	6
24	BROADWAY and TEMPLE CITY BL	5
25	LAS TUNAS DR and CAMELLIA AV	5
26	TEMPLE CITY BL and LEMON AV	5
27	TEMPLE CITY BL and OLIVE ST	5
28	BALDWIN AV and DAINES DR	4
29	EL MONTE AV and DAINES DR	4
30	HALIFAX RD and LOWER AZUSA RD	4
31	LAS TUNAS DR and SULTANA AV	4
32	LIVE OAK AV and BALDWIN AV	4
33	LIVE OAK AV and TEMPLE CITY BL	4
34	LOWER AZUSA RD and MILLER DR	4
35	BALDWIN AV and BROADWAY	3
36	BROADWAY and ENCINITA AV	3

Priority	Intersection	Accidents
37	BROADWAY and SULTANA AV	3
38	ENCINITA AV and PENTLAND ST	3
39	GARIBALDI AV and KAUFFMAN AV	3
40	HERMOSA DR and HART AV	3
41	KEY WEST ST and EL MONTE AV	3
42	LA ROSA DR and BALDWIN AV	3
43	LAS TUNAS DR and ROSEMEAD BL	3
44	LIVE OAK AV and OAK AV	3
45	ROSEMEAD BL and LONGDEN AV	3
46	RT 164 and RANCHO REAL RD	3
47	SERENO DR and RT 164	3
48	BROADWAY and ROSEMEAD BL	2
49	EL MONTE AV and DANBURY ST	2
50	ENCINITA AV and SERENO DR	2
51	FREER ST and SANTA ANITA AV	2
52	GARIBALDI AV and OAK AV	2
53	LAS TUNAS DR and AGNES AV	2
54	LAS TUNAS DR and KAUFFMAN AV	2
55	LAS TUNAS DR and LOMA AV	2
56	LEMON AV and OAK AV	2
57	LONGDEN AV and ENCINITA AV	2
58	LONGDEN AV and OAK AV	2
59	LONGDEN AV and PRIMROSE AV	2
60	LOWER AZUSA RD and AGNES AV	2
61	LOWER AZUSA RD and DOREEN AV	2
62	LOWER AZUSA RD and KAUFFMAN AV	2
63	LOWER AZUSA RD and PAL MAL AV	2
64	LOWER AZUSA RD and WILLMONTE AV	2
65	OLIVE ST and PAL MAL AV	2
66	RT 164 and ROSEMEAD BL	2
67	SANTA ANITA AV and DAINES DR	2
68	TEMPLE CITY BL and ARDSLEY DR	2
69	TEMPLE CITY BL and CAMINO REAL	2
70	TEMPLE CITY BL and ELLIS LN	2
71	TEMPLE CITY BL and GIDLEY ST	2
72	TEMPLE CITY BL and NADINE ST	2
73	TEMPLE CITY BL and VAL ST	2
74	AGNES AV and HOWLAND DR	1
75	AGNES AV and LA ROSA DR	1
76	AGNES AV and MILDANN ST	1
77	ALLESSANDRO AV and LAS TUNAS DR	1

Priority	Intersection	Accidents
78	ARDEN DR and LOWER AZUSA RD	1
79	ARDENEL AV and LA ROSA DR	1
80	AZUSA DR and HALIFAX RD	1
81	BALDWIN AV and GREEN ST	1
82	BALDWIN AV and LA ROCHA DR	1
83	BALDWIN AV and OLIVE AV	1
84	BARELA AV and BLACKLEY ST	1
85	BARELA AV and VAL ST	1
86	BLACKLEY ST and ENCINITA AV	1
87	BOGUE ST and BALDWIN AV	1
88	BOGUE ST and ROBINHOOD AV	1
89	BROADWAY and ALESSANDRO AV	1
90	BROADWAY and CLOVER AV	1
91	BROADWAY and CLOVERLY AV	1
92	BROADWAY and GOLDEN WEST AV	1
93	BROADWAY AV and SULTANA AV	1
94	BROADWAY ST and LOMA AV	1
95	BROADWAY ST and RT 164	1
96	BURTON AV and HERMOSA DR	1
97	BURTON AV and LONGDEN AV	1
98	CAMELLIA AV and LIVE OAK AV	1
99	CLOVERLY AV and DAINES DR	1
100	CLOVERLY AV and GIDLEY ST	1
101	CLOVERLY AV and WOODRUFF AV	1
102	CLOVERLY AV and WORKMAN AV	1
103	DAINES DR and HALIFAX RD	1
104	DAINES DR and HALIFAX ST	1
105	DALEVIEW AV and GRAND AV	1
106	DALEVIEW AV and LA ROSA DR	1
107	EL MONTE AV and GRAND AV	1
108	EL MONTE AV and KEY WEST AV	1
109	EMPEROR AV and OAK AV	1
110	ENCINITA AV and FLAHERTY ST	1
111	ENCINITA AV and LA ROSA DR	1
112	ENCINITA AV and ROSEGLEN ST	1
113	ENCINITA AV and WORKMAN AV	1
114	ENCINITAS AV and WEDGEWOOD LN	1
115	ESTRELLA AV and SALTER AV	1
116	FREER ST and PERSIMMON AV	1
117	GARIBALDI AV and CLOVERLY AV	1
118	GARIBALDI AV and ENCINITA AV	1

Priority	Intersection	Accidents
119	GARIBALDI AV and GOLDEN WEST AV	1
120	GOLDEN WEST AV and LIVE OAK AV	1
121	GOLDEN WEST AV and WORKMAN AV	1
122	GRACEWOOD AV and DAINES DR	1
123	GRAND AV and MCCLINTOCK AV	1
124	GREEN ST and GLICKMAN AV	1
125	HALIFAX RD and MILOANN ST	1
126	HERMOSA DR and LOMA AV	1
127	HERMOSA DR and MUSCATEL AV	1
128	KAUFFMAN AV and WOODRUFF AV	1
129	KEY WEST ST and DOREEN AV	1
130	LA ROSA DR and FIESTA AV	1
131	LA SUBIDA DR and OAK AV	1
132	LAS TUNAS DR and ROWLAND AV	1
133	LEMON AV and CORALEE AV	1
134	LEMON AV and GOLDEN WEST AV	1
135	LEMON AV and TRELAWNEY AV	1
136	LIVE OAK AV and ENCINITA AV	1
137	LIVE OAK AV and KAUFFMAN AV	1
138	LONGDEN AV and AGNES AV	1
139	LONGDEN AV and LEMON AV	1
140	LONGDEN AV and MUSCATEL AV	1
141	LONGDEN AV and SULTANA AV	1
142	LOWER AZUSA RD and CAMELLIA AV	1
143	LOWER AZUSA RD and CLOVERLY AV	1
144	LOWER AZUSA RD and SHIRLEY AV	1
145	LYNROSE ST and GLICKMAN AV	1
146	OAK AV and WOODRUFF AV	1
147	OLEMA ST and TRELAWNEY AV	1
148	OLIVE ST and NOEL DR	1
149	PENTLAND AV and FRATUS DR	1
150	PERSIMMON AV and ARROWOOD ST	1
151	PERSIMMON AV and DANBURY ST	1
152	PERSIMMON AV and FAIRVIEW AV	1
153	PRIMROSE AV and FLAHERTY ST	1
154	PRIMROSE AV and GARIBALDI AV	1
155	PRIMROSE AV and LASTUNAS DR	1
156	RANCHO REAL RD and LOMA AV	1
157	RENO AV and ELM AV	1
158	RENO AV and HERMOSA DR	1
159	RIO HONDO AV and KEY WEST ST	1

Priority	Intersection	Accidents
160	RIO HONDO AV and LOWER AZUSA RD	1
161	ROSEMEAD BL and PENTLAND ST	1
162	RT 164 and CALIFA ST	1
163	RT 164 and CALLITA ST	1
164	RT 164 and ELM AV	1
165	RT 164 and HERMOSA DR	1
166	RT 164 and LONGDON AVE	1
167	RT 164 and RANCHO REAL ST	1
168	RYLAND AV and ROBINHOOD AV	1
169	SAN GABRIEL BL and RUSH ST	1
170	SANTA ANA AV and FREER ST	1
171	SANTA ANITA AV and KRISTI CT	1
172	SERENO DR and ACASO DR	1
173	SULTANA AV and SERENO DR	1
174	TEMPLE CITY BL and BISBY AV	1
175	TEMPLE CITY BL and BLACKLEY ST	1
176	TEMPLE CITY BL and CAMELLIA AV	1
177	TEMPLE CITY BL and DAINES DR	1
178	TEMPLE CITY BL and TUNAS DR	1
179	TEMPLE CITY BL and WORKMAN ST	1
180	TUNAS DR and CLOVERLY AV	1
181	VALLEY BL and MUSCATEL AV	1
182	WOODRUFF AV and GOLDEN WEST AV	1
183	WORKMAN AV and KAUFFMAN AV	1
Total Accidents Reported This Period =		451

2010 TRAFFIC COUNTS



Temple City Traffic Counts – 2010

Average Daily Traffic Counts			YEAR		
No.	STREET	LOCATION	2001	2005	2010
1	Arden Drive	Lower Azusa to La Rosa	1639	2751	3285
2	Arden Drive	La Rosa to Olive		0	3266
3	Baldwin Avenue	Lower Azusa to Olive	15568	23785	28050
4	Baldwin Avenue	Olive to Live Oak	15255	25690	28218
5	Broadway	WCL to Rosemead	13977	15964	14300
6	Broadway	Rosemead to Encinita	6460	11562	10242
7	Broadway	Encinita to Temple City	4540	6543	5597
8	Broadway	Temple City to Baldwin	1558	3122	2975
9	Camino Real	Oak to Temple City	0	0	1805
10	Daines Drive	Baldwin to El Monte	1748	1850	1648
11	Daines Drive	El Monte to Santa Anita	1086	1215	1403
12	El Monte Avenue	Lower Azusa to Freer	3557	6681	6447
13	El Monte Avenue	Freer to Live Oak	4025	7074	7471
14	Encinita Avenue	SCL to Broadway	3215	5788	5825
15	Encinita Avenue	Broadway to Las Tunas	3001	6063	6005
16	Encinita Avenue	Las Tunas to Longden	1579	1623	2248
17	Freer Street	Arden to El Monte	878	1086	982
18	Freer Street	El Monte to Santa Anita	2095	3142	2535
19	Garibaldi Avenue	Burton to Rosemead	897	1206	975
20	Garibaldi Avenue	Rosemead to Encinita	1054	1776	1495
21	Garibaldi Avenue	Encinita to Temple City	1164	3558	2642
22	Garibaldi Avenue	Temple City to Golden West	1182	1887	2072
23	Golden West Avenue	Lower Azusa to Olive	335	969	911
24	Golden West Avenue	Olive to Las Tunas	1428	1986	1318
25	Golden West Avenue	Las Tunas to Lemon	2554	4206	3506
26	Grand Avenue	El Monte to Santa Anita	0	0	3408
27	Halifax Road	Lower Azusa to Olive	649	1215	895
28	Las Tunas Drive	Muscatel to Rosemead	20508	39140	31380
29	Las Tunas Drive	Rosemead to Encinita	18833	30150	26902
30	Las Tunas Drive	Encinita to Temple City	19644	27172	26838
31	Las Tunas Drive	Temple City to Baldwin	14866	24765	24864
32	Lemon Avenue	Oak to Temple City	1626	2836	2781
33	Lemon Avenue	Temple City to Golden West	1323	2175	2028
34	Live Oak Avenue	Encinita to Temple City	2240	3349	2460
35	Live Oak Avenue	Temple City to Baldwin	2774	4722	4648

36	Live Oak Avenue	Baldwin to El Monte	3966	7595	7887
37	Longden Avenue	Burton to Rosemead	4292	7101	6426
38	Longden Avenue	Rosemead to Temple City	5260	7164	8452
39	Longden Avenue	Temple City to Golden West	4424	6907	6861
40	Lower Azusa Road	Encinita to Temple City	10236	17287	18266
41	Lower Azusa Road	Temple City to Baldwin	14690	24986	20843
42	Lower Azusa Road	Baldwin to Pal Mal	15562	26553	26787
43	Muscatel Avenue	Las Tunas to Longden	2155	3712	3677
44	Oak Avenue	Las Tunas to Garibaldi	2734	3981	3447
45	Oak Avenue	Garibaldi to Lemon	2123	4270	3590
46	Olive Street	Encinita to Temple City	2313	2839	2565
47	Olive Street	Temple City to Baldwin	2443	3844	3988
48	Olive Street	Baldwin to El Monte	1778	2249	3745
49	Rosemead Boulevard	SCL to Broadway	0	0	37648
50	Rosemead Boulevard	Broadway to Las Tunas	0	0	37066
51	Rosemead Boulevard	Las Tunas to Longden	0	0	33053
52	Rosemead Boulevard	Longden to NCL	0	0	33011
53	Santa Anita Avenue	Grand to Live Oak	14152	22311	19507
54	Sereno Drive	Rosemead to Encinita	0	0	1115
55	Sultana Avenue	Olive to Las Tunas	1345	1942	1752
56	Sultana Avenue	Las Tunas to Longden	0	0	610
57	Sultana Avenue	Longden to Emperor	0	0	729
58	Temple City Boulevard	SCL to Lower Azusa	8118	15393	14978
59	Temple City Boulevard	Lower Azusa to Olive	8955	16757	17031
60	Temple City Boulevard	Olive to Las Tunas	11554	18994	18861
61	Temple City Boulevard	Las Tunas to Longden	11205	18968	20127
62	Temple City Boulevard	Longden to Lemon	11508	19085	19174

City Traffic Counters
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Street name : Arden Dr		Cross street: Bt Lower Azusa & La Rosa		Direction 1		Combined		Thursday			
Begin Time	North		South		Combined						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.					
12:00 03/25	4	30	5	21	9	51					
12:15	5	25	1	16	6	41					
12:30	4	23	1	14	5	37					
12:45	2	15	18	96	3	10	11	62	5	25	158
01:00	2	26	2	17	4	43					
01:15	4	24	0	26	4	50					
01:30	0	26	0	18	0	44					
01:45	0	6	29	105	1	3	25	86	1	9	191
02:00	1	24	0	18	1	42					
02:15	1	19	0	11	1	30					
02:30	1	28	1	18	2	46					
02:45	0	3	43	114	0	1	20	67	0	4	181
03:00	1	33	1	50	2	83					
03:15	0	23	1	27	1	50					
03:30	0	50	2	17	2	67					
03:45	0	1	28	134	1	5	22	116	1	6	250
04:00	1	17	2	26	1	50					
04:15	0	31	3	18	3	43					
04:30	2	24	3	24	3	49					
04:45	5	8	30	102	5	13	31	99	10	21	201
05:00	4	48	4	26	8	74					
05:15	10	28	3	26	13	54					
05:30	6	39	4	26	10	65					
05:45	10	30	9	30	10	65					
06:00	7	53	10	33	19	69					
06:15	14	31	4	36	17	86					
06:30	28	38	15	21	18	67					
06:45	28	77	32	154	19	48	28	118	47	125	272
07:00	25	28	32	27	27	55					
07:15	27	33	27	20	57	53					
07:30	49	24	61	14	54	53					
07:45	51	152	21	106	58	178	17	78	110	330	184
08:00	36	15	35	17	17	38					
08:15	26	19	35	18	71	32					
08:30	32	16	32	21	61	37					
08:45	17	111	9	59	29	131	9	65	64	242	124
09:00	28	17	25	18	46	18					
09:15	41	6	25	4	53	35					
09:30	14	6	15	14	66	10					
09:45	14	97	13	42	29	20					
10:00	16	9	22	87	36	184	18				
10:15	11	13	23	7	39	15					
10:30	23	11	16	3	23	19					
10:45	27	77	12	74	6	14					
11:00	18	4	23	8	3	22					
11:15	18	3	13	13	8	17					
11:30	19	2	10	2	31	5					
11:45	17	72	13	6	28	8					
Totals	649	1123	625	888	24	36	127	5	35		
Day Totals		1772		1513		1274		2011			
Split %	50.9%	55.8%	49.0%	44.1%		3285					
Peak Hour	07:15	05:30	07:30	05:30	07:30	05:30					
Volume	163	162	189	125	351	287					
P.H.F.	.79	.76	.77	.86	.79	.83					

City Traffic Counters
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Begin Time	Street name : Arden Dr Cross street: Bt La Rosa & Olive Direction 1				Combined				Thursday			
	North		South		A.M.		P.M.					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00 03/18	1	27	6	15	7	42						
12:15	4	25	1	13	5	38						
12:30	3	21	0	18	3	39						
12:45	1	18	91	0	7	24	70	1	16	42	161	
01:00	1	33	3	15	4	48						
01:15	0	29	1	19	1	48						
01:30	2	29	2	13	4	42						
01:45	2	19	110	0	6	22	69	2	11	41	179	
02:00	2	17	0	20	2	37						
02:15	3	30	0	23	3	53						
02:30	2	39	2	18	4	57						
02:45	0	7	33	119	2	4	44	105	2	11	77	224
03:00	3	37	0	37	3	74						
03:15	2	30	3	29	5	59						
03:30	1	35	0	33	1	68						
03:45	0	6	28	130	3	6	27	126	3	12	55	256
04:00	1	25	0	24	1	49						
04:15	2	23	0	20	2	43						
04:30	6	31	5	29	11	60						
04:45	6	15	48	127	3	8	32	105	9	23	80	232
05:00	4	43	3	29	7	72						
05:15	6	44	2	34	8	78						
05:30	10	53	3	22	13	75						
05:45	9	29	42	182	3	11	32	117	12	40	74	299
06:00	6	44	3	33	9	77						
06:15	19	47	10	38	29	85						
06:30	30	46	14	26	44	72						
06:45	33	88	38	175	15	42	33	130	48	130	71	305
07:00	32	31	22	34	54	65						
07:15	28	28	31	17	59	45						
07:30	49	27	34	25	83	52						
07:45	39	148	25	111	35	122	25	101	74	270	50	212
08:00	40	19	33	20	11	39						
08:15	39	10	27	11	66	29						
08:30	23	12	22	18	45	30						
08:45	27	129	15	64	24	106	19	68	51	235	34	132
09:00	14	11	17	106	19	18	6		31	29	29	
09:15	17	12	27	11	44	23			44	12	12	
09:30	20	4	19	72	7	44	26	140	17	17	81	
09:45	17	68	10	37	9	15	39		39	24	24	
10:00	21	9	18	17	5	21			41	21	21	
10:15	24	16	17	9	22	19			22	19	19	
10:30	9	10	13	65	16	45	30	132	27	27	91	
10:45	13	67	11	46	17	15	31		36	18	18	
11:00	14	3	17	5	36	9			36	9	9	
11:15	18	4	18	7	6	9			32	9	9	
11:30	25	3	7	60	1	27	37	136	2	2	38	
11:45	19	76	11	18	60	27	37	136	2	2	38	
Totals	647	1203	509	1007	1156	2210						
Day Totals		1850		1516		3366						
Split %	55.9%	54.4%	44.0%	45.5%								
Peak Hour	07:30	04:45	07:15	02:45	07:30	05:30						
Volume	167	188	133	143	296	311						
P.H.F.	.85	.88	.95	.81	.89	.91						

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City Traffic Counters
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Site Code : 000000000000
Start Date: 03/17/2010
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Street name : Baldwin Ave		Cross street: Bt Lower Azusa & Olive Direction 1											
Begin Time	North					South					Combined		Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	03/18	51		236		44		169		95		405	
12:15		25		230		47		187		72		417	
12:30		18		224		38		178		56		402	
12:45		17	111	200	890	38	167	189	723	55	278	389	
01:00		24		217		24		195		48		412	
01:15		26		192		29		181		55		373	
01:30		14		210		23		195		37		405	
01:45		19	83	246	865	28	104	186	757	47	187	432	
02:00		24		218		17		204		41		422	
02:15		21		242		13		176		34		418	
02:30		19		229		9		174		28		403	
02:45		13	77	233	922	23	62	217	771	36	139	450	
03:00		7		238		14		205		21		443	
03:15		12		237		7		197		19		434	
03:30		8		239		11		193		19		432	
03:45		24	51	237	951	4	36	206	801	28	87	443	
04:00		25		238		9		151		34		389	
04:15		13		235		5		182		18		417	
04:30		20		248		20		210		40		458	
04:45		29	87	256	977	25	59	227	770	54	146	483	
05:00		30		267		27		225		57		492	
05:15		23		308		35		234		58		542	
05:30		34		295		50		229		84		524	
05:45		41	128	333	1203	63	175	199	887	104	303	532	
06:00		49		360		79		211		128		571	
06:15		57		342		83		231		140		573	
06:30		94		308		94		197		188		505	
06:45		112	312	303	1313	113	369	157	796	225	681	460	
07:00		129		300		138		219		267		519	
07:15		127		304		182		174		309		478	
07:30		153		240		223		160		376		400	
07:45		218	627	220	1064	283	826	179	732	501	1453	399	
08:00		197		205		266		156		463		361	
08:15		174		215		287		181		461		396	
08:30		188		162		284		160		472		322	
08:45		208	767	146	728	236	1073	127	624	444	1840	273	
09:00		242		116		240		155		482		271	
09:15		167		139		193		170		360		309	
09:30		212		133		209		137		421		270	
09:45		171	792	142	530	182	824	155	617	353	1616	297	
10:00		197		107		189		118		386		225	
10:15		174		128		209		121		383		249	
10:30		184		88		164		94		348		182	
10:45		212	767	109	432	200	762	81	414	412	1529	190	
11:00		201		89		171		72		372		161	
11:15		198		77		160		64		358		141	
11:30		220		51		183		55		403		106	
11:45		203	822	58	275	187	701	35	226	390	1523	93	
Totals		4624		10150		5158		8118		9782		18268	
Day Totals			14774				13276				28050		
Split %		47.2%		55.5%		52.7%		44.4%					
Peak Hour	10:45		05:45		07:45		04:45		07:45		05:30		
Volume	831		1343		1120		915		1897		2200		
P.H.F.	.94		.93		.97		.97		.94		.95		

City Traffic Counters
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Street name : Baldwin		Cross street: Bt Olive & Live Oak											
Begin Time	South					North					Combined		Thursday
	A.M.		P.M.			A.M.		P.M.			A.M.	P.M.	
12:00	04/15	35		182		39		222			74	404	
12:15		46		203		32		216			78	419	
12:30		20		210		15		209			35	419	
12:45		28	129	200	795	24	110	200	847	52	239	400	1642
01:00		30		210		18		222			48	432	
01:15		26		194		10		203			36	397	
01:30		26		185		9		202			35	387	
01:45		13	95	205	794	13	50	212	839	26	145	417	1633
02:00		14		212		6		216			20	428	
02:15		5		192		18		236			23	428	
02:30		17		180		7		250			24	430	
02:45		9	45	206	790	6	37	255	957	15	82	461	1747
03:00		13		228		6		262			19	490	
03:15		12		238		8		246			20	484	
03:30		10		210		12		247			22	457	
03:45		9	44	228	904	18	44	240	995	27	88	468	1899
04:00		7		208		12		232			19	440	
04:15		6		218		11		216			17	434	
04:30		10		196		19		228			29	424	
04:45		24	47	232	854	34	76	250	926	58	123	482	1780
05:00		27		251		25		310			52	561	
05:15		37		272		40		286			77	558	
05:30		46		229		30		290			76	519	
05:45		69	179	229	981	52	147	312	1198	121	326	541	2179
06:00		76		252		56		302			132	554	
06:15		72		250		64		278			136	528	
06:30		88		222		108		288			196	510	
06:45		112	348	210	934	132	360	263	1131	244	708	473	2065
07:00		162		199		140		247			302	446	
07:15		164		209		158		244			322	453	
07:30		192		176		204		229			396	405	
07:45		257	775	157	741	272	774	238	958	529	1549	395	1699
08:00		286		185		210		212			496	397	
08:15		270		150		228		184			506	334	
08:30		268		166		214		170			482	336	
08:45		206	1038	127	628	239	891	132	698	445	1929	259	1326
09:00		210		166		190		124			400	290	
09:15		184		176		218		129			402	305	
09:30		200		123		192		119			392	242	
09:45		165	759	144	609	190	790	136	508	355	1549	280	1117
10:00		186		142		174		116			360	258	
10:15		193		101		194		128			387	229	
10:30		190		92		190		98			380	190	
10:45		214	783	82	417	195	753	94	436	409	1536	176	853
11:00		181		88		170		84			351	172	
11:15		156		71		205		84			361	155	
11:30		190		54		186		60			376	114	
11:45		164	691	44	257	221	782	46	274	385	1473	90	531
Totals		4933		8704		4814		9767		9747		18471	
Day Totals			13637				14581				28218		
Split %		50.6%		47.1%		49.3%		52.8%					
Peak Hour	07:45		04:45		07:45		05:00		07:45		05:00		
Volume	1089		984		924		1198		2013		2179		
P.H.F.	.95		.90		.84		.95		.95		.97		

City Traffic Counters
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Site Code : 00000000117
Start Date: 04/14/2010
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Begin Time	Street name :Broadway		Cross street:W/O Rosemead		Direction 1				Combined	Thursday	
	West		East		A.M.		P.M.				
12:00 04/15	11		133		8		104		19		237
12:15	6		131		3		102		9		233
12:30	4		113		7		99		11		212
12:45	7	28	102	479	7	25	87	392	14	53	189
01:00	8		119		9		90		17		209
01:15	5		105		12		91		17		196
01:30	7		102		9		89		16		191
01:45	8	28	100	426	4	34	91	361	12	62	191
02:00	9		105		8		109		17		214
02:15	6		100		7		107		13		207
02:30	4		133		5		125		9		258
02:45	0	19	121	459	2	22	118	459	2	41	239
03:00	1		137		5		136		6		273
03:15	4		147		6		133		10		280
03:30	1		152		1		113		2		265
03:45	5	11	123	559	1	13	123	505	6	24	246
04:00	1		144		9		129		10		273
04:15	3		106		4		127		7		233
04:30	11		112		10		140		21		252
04:45	3	18	127	489	6	29	142	538	9	47	269
05:00	15		128		7		153		22		281
05:15	10		130		22		163		32		293
05:30	17		167		20		186		37		353
05:45	25	67	141	566	21	70	153	655	46	137	294
06:00	29		162		20		166		49		328
06:15	33		149		30		163		63		312
06:30	66		125		28		162		94		287
06:45	47	175	130	566	41	119	117	608	88	294	247
07:00	96		133		55		118		151		251
07:15	129		123		64		110		193		233
07:30	156		103		92		132		248		235
07:45	153	534	130	489	123	334	77	437	276	868	207
08:00	158		88		116		94		274		182
08:15	123		81		97		74		220		155
08:30	147		111		95		66		242		177
08:45	127	555	104	384	80	388	64	298	207	943	168
09:00	110		82		77		51		187		133
09:15	110		62		64		50		174		112
09:30	100		74		74		39		174		113
09:45	104	424	47	265	80	295	38	178	184	719	85
10:00	116		51		75		37		191		88
10:15	83		45		79		26		162		71
10:30	101		40		73		35		174		75
10:45	101	401	30	166	74	301	26	124	175	702	56
11:00	102		25		87		22		189		47
11:15	127		22		84		14		211		36
11:30	115		19		73		10		188		29
11:45	144	488	16	82	125	369	22	68	269	857	38
Totals	2748		4930		1999		4623		4747		9553
Day Totals		7678				6622				14300	
Split %	57.8%		51.6%		42.1%		48.3%				
Peak Hour	07:15		05:30		07:45		05:15		07:30		05:30
Volume	596		619		431		668		1018		1287
P.H.F.	.94		.92		.87		.89		.92		.91

City Traffic Counters
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Site Code : 00000000000
Start Date: 03/10/2010
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Street name :Broadway		Cross street:Bt Rosemead & Encinita Direction 1										Thursday	
Begin Time	West					East					Combined		
	A.M.		P.M.			A.M.		P.M.			A.M.	P.M.	
12:00	03/11	9		63		5		75		14		138	
12:15		3		87		8		69		11		156	
12:30		3		65		5		103		8		168	
12:45		0	15	71	286	4	22	84	331	4	37	155	617
01:00		3		67		7		83		10		150	
01:15		0		61		6		73		6		134	
01:30		5		47		2		84		7		131	
01:45		2	10	59	234	6	21	79	319	8	31	138	553
02:00		2		54		0		78		2		132	
02:15		0		71		3		87		3		158	
02:30		3		77		3		88		6		165	
02:45		1	6	82	284	5	11	106	359	6	17	188	643
03:00		3		68		4		116		7		184	
03:15		2		99		1		103		3		202	
03:30		0		98		1		120		1		218	
03:45		3	8	63	328	3	9	128	467	6	17	191	795
04:00		3		74		3		125		6		199	
04:15		2		67		3		121		5		188	
04:30		0		52		2		157		2		209	
04:45		3	8	62	255	5	13	136	539	8	21	198	794
05:00		5		117		2		160		7		277	
05:15		6		93		5		154		11		247	
05:30		16		96		7		187		23		283	
05:45		20	47	102	408	6	20	152	653	26	67	254	1061
06:00		20		107		12		174		32		281	
06:15		31		96		12		158		43		254	
06:30		44		65		15		144		59		209	
06:45		62	157	63	331	26	65	116	592	88	222	179	923
07:00		69		76		40		93		109		169	
07:15		90		56		34		82		124		138	
07:30		101		51		63		94		164		145	
07:45		104	364	53	236	91	228	75	344	195	592	128	580
08:00		104		54		142		54		246		108	
08:15		104		38		102		55		206		93	
08:30		81		39		100		50		181		89	
08:45		79	368	36	167	60	404	44	203	139	772	80	370
09:00		83		42		56		65		139		107	
09:15		90		37		46		42		136		79	
09:30		79		33		52		34		131		67	
09:45		59	311	32	144	64	218	27	168	123	529	59	312
10:00		68		21		58		47		126		68	
10:15		65		28		60		33		125		61	
10:30		63		17		57		20		120		37	
10:45		45	241	14	80	52	227	21	121	97	468	35	201
11:00		52		17		60		13		112		30	
11:15		59		15		67		25		126		40	
11:30		73		6		74		11		147		17	
11:45		66	250	4	42	66	267	12	61	132	517	16	103
Totals		1785		2795		1505		4157		3290		6952	
Day Totals			4580				5662				10242		
Split %		54.2%		40.2%		45.7%		59.8%					
Peak Hour	07:30		05:00		07:45		05:30		07:45		05:30		
Volume	413		408		435		671		828		1072		
P.H.F.	.99		.87		.76		.89		.84		.94		

City Traffic Counters
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Street name :Broadway		Cross street:Bl Encinita & Temple		City Direction 1				Combined			
Begin Time		West		East							Thursday
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	03/11	6	36	1	39	7	75				
12:15		3	47	2	36	5	83				
12:30		0	30	4	41	4	71				
12:45		1	36	0	44	1	80				
01:00		2	38	4	47	17	85				309
01:15		2	30	2	27	6	57				
01:30		3	27	2	43	4	70				
01:45		0	37	3	30	5	67				
02:00		1	34	2	33	3	67				279
02:15		0	39	2	39	2	78				
02:30		0	34	1	35	1	69				
02:45		0	31	2	51	2	82				296
03:00		3	40	4	70	7	110				
03:15		1	58	2	62	3	120				
03:30		0	53	0	68	0	121				
03:45		2	36	2	68	4	104				455
04:00		0	27	1	57	1	84				
04:15		1	41	4	87	5	128				
04:30		2	68	4	92	6	160				
04:45		1	46	3	79	4	125				497
05:00		3	67	1	116	4	183				
05:15		4	50	4	88	8	138				
05:30		5	64	3	99	8	163				
05:45		5	58	6	94	8	152				636
06:00		11	59	6	82	11	141				
06:15		24	53	8	82	17	141				
06:30		30	38	8	66	32	135				
06:45		20	35	8	66	38	104				
07:00		28	49	15	57	35	92				472
07:15		46	44	22	39	50	88				
07:30		70	32	19	35	65	79				
07:45		73	28	38	42	108	74				
08:00		68	28	50	39	123	67				308
08:15		60	19	130	24	198	52				
08:30		43	25	73	26	133	45				
08:45		40	20	43	27	86	52				
09:00		42	20	33	24	73	44				193
09:15		45	18	40	34	82	54				
09:30		33	18	28	22	73	40				
09:45		35	18	36	21	69	39				
10:00		27	15	71	26	61	37				170
10:15		37	11	28	27	55	38				
10:30		28	10	34	11	71	21				
10:45		25	14	31	8	59	22				
11:00		24	9	30	12	55	21				102
11:15		24	13	20	6	44	19				
11:30		29	8	29	9	58	17				
11:45		29	6	32	2	61	8				
11:45		44	3	30	34	78	8				52
Totals		956	1602	872	2167	1828	3769				
Day Totals			2558		3039		5597				
Split %		52.3%	42.5%	47.7%	57.5%						
Peak Hour	07:30		05:00		07:30		05:00				
Volume	271		239		397		636				
P.H.F.	.92		.89		.85		.86				

City Traffic Counters
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Site Code : 00000000193
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Street name :Broadway Cross street:St Temple City & Baldwin Direction 1													
Begin Time	East				West				Combined				Tuesday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 04/20	0		25		1		20		1		45		
12:15	1		12		1		18		2		30		
12:30	1		21		0		19		1		40		
12:45	5	7	26	84	0	2	22	79	5	9	48	163	
01:00	1		22		0		14		1		36		
01:15	2		25		1		12		3		37		
01:30	1		16		1		14		2		30		
01:45	1	5	16	79	0	2	19	59	1	7	35	138	
02:00	0		26		1		14		1		40		
02:15	2		14		0		19		2		33		
02:30	3		40		1		28		4		68		
02:45	1	6	20	100	2	4	6	67	3	10	26	167	
03:00	0		51		1		24		1		75		
03:15	0		55		0		17		0		72		
03:30	0		42		0		23		0		65		
03:45	1	1	49	197	2	3	17	81	3	4	66	278	
04:00	0		42		2		18		2		60		
04:15	1		33		0		23		1		56		
04:30	2		52		0		17		2		69		
04:45	1	4	40	167	2	4	18	76	3	8	58	243	
05:00	1		54		5		23		6		77		
05:15	3		57		4		26		7		83		
05:30	2		67		8		17		10		84		
05:45	4	10	53	231	5	22	28	94	9	32	81	325	
06:00	3		48		11		23		14		71		
06:15	4		43		12		18		16		61		
06:30	11		35		17		20		28		55		
06:45	7	25	30	156	9	49	15	76	16	74	45	232	
07:00	11		33		22		17		33		50		
07:15	7		27		31		14		38		41		
07:30	16		26		31		20		47		46		
07:45	24	58	15	101	49	133	11	62	73	191	26	163	
08:00	32		27		39		15		71		42		
08:15	29		20		30		15		59		35		
08:30	28		12		24		7		52		19		
08:45	19	108	24	83	32	125	10	47	51	233	34	130	
09:00	24		14		23		8		47		22		
09:15	20		14		17		13		37		27		
09:30	8		13		28		6		36		19		
09:45	14	66	11	52	22	90	1	28	36	156	12	80	
10:00	4		13		19		12		23		25		
10:15	11		5		16		5		27		10		
10:30	14		8		17		5		31		13		
10:45	13	42	5	31	20	72	7	29	33	114	12	60	
11:00	12		8		14		4		26		12		
11:15	12		6		17		0		29		6		
11:30	21		1		12		2		33		3		
11:45	21	66	3	18	23	66	2	8	44	132	5	26	
Totals	398		1299		572		706		970		2005		
Day Totals		1697			1278				2975				
Split %	41.0%		64.7%		58.9%		35.2%						
Peak Hour	07:45		05:00		07:15		05:00		07:45		05:00		
Volume	113		231		150		94		255		325		
P.H.F.	.88		.86		.76		.83		.87		.96		

City Traffic Counters
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Site Code : 000000000000
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Street name : Camino Real Ave		Cross street: Et Oak & Temple		City Direction 1				Combined		
Begin Time	East		West		Combined				Thursday	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	03/11	0	7	1	10	1	1	17		
12:15		0	8	2	9	2	1	17		
12:30		1	9	1	13	2	1	22		
12:45		1	9	33	1	5	13	22		
01:00		0	9	0	7	45	2	7	78	
01:15		0	4	0	7	0	0	16		
01:30		1	6	0	7	0	0	11		
01:45		0	6	0	10	1	1	16		
02:00		0	10	1	12	1	2	18	61	
02:15		0	7	0	5	0	0	15		
02:30		1	10	1	15	0	0	22		
02:45		0	51	0	17	2	2	27		
03:00		0	41	0	41	0	2	92	156	
03:15		1	14	0	43	0	0	84		
03:30		0	13	0	21	1	1	35		
03:45		1	19	0	12	0	0	25		
04:00		1	14	1	27	103	1	46	190	
04:15		0	12	0	16	2	2	30		
04:30		0	19	0	17	0	0	29		
04:45		0	5	0	16	0	0	35		
05:00		4	18	2	21	70	2	26	120	
05:15		2	10	0	14	6	4	32		
05:30		2	23	0	22	2	2	32		
05:45		6	16	0	21	2	2	44		
06:00		5	19	1	18	75	7	34	142	
06:15		5	12	1	18	6	6	37		
06:30		3	12	1	20	6	6	32		
06:45		3	10	1	17	4	4	29		
07:00		26	14	53	3	6	6	18	116	
07:15		19	5	8	11	31	22	25		
07:30		12	4	8	14	27	19	19		
07:45		25	4	27	8	10	20	14		
08:00		79	3	26	47	8	43	12	70	
08:15		79	1	58	7	7	137	10		
08:30		34	6	67	6	6	146	7		
08:45		19	3	20	8	8	54	14		
09:00		11	7	13	11	9	30	12	43	
09:15		10	6	0	11	11	30	18		
09:30		4	5	11	10	21	12	16		
09:45		2	0	8	2	12	11	7		
10:00		9	2	18	9	6	29	6	47	
10:15		7	4	4	11	13	9	13		
10:30		6	1	2	6	9	10	10		
10:45		8	4	11	7	17	15	8		
11:00		10	1	7	24	2	26	6	37	
11:15		7	4	10	5	20	15	6		
11:30		8	0	8	4	15	16	8		
11:45		7	0	9	0	16	3	0		
Totals		419	467	309	610	12	16	3	17	
Day Totals		886		919	728		67	1077		
Split %		57.5%	43.3%	42.4%	56.6%		1805			

Peak Hour	07:45	02:45	07:45	02:30	07:45	02:30
Volume	217	119	171	122	388	238
P.H.F.	.68	.58	.63	.70	.66	.64

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City Traffic Counters
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Site Code : 000000000000
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Begin Time	Street name :Daines Dr Cross street:Bt Baldwin & El Monte Direction 1				Direction 1				Combined		Tuesday
	East		West		West		East		A.M.	P.M.	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 03/16	1	10	2	7	3	3	3	17			
12:15	2	13	0	12	1	2	2	25			
12:30	1	14	0	5	1	1	1	19			
12:45	0	7	44	1	3	13	37	20	7	81	
01:00	1	8	1	7	1	2	2	15			
01:15	1	13	0	11	1	1	1	24			
01:30	0	6	1	13	1	1	1	19			
01:45	0	9	36	10	2	10	41	19	4	77	
02:00	0	5	0	12	0	0	0	17			
02:15	0	14	0	7	0	0	0	21			
02:30	1	16	0	8	0	1	1	24			
02:45	0	14	49	15	*	15	42	29	1	91	
03:00	0	15	1	14	1	1	1	29			
03:15	0	18	0	18	0	0	0	29			
03:30	0	17	1	15	1	1	1	36			
03:45	0	12	62	14	2	14	61	32	2	123	
04:00	0	17	1	17	1	1	1	26			
04:15	0	10	2	18	2	2	2	34			
04:30	0	15	0	10	0	0	0	28			
04:45	0	17	59	12	4	12	57	25	4	116	
05:00	1	30	2	13	3	3	3	29			
05:15	0	17	4	13	4	4	4	43			
05:30	0	22	3	15	3	3	3	30			
05:45	0	20	89	11	13	11	52	37	14	141	
06:00	1	25	1	19	2	2	2	31			
06:15	5	23	11	13	2	2	2	44			
06:30	4	20	12	13	16	16	16	36			
06:45	6	26	94	19	44	17	68	39	60	162	
07:00	5	14	20	16	16	18	18	43			
07:15	7	20	13	14	11	11	11	30			
07:30	7	25	24	11	15	15	15	31			
07:45	9	11	70	23	74	7	49	40	102	119	
08:00	11	14	21	7	11	32	32	18			
08:15	15	10	16	8	8	31	31	25			
08:30	5	13	13	7	7	18	18	18			
08:45	7	12	49	9	59	9	35	20	97	84	
09:00	4	10	7	7	7	11	11	21			
09:15	10	11	12	5	5	11	11	17			
09:30	7	17	11	4	4	22	22	16			
09:45	11	10	48	10	40	18	18	21			
10:00	5	8	10	7	21	21	21	15	72	69	
10:15	9	10	10	4	4	15	15	15			
10:30	5	2	10	4	0	22	22	14			
10:45	6	5	25	15	49	15	13	2			
11:00	9	7	16	9	2	22	22	7	74	38	
11:15	12	4	9	4	4	18	18	11			
11:30	9	6	15	1	1	27	27	5			
11:45	13	3	6	0	0	15	15	6			
Totals	190	645	331	482	6	521	84	1127			
Day Totals		835		813		1648					
Split %	36.4%	57.2%	63.5%	42.7%							
Peak Hour	11:00	06:00	07:30	06:00		07:30	06:00				
Volume	43	94	84	68		126	162				
P.H.F.	.82	.90	.87	.89		.98	.92				

D

City Traffic Counters
626.256.4171

Site Code : 00000000161
Start Date: 04/20/2010
File I.D. : C:\DOCUMENTS
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Street name :Daines		Cross street:Bt El Monte & Santa Anita Direction 1										Tuesday	
Begin Time	East		West		Combined								
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 04/20	1	6	3	8	4	14							
12:15	1	7	0	14	1	21							
12:30	3	6	0	15	3	21							
12:45	0	5	6	25	0	3	18	55	0	8	24	80	
01:00	0	3	0	0	0	12			0		15		
01:15	0	12	0	6	0	10			0		18		
01:30	0	7	0	10	0	6			0		17		
01:45	4	4	15	37	0	10	38		4	4	25	75	
02:00	0	12	1	6	1	18			1		18		
02:15	1	11	0	8	1	19			1		20		
02:30	1	10	1	10	2	20			2		30		
02:45	0	2	14	47	0	16	40		0	4	30	87	
03:00	0	17	0	13	0	15			0		30		
03:15	0	21	0	15	0	13			0		36		
03:30	0	13	1	13	1	26			1		26		
03:45	1	17	68	0	1	21	62		1	2	38	130	
04:00	1	9	1	12	2	21			2		21		
04:15	1	12	0	11	1	23			1		23		
04:30	0	10	1	8	1	18			1		18		
04:45	1	3	16	47	1	3	39		2	6	24	86	
05:00	1	17	1	14	2	31			2		31		
05:15	0	17	2	12	2	29			2		27		
05:30	2	10	3	17	5	27			5		31		
05:45	2	5	19	63	7	13	12	55	9	18	31	118	
06:00	1	15	2	16	3	31			3		31		
06:15	4	9	9	10	13	19			10		29		
06:30	4	14	6	15	10	29			19		20	99	
06:45	8	17	8	46	11	28	12	53	19	45	20	99	
07:00	12	7	7	11	11	18			23		18		
07:15	7	8	10	15	17	23			17		23		
07:30	16	9	25	5	41	14			36		12	67	
07:45	12	47	7	31	24	70	5	36	36	117	12	67	
08:00	4	6	14	7	18	13			18		13		
08:15	14	6	23	11	37	17			16		14		
08:30	7	8	9	6	16	14			25	96	10	54	
08:45	10	35	5	25	15	61	5	29	15		5		
09:00	6	2	9	3	3	9			15		5		
09:15	9	6	8	3	17	9			17		9		
09:30	7	6	10	7	17	13			17		13		
09:45	12	34	6	20	13	40	3	16	25	74	9	36	
10:00	7	5	6	1	13	6			13		6		
10:15	2	5	3	6	5	11			5		11		
10:30	9	4	6	8	15	12			15		12		
10:45	10	28	5	19	13	28	8	23	23	56	13	42	
11:00	8	1	13	3	21	4			21		4		
11:15	11	2	11	2	22	4			22		4		
11:30	6	2	7	2	13	4			13		4		
11:45	12	37	1	6	15	46	3	10	27	83	4	16	
Totals	218	434	295	456	513	890							
Day Totals		652		751	1403								
Split %	42.5%	48.7%	57.5%	51.2%									
Peak Hour	07:00	03:00	07:30	03:00	07:30	03:00							
Volume	47	68	86	62	132	130							
P.H.F.	.73	.80	.86	.73	.80	.85							

City Traffic Counters
626.256.4171

Site Code : 000000000000
Start Date: 03/15/2010
File I.D. : C:\DOCUMENTS
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Street name : El Monte Ave		Cross street: Bt Freer & Lower Azusa Direction 1										Tuesday	
Begin Time	North					South					Combined		
	A.M.		P.M.			A.M.		P.M.			A.M.	P.M.	
12:00	03/16	11		39		5		35		16		74	
12:15		4		42		3		40		7		82	
12:30		3		52		8		41		11		93	
12:45		4	22	49	182	1	17	56	172	5	39	105	354
01:00		4		44		3		37		7		81	
01:15		5		40		2		45		7		85	
01:30		1		54		0		48		1		102	
01:45		1	11	50	188	2	7	43	173	3	18	93	361
02:00		1		51		0		47		1		98	
02:15		4		60		0		47		4		107	
02:30		0		48		2		52		2		100	
02:45		5	10	78	237	0	2	49	195	5	12	127	432
03:00		1		55		2		69		3		124	
03:15		4		68		1		70		5		138	
03:30		0		55		0		62		0		117	
03:45		1	6	59	237	1	4	40	241	2	10	99	478
04:00		2		59		1		64		3		123	
04:15		2		66		2		60		4		126	
04:30		3		60		4		68		7		128	
04:45		1	8	64	249	3	10	79	271	4	18	143	520
05:00		3		64		1		64		4		128	
05:15		3		61		9		86		12		147	
05:30		11		79		8		81		19		160	
05:45		5	22	71	275	12	30	70	301	17	52	141	576
06:00		12		67		8		59		20		126	
06:15		14		63		21		75		35		138	
06:30		20		55		17		56		37		111	
06:45		39	85	74	259	23	69	72	262	62	154	146	521
07:00		25		53		25		58		50		111	
07:15		40		59		38		53		78		112	
07:30		51		55		47		57		98		112	
07:45		52	168	38	205	58	168	35	203	110	336	73	408
08:00		62		41		69		38		131		79	
08:15		43		41		73		36		116		77	
08:30		44		36		57		27		101		63	
08:45		45	194	26	144	55	254	36	137	100	448	62	281
09:00		47		41		53		33		100		74	
09:15		36		25		41		31		77		56	
09:30		33		29		41		36		74		65	
09:45		47	163	16	111	32	167	22	122	79	330	38	233
10:00		43		18		33		25		76		43	
10:15		45		12		36		18		81		30	
10:30		42		10		30		14		72		24	
10:45		33	163	19	59	40	139	16	73	73	302	35	132
11:00		50		13		42		7		92		20	
11:15		50		7		30		9		80		16	
11:30		46		11		43		4		89		15	
11:45		54	200	7	38	52	167	7	27	106	367	14	65
Totals		1052		2184		1034		2177		2086		4361	
Day Totals			3236				3211				6447		
Split %		50.4%		50.0%		49.5%		49.9%					
Peak Hour	07:30		05:30		07:45		04:45		07:45		04:45		
Volume	208		280		257		310		458		578		
P.H.F.	.93		.88		.88		.90		.87		.90		

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City Traffic Counters
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Site Code : 0000000000
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Street name : El Monte		Cross street: St Freer & Live Oak											
Begin Time	South				North				Combined				Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	04/15	2	62	4	58	6	120						
12:15		10	40	4	60	14	100						
12:30		4	45	4	60	8	105						
12:45		6	22	52	199	2	14	44	222	8	36	96	421
01:00		2	49	4	4	56	105						
01:15		4	33	4	58	6	91						
01:30		3	40	2	43	8	83						
01:45		4	13	33	155	4	14	54	211	5	27	87	366
02:00		3	51	4	42	7	93						
02:15		4	45	3	64	7	109						
02:30		2	60	3	76	5	136						
02:45		0	9	56	212	2	12	90	272	2	21	146	484
03:00		2	72	2	80	4	152						
03:15		1	68	3	67	4	135						
03:30		1	59	0	86	1	145						
03:45		0	4	73	272	0	5	76	309	0	9	149	581
04:00		1	64	0	66	1	130						
04:15		1	72	1	82	2	154						
04:30		1	82	3	80	4	162						
04:45		3	6	80	298	4	8	76	304	7	14	156	602
05:00		3	81	4	74	7	155						
05:15		4	85	6	72	10	157						
05:30		5	80	12	90	17	170						
05:45		8	20	82	328	21	43	79	315	29	63	161	643
06:00		9	70	18	73	27	143						
06:15		15	85	21	92	36	177						
06:30		14	90	33	88	47	178						
06:45		30	68	61	306	52	124	62	315	82	192	123	621
07:00		34	66	44	58	62	116						
07:15		38	54	58	62	78	132						
07:30		62	54	94	62	96	116						
07:45		65	199	48	222	100	296	50	236	156	495	98	458
08:00		72	41	85	41	157	82						
08:15		71	37	84	42	155	79						
08:30		58	40	61	30	119	70						
08:45		44	245	32	150	72	302	46	159	116	547	78	309
09:00		31	57	56	30	87	62						
09:15		49	29	48	38	97	67						
09:30		36	39	45	23	81	62						
09:45		46	162	23	148	58	207	25	116	104	369	48	264
10:00		31	23	43	43	24	74						
10:15		50	21	48	18	98	39						
10:30		35	19	56	18	91	37						
10:45		38	154	13	76	48	195	12	72	86	349	25	148
11:00		40	16	35	12	75	28						
11:15		45	13	46	18	91	31						
11:30		42	12	60	8	102	20						
11:45		38	165	6	47	49	190	12	50	87	355	18	97
Totals		1067	2413	1410	2581	2477	4994						
Day Totals			3480		3991		7471						
Split %		43.0%	48.3%	56.9%	51.6%								
Peak Hour	07:30	04:30	07:30	05:30	07:30	05:45							
Volume	270	328	363	334	633	659							
P.H.F.	.93	.96	.90	.90	.95	.92							

City Traffic Counters
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Site Code : 0G0000000140
Start Date: 04/14/2010
File I.D. : C:\DOCUMENTS
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Begin Time	Street name : Encinita Cross street: Bt SCL & Broadway				Direction 1				Combined	P.M.	Thursday
	South		North		South		North				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 04/15	7	37	5	35	12						
12:15	1	32	2	47	7						
12:30	1	37	2	44	3						
12:45	2	40	146	7	20	44	170	9	31	84	316
01:00	2	46		1		29		3		75	
01:15	0	29		1		41		1		70	
01:30	7	46		3		30		10		76	
01:45	2	25	146	0	5	39	139	2	16	64	285
02:00	2	28		2		36		4		64	
02:15	1	36		0		49		1		85	
02:30	1	51		2		50		3		101	
02:45	1	48	163	1	5	53	188	2	10	101	351
03:00	0	66		2		58		2		124	
03:15	1	74		0		41		1		115	
03:30	0	67		0		59		0		126	
03:45	2	51	258	0	2	64	222	2	5	115	480
04:00	0	43		1		43		1		86	
04:15	1	40		3		46		4		86	
04:30	0	47		0		54		0		101	
04:45	1	65	195	1	5	58	201	2	7	123	396
05:00	1	52		0		41		1		93	
05:15	3	50		2		61		5		111	
05:30	8	53		1		72		9		125	
05:45	9	68	223	3	6	70	244	12	27	138	467
06:00	14	55		5		69		19		124	
06:15	14	76		10		82		24		158	
06:30	14	69		13		63		27		132	
06:45	25	67	267	11	39	57	271	36	106	124	538
07:00	33	46		26		55		59		101	
07:15	45	43		23		53		68		96	
07:30	60	44		30		46		90		90	
07:45	60	198	44	38	117	36	190	98	315	80	367
08:00	76	44		83		30		159		74	
08:15	115	33		75		38		190		71	
08:30	84	29		55		27		139		56	
08:45	71	346	27	44	257	24	119	115	603	51	252
09:00	40	32	133	29		32		69		64	
09:15	61	38		38		24		99		62	
09:30	62	26		28		24		90		50	
09:45	57	220	17	19	114	19	99	76	334	36	212
10:00	48	20	113	19		18		67		38	
10:15	19	23		35		20		54		43	
10:30	41	9		22		20		63		29	
10:45	21	129	13	29	105	15	73	50	234	28	138
11:00	37	13		32		7		69		20	
11:15	43	5		33		6		76		11	
11:30	36	7		41		9		77		16	
11:45	25	141	5	30	139	3	25	58	280	8	55
Totals	1154	1916		814	1941			1968		3857	
Day Totals		3070			2755				5825		
Split %	58.6%	49.6%		41.3%	50.3%						
Peak Hour	08:00	05:45		08:00	05:30			08:00		05:45	
Volume	346	268		257	293			603		552	
P.H.F.	.75	.88		.77	.89			.79		.87	

City Traffic Counters
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Site Code : 000000000000
Start Date: 03/10/2010
File I.D. : C:\DOCUMENTS
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Street name : Encinita Ave		Cross street: Bt Broadway & Las Tunas Direction 1										
Begin Time	<-----> South				<-----> North				-----> Combined		Thursday	
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.		
12:00 03/11	2		31		4		37		6	66		
12:15	0		41		3		51		3	92		
12:30	0		43		3		42		3	85		
12:45	0	2	36	151	3	13	58	188	3	94	339	
01:00	2		46		2		41		4	87		
01:15	3		40		2		37		5	77		
01:30	1		31		0		37		1	68		
01:45	0	6	37	154	1	5	48	163	1	85	317	
02:00	1		43		0		50		1	93		
02:15	1		57		1		59		2	116		
02:30	0		44		0		63		0	107		
02:45	0	2	50	194	0	1	88	260	0	138	454	
03:00	1		83		2		62		3	145		
03:15	0		73		0		65		0	138		
03:30	1		57		0		73		1	130		
03:45	0	2	42	255	2	4	68	268	2	110	523	
04:00	3		69		2		63		2	110		
04:15	1		52		0		58		5	132		
04:30	0		32		1		66		1	110		
04:45	0	4	40	193	2	5	52	239	2	98	432	
05:00	0		49		2		84		2	92		
05:15	3		65		3		73		6	133		
05:30	10		51		3		75		13	138		
05:45	15	28	75	240	7	15	83	315	22	126	555	
06:00	10		74		8		86		18	158		
06:15	17		48		11		92		28	160		
06:30	15		38		15		93		30	141		
06:45	33	75	40	200	30	64	92	329	63	130	529	
07:00	32		31		27		62		59	98		
07:15	41		35		38		60		79	93		
07:30	47		31		36		41		83	95		
07:45	55	175	28	125	73	174	36	199	128	72	324	
08:00	83		20		135		29		218	64		
08:15	94		24		94		25		188	49		
08:30	42		17		52		28		94	49		
08:45	37	256	20	81	46	327	20	102	83	45	183	
09:00	38		31		42		30		80	40		
09:15	41		17		40		25		81	61		
09:30	38		21		34		19		72	42		
09:45	30	147	17	86	38	154	17	91	68	40	177	
10:00	22		18		58		7		80	34		
10:15	31		18		29		11		60	25		
10:30	35		7		29		14		64	29		
10:45	26	114	11	54	33	149	4	36	59	21	90	
11:00	36		7		36		8		77	15		
11:15	43		5		34		7		72	12		
11:30	52		6		43		4		95	10		
11:45	29	160	4	22	42	155	4	23	71	8	45	
Totals	971		1755		1066		2213		2037	315	8	45
Day Totals		2726				3279			6005		3968	
Split %	47.6%		44.2%		52.3%		55.7%					

Peak Hour	07:30	05:15	07:45	05:45	07:45	05:45
Volume	279	265	354	354	628	589
P.H.F.	.74	.88	.65	.95	.72	.92

City Traffic Counters
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Site Code : 000000000000
Start Date: 03/15/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name : Encinita Ave		Cross street: Bt Longden & Las Tunas		Direction 1		Combined		Tuesday	
Begin Time	South	North	South	North	South	North	South	North	Combined
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	03/16	0	7	1	17	1	1	24	
12:15		2	11	2	22	4	4	33	
12:30		3	18	2	11	5	5	29	
12:45		2	7	1	6	3	13	25	111
01:00		0	8	2	16	2	2	24	
01:15		0	14	1	16	1	1	30	
01:30		1	11	1	13	2	2	24	
01:45		0	10	0	4	0	5	33	111
02:00		0	18	0	19	0	0	37	
02:15		0	16	0	23	0	0	39	
02:30		0	9	0	28	0	0	37	
02:45		0	22	1	1	1	1	61	174
03:00		1	31	1	30	2	2	61	
03:15		1	31	0	23	1	1	54	
03:30		1	25	2	26	3	3	51	
03:45		0	23	0	3	0	6	48	214
04:00		0	16	1	33	1	1	49	
04:15		0	23	0	21	0	0	44	
04:30		1	16	1	11	2	2	27	
04:45		0	12	0	2	0	3	34	154
05:00		0	20	2	33	2	2	53	
05:15		1	20	0	20	1	1	40	
05:30		3	20	0	21	3	3	41	
05:45		4	21	3	5	7	13	51	185
06:00		9	19	2	23	11	11	42	
06:15		2	20	1	27	3	3	47	
06:30		9	20	4	22	13	13	42	
06:45		5	14	7	14	30	102	44	175
07:00		5	12	13	25	18	39	37	
07:15		24	12	20	19	44	44	31	
07:30		13	12	12	12	25	25	24	
07:45		17	13	49	72	11	67	44	116
08:00		34	12	59	19	93	131	31	
08:15		52	9	44	13	96	96	22	
08:30		50	4	29	11	79	79	15	
08:45		19	155	7	32	149	49	36	81
09:00		9	11	11	7	20	304	13	
09:15		9	6	10	12	19	19	18	
09:30		9	9	15	10	24	24	19	
09:45		11	38	9	35	15	51	14	78
10:00		9	6	13	9	26	89	23	
10:15		15	5	15	1	22	22	15	
10:30		12	6	11	4	30	30	6	
10:45		12	4	21	11	23	23	10	
11:00		9	3	10	50	8	22	23	43
11:15		15	1	14	3	19	19	6	
11:30		15	3	6	3	29	29	2	
11:45		9	48	2	9	21	86	6	
Totals		393	628	395	832	9	17	86	18
Day Totals		1021		1227		788		1460	
Split %		49.8%	43.0%	50.1%	56.9%		2248		

Peak Hour	08:00	03:00	07:45	02:15	07:45	02:45
Volume	155	110	159	120	312	227
P.H.F.	.74	.88	.67	.76	.81	.93

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City Traffic Counters
626.256.4171

Site Code : 00000000179
Start Date: 04/14/2010
File I.D. : C:\DOCUMENTS
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Street name :Freer	Cross street:Bt Arden & El Monte				Direction 1				Combined	Thursday
	West		East		West		East			
Begin Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 04/15	0	9	1	6	1	1	1	15		
12:15	0	9	1	4	1	1	1	13		
12:30	2	3	4	3	6	6	6	8		
12:45	3	4	25	2	8	5	18	9	43	
01:00	1	6	0	4	1	1	5	10		
01:15	1	8	0	6	1	1	1	14		
01:30	0	7	0	5	0	0	0	12		
01:45	1	7	28	0	*	6	21	13	49	
02:00	0	12	0	9	0	0	0	21		
02:15	0	13	0	4	0	0	0	17		
02:30	0	5	0	13	0	0	0	18		
02:45	0	* 9	39	0	*	11	37	20	76	
03:00	0	9	0	8	0	0	0	17		
03:15	0	14	0	7	0	0	0	21		
03:30	0	8	0	7	0	0	0	15		
03:45	0	* 12	43	1	1	0	1	20	73	
04:00	0	10	0	16	0	1	1	26		
04:15	0	6	0	6	0	0	0	12		
04:30	0	8	0	8	0	0	0	16		
04:45	0	* 10	34	1	2	13	43	23	77	
05:00	1	9	0	14	0	1	1	23		
05:15	0	23	0	14	0	0	0	37		
05:30	3	14	1	16	0	4	4	30		
05:45	0	4	12	8	1	8	52	20	110	
06:00	1	9	0	12	0	1	1	21		
06:15	5	9	1	15	0	6	6	24		
06:30	4	6	5	9	0	9	9	15		
06:45	5	15	11	35	3	9	10	46	81	
07:00	10	10	7	8	8	17	17	18		
07:15	12	5	4	3	3	16	16	8		
07:30	12	5	7	6	6	19	19	11		
07:45	11	45	26	12	30	2	19	23	45	
08:00	13	2	9	3	3	22	22	5		
08:15	15	6	7	3	3	22	22	9		
08:30	7	4	5	3	3	12	12	7		
08:45	5	40	7	7	28	5	14	12	33	
09:00	12	7	7	4	4	19	19	11		
09:15	12	3	2	7	7	14	14	68		
09:30	5	1	4	1	1	9	9	10		
09:45	4	33	15	4	17	1	13	8	28	
10:00	4	1	3	0	0	7	7	50		
10:15	3	1	6	1	1	9	9	2		
10:30	7	1	2	5	5	9	9	6		
10:45	6	20	4	4	15	1	7	10	11	
11:00	14	2	4	4	4	18	18	6		
11:15	5	1	7	0	0	12	12	1		
11:30	10	5	4	5	5	14	14	10		
11:45	11	40	11	3	18	2	11	14	22	
Totals	205	337	129	311	334	58	648			
Day Totals		542		440		982				
Split %	61.3%	52.0%	38.6%	47.9%						
Peak Hour	07:30	05:00	07:30	04:45	07:30	04:45				
Volume	51	58	35	57	86	113				
P.H.F.	.85	.63	.72	.89	.93	.76				

City Traffic Counters
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Site Code : 00000000189
Start Date: 04/14/2010
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Street Name : Freer	Cross street: Bt El Monte & Santa Anita Direction 1				Combined				Thursday
	East		West		East		West		
Begin Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 04/15	1	11	3	16	4	27			
12:15	2	15	0	14	2	29			
12:30	2	12	1	7	3	19			
12:45	1	17	55	1	10	47	2	11	102
01:00	0	16	2	15	2	27			
01:15	3	22	3	14	6	31			
01:30	0	12	1	19	1	36			
01:45	0	3	16	66	0	31			
02:00	2	21	0	13	61	29	9		127
02:15	2	23	0	20	2	41			
02:30	0	30	0	15	2	38			
02:45	1	5	25	99	1	45			
03:00	2	21	0	24	74	2	6		173
03:15	2	25	0	20	2	41			
03:30	1	33	0	23	2	48			
03:45	1	6	28	107	2	60			
04:00	0	33	1	18	88	3	8		195
04:15	0	29	3	22	1	55			
04:30	0	34	3	23	3	52			
04:45	1	1	2	11	1	45			
05:00	4	46	142	7	21	77	3	8	219
05:15	1	45	1	16	5	61			
05:30	4	52	3	25	4	77			
05:45	2	11	36	187	9	73			
06:00	3	42	7	32	11	68	29		279
06:15	3	39	7	24	10	66			
06:30	10	40	7	21	10	60			
06:45	7	23	26	147	16	65			
07:00	15	31	18	37	28	98	23	60	245
07:15	15	24	29	16	33	47			
07:30	24	15	31	15	44	39			
07:45	35	89	21	91	28	106	12	55	27
08:00	18	12	24	106	8	51	63	195	29
08:15	12	15	19	10	42	22			142
08:30	17	13	18	8	31	23			
08:45	17	64	17	57	15	76	35		18
09:00	13	14	25	12	32	140	29		92
09:15	11	10	29	10	38	24			
09:30	24	15	11	6	40	16			
09:45	16	64	8	47	22	87	7	31	23
10:00	12	3	10	87	6	31	38	151	15
10:15	11	5	15	3	22	9			78
10:30	14	0	8	6	26	8			
10:45	14	51	6	14	6	46	21	27	6
11:00	14	7	19	46	2	21	33	97	12
11:15	18	5	9	2	3	9	27		35
11:30	14	2	12	2	26	8			
11:45	10	56	2	16	12	52	2	26	4
Totals	379	1028	443	685	10	22	108	5	26
Day Totals		1407		1128		822		1713	
Split %	46.1%	60.0%	53.8%	39.9%		2535			
Peak Hour	07:15	04:45	07:15	05:45		07:15		05:15	
Volume	92	197	112	102		204		284	
P.H.F.	.65	.91	.90	.79		.80		.92	

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City Traffic Counters
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Site Code : 00000000193
Start Date: 04/12/2010
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Street name :Garibaldi Cross street:Bt Burton & Rosemead Direction 1

Begin Time	East		West		Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 04/13	0	5	3	8	3	13	
12:15	3	9	0	7	3	16	
12:30	1	8	1	3	2	11	
12:45	2	3	25	1	5	8	26
01:00	0	2	1	6	1	8	51
01:15	0	4	0	6	0	10	
01:30	0	3	1	4	1	7	
01:45	0	* 6	15	0	2	4	20
02:00	0	5	0	6	0	11	35
02:15	0	6	0	11	0	17	
02:30	0	9	0	8	0	17	
02:45	0	* 11	31	1	1	12	37
03:00	0	8	1	13	1	21	68
03:15	0	8	0	11	0	19	
03:30	0	8	0	10	0	18	
03:45	1	1	11	0	1	10	44
04:00	0	10	35	0	1	10	44
04:15	0	3	0	5	0	15	
04:30	0	12	0	10	0	13	
04:45	4	4	11	0	8	20	
05:00	0	8	36	1	1	6	29
05:15	0	9	0	9	0	17	65
05:30	0	15	0	7	0	16	
05:45	0	* 11	43	0	* 10	7	33
06:00	0	17	2	10	2	21	76
06:15	0	7	2	12	2	27	
06:30	3	10	4	3	7	19	
06:45	1	7	41	3	11	5	30
07:00	3	9	10	6	4	15	15
07:15	9	9	10	8	13	15	
07:30	3	10	12	7	19	17	
07:45	7	5	33	23	15	17	63
08:00	17	4	20	55	30	14	77
08:15	7	5	21	4	37	8	
08:30	3	2	12	3	28	8	
08:45	8	3	14	9	15	8	
09:00	5	7	12	62	17	8	32
09:15	4	8	4	6	17	13	
09:30	7	* 4	6	4	8	12	
09:45	3	19	4	23	13	8	
10:00	2	4	8	31	12	7	40
10:15	3	9	12	2	10	6	
10:30	4	6	5	4	15	11	
10:45	8	17	0	32	9	10	
11:00	7	3	3	2	11	3	30
11:15	4	1	9	0	10	5	
11:30	1	3	5	0	13	1	
11:45	5	17	7	29	6	3	
Totals	125	322	230	298	355	620	10
Day Totals		447		528		975	
Split %	35.2%	51.9%	64.7%	48.0%			

Peak Hour	07:15	05:15	07:30	02:45	07:30	05:30
Volume	36	52	76	46	110	89
P.H.F.	.52	.76	.82	.88	.74	.82

City Traffic Counters
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Site Code : 00000000189
Start Date: 04/20/2010
File I.D. : C:\DOCUMENTS
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Street name :Garibaldi		Cross street:Bl Rosemead & Encinita				Direction 1		Combined		Tuesday	
Begin Time		East		West							
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00	04/20	5	9	0	5	5	5	5	14		
12:15		1	13	1	2	2	2	2	15		
12:30		1	17	1	9	2	9	2	17		
12:45		2	13	0	4	2	4	2	26		
01:00		3	11	1	11	20	11	11	17	72	
01:15		2	10	0	3		4	2	22		
01:30		0	10	0	13		3	2	13		
01:45		0	5	14	12	39	13	0	23		
02:00		1	7	45	2	12	9	1	26	84	
02:15		1	16	0	6		1	1	16		
02:30		1	27	0	12		1	1	22		
02:45		0	3	19	0	20	1	1	39		
03:00		0	17	69	0	47	19	0	39	116	
03:15		2	12	1	1		1	1	36		
03:30		1	10	1	8		3	3	20		
03:45		0	3	20	9	39	3	2	13		
04:00		0	10	59	1	4	9	1	29	98	
04:15		0	14	0	11		9	0	21		
04:30		0	16	1	9		1	1	23		
04:45		0	*	23	0	5	5	0	21		
05:00		2	15	63	1	2	13	1	36	101	
05:15		0	14	1	11		11	3	26		
05:30		3	19	1	16		16	1	30		
05:45		1	6	26	5	8	11	8	30		
06:00		0	19	74	1	8	12	2	38	124	
06:15		0	12	4	4	19	19	4	38		
06:30		0	13	3	6	9	13	3	21		
06:45		4	9	53	9	22	14	6	26		
07:00		4	15	10	10	55	13	13	23	108	
07:15		6	12	10	6		14	14	21		
07:30		17	19	13	11		16	16	23		
07:45		20	14	22	7		30	30	26		
08:00		21	7	35	55	26	2	42	16	86	
08:15		13	10	27	13		56	56	20		
08:30		11	10	7	11		40	40	21		
08:45		7	52	6	6	79	6	18	16		
09:00		8	8	33	10	2	2	17	8	65	
09:15		9	7	13	13	12	12	21	20		
09:30		12	5	11	7		20	20	14		
09:45		5	34	5	11	5	23	23	10		
10:00		6	4	25	12	47	3	17	8	52	
10:15		9	4	8	8		2	14	6		
10:30		6	2	11	2		20	20	6		
10:45		9	30	7	9	4	15	15	6		
11:00		9	7	17	8	36	3	17	6	28	
11:15		9	5	12	5	11	5	21	10		
11:30		9	7	7	3		3	21	12		
11:45		13	1	5	1		16	16	8		
11:45		15	46	3	16	39	1	18	2		
Totals		239	566	296	394	10	30	85	4	26	
Day Totals			805		690		535		960		
Split %		44.6%	58.9%	55.3%	41.0%		1495				
Peak Hour	07:30		02:15	07:30	02:30		07:30		02:15		
Volume	71		79	97	59		168		136		
P.H.F.	.84		.73	.69	.73		.75		.87		

City Traffic Counters
626.256.4171

Site Code : 00000000000
Start Date: 03/15/2010
File I.D. : C:\DOCUMENTS
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Street name :Garibaldi Ave		Cross street:Bt Encinita & Temple City Direction 1										Tuesday	
Begin Time	East					West					Combined		
	A.M.		P.M.			A.M.		P.M.			A.M.	P.M.	
12:00	03/16	2	14			2		18			4	32	
12:15		2	18			3		17			5	35	
12:30		2	20			0		22			2	42	
12:45		2	11	63		1	6	12	69	3	14	23	132
01:00		1	12			1		15		2		27	
01:15		1	16			1		29		2		45	
01:30		0	15			0		9		0		24	
01:45		0	21	64		1	3	17	70	1	5	38	134
02:00		2	21			0		15		2		36	
02:15		0	21			0		26		0		47	
02:30		1	39			1		46		2		85	
02:45		0	3	41	122	0	1	58	145	0	4	99	267
03:00		1	36			0		36		1		72	
03:15		0	17			0		27		0		44	
03:30		0	21			0		29		0		50	
03:45		1	25	99		0	*	17	109	1	2	42	208
04:00		3	30			1		20		4		50	
04:15		0	20			0		28		0		48	
04:30		0	18			1		18		1		36	
04:45		2	29	97		1	3	26	92	3	8	55	189
05:00		0	22			0		29		0		51	
05:15		2	24			3		26		5		50	
05:30		2	39			3		33		5		72	
05:45		4	30	115		3	9	34	122	7	17	64	237
06:00		1	24			4		36		5		60	
06:15		4	22			4		29		8		51	
06:30		4	19			8		25		12		44	
06:45		7	17	82		7	23	20	110	14	39	37	192
07:00		19	26			19		12		38		38	
07:15		18	20			18		18		36		38	
07:30		19	12			37		12		56		24	
07:45		34	13	71		68	142	14	56	102	232	27	127
08:00		64	15			101		16		165		31	
08:15		28	12			42		11		70		23	
08:30		17	2			14		8		31		10	
08:45		21	130	10	39	13	170	12	47	34	300	22	86
09:00		8	9			16		15		24		24	
09:15		11	12			13		4		24		16	
09:30		10	14			14		6		24		20	
09:45		13	42	8	43	13	56	3	28	26	98	11	71
10:00		18	3			12		7		30		10	
10:15		16	7			15		2		31		9	
10:30		15	2			10		2		25		4	
10:45		14	63	1	13	10	47	3	14	24	110	4	27
11:00		20	2			16		1		36		3	
11:15		13	4			19		2		32		6	
11:30		11	2			16		3		27		5	
11:45		18	62	1	9	15	66	0	6	33	128	1	15
Totals		431	817			526		868		957		1685	
Day Totals			1248			1394				2642			
Split %		45.0%	48.4%			54.9%		51.5%					
Peak Hour	07:30		02:15			07:30		02:30		07:30		02:15	
Volume	145		137			248		167		393		303	
P.H.F.	.56		.83			.61		.71		.59		.76	

City Traffic Counters
626.256.4171

Site Code : 00000000198
Start Date: 04/12/2010
File I.D. : C:\DOCUMENTS
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Street name :Garibaldi		Cross street:Bt Temple		City & Golden West		Direction 1		Combined		Tuesday	
Begin Time		East		West							
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00	04/13	0	16	0	17	0	33				
12:15		0	10	2	10	2	20				
12:30		0	13	1	10	1	23				
12:45		1	8	47	2	5	11	48	3	19	95
01:00		0	14	0	6	0	20		6	19	
01:15		1	10	0	8	1	18		2	18	
01:30		2	18	0	5	2	23		3	23	
01:45		0	16	58	0	*	20	39	0	3	97
02:00		1	16	2	22	3	38		2	29	
02:15		0	10	2	19	2	29		1	45	
02:30		1	20	0	25	0	61		6	61	173
02:45		0	39	85	0	4	16	88	2	51	
03:00		1	35	1	21	0	36		0	36	
03:15		0	15	0	10	0	30		0	30	
03:30		0	20	90	1	2	13	60	2	33	150
03:45		1	13	1	7	1	20		1	20	
04:00		0	28	0	14	0	42		0	42	
04:15		0	21	1	17	1	38		1	38	
04:30		1	23	85	1	3	18	56	2	41	141
04:45		2	23	1	18	3	41		4	41	
05:00		1	26	3	19	4	45		3	45	
05:15		1	28	2	24	3	52		3	52	
05:45		4	29	106	7	13	14	75	11	43	181
06:00		2	20	4	8	6	28		6	28	
06:15		3	35	7	22	10	57		10	57	
06:30		1	30	12	15	13	45		13	45	
06:45		7	29	114	11	34	10	55	18	39	169
07:00		19	17	6	12	25	29		25	29	
07:15		8	12	17	12	25	24		33	33	
07:30		15	19	18	14	33	33		99	16	102
07:45		31	9	57	68	109	7	45	99	182	
08:00		48	7	68	5	116	12		40	21	
08:15		22	10	18	11	40	21		26	35	
08:30		11	17	15	18	26	35		30	212	81
08:45		11	4	38	19	120	9	43	30	13	
09:00		9	18	11	5	20	23		20	23	
09:15		11	3	18	13	29	16		23	10	
09:30		11	7	12	3	23	10		21	11	
09:45		11	10	38	12	53	6	27	23	95	65
10:00		12	7	9	4	21	11		21	11	
10:15		12	1	9	3	21	4		31	12	
10:30		13	7	18	5	21	11		21	94	30
10:45		11	3	18	10	46	0	12	21	3	
11:00		7	3	17	0	0	3		24	3	
11:15		12	2	16	3	28	5		28	5	
11:30		9	4	8	3	17	7		17	7	
11:45		14	5	14	9	50	2	8	23	92	22
Totals		327	750	439	556	766	1306				
Day Totals		1077		995		2072					
Split %		42.6%	57.4%	57.3%	42.5%						
Peak Hour	07:30	05:45	07:30	02:00	07:30	02:30					
Volume	116	114	172	88	288	193					
P.H.F.	.60	.81	.63	.88	.62	.79					

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City Traffic Counters
626.256.4171

Site Code : 00000000178
Start Date: 04/19/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Golden West Cross street:Bt Olive & Lower Azusa Direction 1

Time	North		South		Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
04/20	3	13	2	11	5	24	
12:15	0	10	0	5	0	15	
12:30	0	3	0	11	0	14	
12:45	0	3	0	1	0	10	63
01:00	0	4	0	6	0	10	
01:15	0	6	0	11	0	17	
01:30	1	4	1	7	2	11	
01:45	0	7	0	3	0	10	48
02:00	0	6	0	9	0	15	
02:15	0	11	0	5	0	16	
02:30	0	9	0	6	0	15	
02:45	1	10	0	8	1	18	64
03:00	0	1	1	8	1	9	
03:15	0	7	0	10	0	17	
03:30	0	11	0	7	0	18	
03:45	0	6	0	10	0	16	60
04:00	0	7	0	9	0	16	
04:15	0	11	0	3	0	14	
04:30	0	5	2	8	2	13	
04:45	1	4	1	6	2	10	53
05:00	0	12	0	8	0	20	
05:15	0	10	1	13	1	23	
05:30	1	12	2	13	3	25	
05:45	1	10	0	10	1	20	88
06:00	1	1	1	7	2	8	
06:15	1	5	3	8	4	13	
06:30	4	7	3	10	7	17	
06:45	6	12	4	11	10	23	64
07:00	8	5	5	7	13	12	
07:15	10	6	7	6	17	12	
07:30	14	5	6	6	20	11	
07:45	22	3	10	5	32	8	43
08:00	11	4	15	9	26	13	
08:15	9	4	6	8	15	12	
08:30	6	6	5	2	11	8	
08:45	9	35	1	1	12	2	35
09:00	6	3	9	2	15	5	
09:15	4	4	8	1	12	5	
09:30	6	4	6	1	12	5	
09:45	6	22	17	5	11	11	26
10:00	8	3	7	6	15	9	
10:15	9	4	8	3	17	7	
10:30	7	0	3	4	10	4	
10:45	4	28	9	1	8	3	23
11:00	8	1	3	0	11	1	
11:15	6	0	8	3	14	3	
11:30	5	0	8	0	13	0	
11:45	5	24	4	6	11	4	8
Totals	183	277	153	298	336	575	
Day Totals		460		451		911	
Split %	54.4%	48.1%	45.5%	51.8%			
Peak Hour	07:15	05:00	07:15	05:00	07:15	05:00	
Volume	57	44	38	44	95	88	
P.H.F.	.64	.91	.63	.84	.74	.88	

City Traffic Counters
626.256.4171

Site Code : 00000000136
Start Date : 04/14/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name : Golden West		Cross street: Bt Olive & Las Tunas		Direction 1				Combined			
Begin Time	North		South		Combined				Thursday		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00	04/15	2	10	0	12	2					
12:15		1	11	2	16	3		22			
12:30		0	11	0	10	0		27			
12:45		0	13	1	11	1		21			
01:00		3	9	1	9	4	6	24	94		
01:15		1	15	0	8	1		18			
01:30		0	3	1	13	1		23			
01:45		0	4	13	40	0	2	16			
02:00		1	9	0	7	37	0	20	77		
02:15		0	11	0	12	1	6	21			
02:30		0	13	0	9	0		20			
02:45		0	1	12	45	0		23			
03:00		0	10	0	17	48	0	29	93		
03:15		0	13	0	17	0	1	27			
03:30		0	14	1	19	0		32			
03:45		0	*	7	44	0	1	35			
04:00		0	14	0	1	21	78	28	122		
04:15		0	11	0	13	0		27			
04:30		1	12	1	15	1		26			
04:45		0	1	11	48	0	1	28	110		
05:00		2	8	0	14	2	2	29	110		
05:15		1	13	0	14	2		22			
05:30		1	10	0	15	1		28			
05:45		1	5	14	45	4	4	21			
06:00		2	18	3	21	61	5	35	106		
06:15		4	11	0	20	5		38			
06:30		4	7	2	10	4		21			
06:45		8	18	11	47	7	12	15			
07:00		7	13	9	7	45	15	30	92		
07:15		7	8	5	8	16		21			
07:30		14	4	10	11	12		19			
07:45		27	55	8	33	13	37	18	77		
08:00		11	9	21	11	44	40	92			
08:15		5	4	14	11	32		26	77		
08:30		3	3	11	10	19		20			
08:45		10	29	8	24	14	50	14			
09:00		7	3	4	5	37	14	79	61		
09:15		4	5	9	4	16		7			
09:30		6	6	4	9	8		14			
09:45		8	25	6	20	10	48	10			
10:00		7	0	8	23	14	48	9	40		
10:15		8	0	5	6	15		6			
10:30		11	2	10	3	13		3			
10:45		4	30	3	5	21	15	14			
11:00		8	2	10	33	3	63	6	20		
11:15		6	0	9	5	17		7			
11:30		7	0	10	4	16		4			
11:45		9	30	16	1	23		1			
Totals		201	403	7	42	0	10	16	72	5	17
Day Totals				208		506			409		909
Split %		49.1%	604	44.3%	50.8%	714	55.6%	1318			
Peak Hour	07:15		05:15		07:45		03:00		07:30		02:45
Volume	59		55		59		78		115		123
P.H.F.	.54		.76		.70		.92		.71		.87

City Traffic Counters
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Site Code : 00000000132
Start Date: 03/24/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Golden West Ave		Cross street:Et Las Tunas & Lemon		Direction 1									
Begin Time	North				South				Combined				Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00 03/25	3		22		1		25		4		47		
12:15	6		29		1		34		7		63		
12:30	1		19		4		27		5		46		
12:45	3	13	35	105	0	6	28	114	3	19	63	219	
01:00	0		23		3		28		3		51		
01:15	0		35		0		27		0		62		
01:30	0		28		0		23		0		51		
01:45	0	*	24	110	1	4	32	110	1	4	56	220	
02:00	1		20		0		25		1		45		
02:15	1		31		2		23		3		54		
02:30	1		25		1		33		2		58		
02:45	0	3	25	101	0	3	30	111	0	6	55	212	
03:00	0		31		2		35		2		66		
03:15	1		31		3		62		4		93		
03:30	1		39		0		42		1		81		
03:45	1	3	32	133	1	6	44	183	2	9	76	316	
04:00	2		28		0		30		2		58		
04:15	0		27		0		38		0		65		
04:30	0		25		1		37		1		62		
04:45	3	5	36	116	0	1	51	156	3	6	87	272	
05:00	1		35		1		44		2		79		
05:15	2		24		3		58		5		82		
05:30	0		30		1		46		1		76		
05:45	3	6	40	129	4	9	63	211	7	15	103	340	
06:00	1		36		5		56		6		92		
06:15	0		41		3		55		3		96		
06:30	6		35		5		43		11		78		
06:45	6	13	29	141	6	19	38	192	12	32	67	333	
07:00	7		21		12		30		19		51		
07:15	25		23		18		32		43		55		
07:30	13		27		17		39		30		66		
07:45	18	63	20	91	13	60	22	123	31	123	42	214	
08:00	35		20		24		14		59		34		
08:15	58		16		52		22		110		38		
08:30	28		19		40		18		68		37		
08:45	16	137	18	73	31	147	15	69	47	284	33	142	
09:00	25		14		22		23		47		37		
09:15	28		24		10		15		38		39		
09:30	19		16		24		17		43		33		
09:45	28	100	11	65	20	76	7	62	48	176	18	127	
10:00	32		7		29		5		61		12		
10:15	15		9		21		9		36		18		
10:30	17		7		23		8		40		15		
10:45	14	78	7	30	18	91	7	29	32	169	14	59	
11:00	26		3		26		6		52		9		
11:15	17		9		18		0		35		9		
11:30	18		6		23		5		41		11		
11:45	21	82	6	24	21	88	4	15	42	170	10	39	
Totals	503		1118		510		1375		1013		2493		
Day Totals		1621				1885				3506			
Split %	49.6%		44.8%		50.3%		55.1%						
Peak Hour	07:45		05:45		08:00		05:15		08:00		05:45		
Volume	139		152		147		223		284		369		
P.H.F.	.59		.92		.70		.88		.64		.89		

City Traffic Counters
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Site Code : 00000000161
Start Date: 03/24/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Grand Ave		Cross street:Bt Santa Anita & El Monte Direction 1											
Begin Time	East					West					Combined		Thursday
	A.M.		P.M.			A.M.		P.M.			A.M.	P.M.	
12:00	03/25	5		23		1		30		6		53	
12:15		1		15		2		21		3		36	
12:30		2		19		0		22		2		41	
12:45		2	10	26	83	1	4	24	97	3	14	50	180
01:00		4		20		1		31		5		51	
01:15		2		33		3		25		5		58	
01:30		0		36		0		29		0		65	
01:45		4	10	34	123	2	6	53	138	6	16	87	261
02:00		1		24		2		30		3		54	
02:15		0		27		1		27		1		54	
02:30		0		27		2		26		2		53	
02:45		1	2	24	102	0	5	28	111	1	7	52	213
03:00		0		28		1		22		1		50	
03:15		1		38		1		30		2		68	
03:30		1		39		1		22		2		61	
03:45		0	2	53	158	0	3	32	106	0	5	85	264
04:00		1		43		1		26		2		69	
04:15		0		45		1		23		1		68	
04:30		1		51		1		20		2		71	
04:45		1	3	52	191	5	8	31	100	6	11	83	291
05:00		3		61		2		35		5		96	
05:15		1		57		3		23		4		80	
05:30		6		66		3		27		9		93	
05:45		2	12	52	236	8	16	36	121	10	28	88	357
06:00		6		45		7		31		13		76	
06:15		6		40		10		24		16		64	
06:30		6		37		10		20		16		57	
06:45		16	34	36	158	18	45	19	94	34	79	55	252
07:00		17		21		16		30		33		51	
07:15		14		20		27		21		41		41	
07:30		41		21		37		20		78		41	
07:45		29	101	19	81	48	128	13	84	77	229	32	165
08:00		42		12		61		20		103		32	
08:15		40		16		39		10		79		26	
08:30		16		19		25		8		41		27	
08:45		20	118	14	61	34	159	11	49	54	277	25	110
09:00		16		14		15		5		31		19	
09:15		22		16		30		10		52		26	
09:30		23		17		20		13		43		30	
09:45		9	70	15	62	27	92	11	39	36	162	26	101
10:00		13		5		20		9		33		14	
10:15		8		9		30		8		38		17	
10:30		11		7		22		0		33		7	
10:45		17	49	6	27	22	94	8	25	39	143	14	52
11:00		14		4		25		5		39		9	
11:15		23		1		17		1		40		2	
11:30		22		4		23		6		45		10	
11:45		19	78	4	13	21	86	2	14	40	164	6	27
Totals		489		1295		646		978		1135		2273	
Day Totals			1784				1624				3408		
Split %		43.0%		56.9%		56.9%		43.0%					
Peak Hour	07:30		04:45		07:30		01:30		07:30		05:00		
Volume	152		236		185		139		337		357		
P.H.F.	.90		.89		.75		.65		.81		.92		

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City Traffic Counters
626.256.4171

Site Code : 00000000000
Start Date: 03/17/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Halifax Rd		Cross street:Et Lower		Azusa & Olive		Direction 1		Combined		Thursday		
Begin Time	North		South		Combined							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00 03/18	2	12	0	7	2			19				
12:15	5	6	0	6	5			12				
12:30	0	11	0	9	0			20				
12:45	3	7	36	0	*	2	24	3	10	9	60	
01:00	1	9	0	3	1			12				
01:15	0	13	0	9	0			22				
01:30	1	11	0	0	1			16				
01:45	2	5	38	0	*	4	21	2	4	9	59	
02:00	0	4	0	1	0			5				
02:15	0	6	0	4	0			10				
02:30	0	7	0	4	0			11				
02:45	1	11	28	0	*	1	10	1	1	12	38	
03:00	0	18	0	5	0			23				
03:15	0	9	0	9	0			18				
03:30	1	6	0	10	1			16				
03:45	2	8	41	0	*	2	26	2	3	10	67	
04:00	0	16	0	4	0			20				
04:15	0	11	0	7	0			18				
04:30	0	7	0	1	0			8				
04:45	2	14	48	2	2	3	15	4	4	17	63	
05:00	0	8	1	3	1			11				
05:15	0	14	0	11	0			25				
05:30	2	18	0	5	2			23				
05:45	2	18	58	0	1	9	28	2	5	27	86	
06:00	3	12	0	4	3			16				
06:15	0	13	0	7	0			20				
06:30	3	16	2	4	5			20				
06:45	3	8	49	0	2	13	28	3	11	21	77	
07:00	3	14	0	4	3			18				
07:15	2	13	0	7	2			20				
07:30	5	4	1	5	6			9				
07:45	5	10	41	0	1	4	20	5	16	14	61	
08:00	4	12	5	3	9			15				
08:15	6	17	11	4	17			21				
08:30	10	7	6	8	16			15				
08:45	5	4	40	5	27	1	16	10	52	5	56	
09:00	2	8	7	4	9			12				
09:15	7	7	4	5	12			7				
09:30	6	5	8	2	11			12				
09:45	9	6	26	7	26	2	13	14	50	8	39	
10:00	7	5	5	2	12			7				
10:15	2	5	3	0	5			5				
10:30	4	3	6	3	10			6				
10:45	5	3	16	4	18	0	5	9	36	3	21	
11:00	6	3	7	0	13			3				
11:15	11	2	7	1	18			3				
11:30	7	7	8	5	15			12				
11:45	6	30	1	13	4	26	1	7	10	56	2	20
Totals	145	434	103	213	248			647				
Day Totals		579		316				895				
Split %	58.4%	67.0%	41.5%	32.9%								
Peak Hour	11:00	05:15	08:15	05:15	11:00			05:15				
Volume	30	62	29	29	56			91				
P.H.F.	.68	.86	.65	.65	.77			.84				

City Traffic Counters
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Site Code : 00000000178
Start Date: 03/10/2010
File I.D. : C:\DOCUMENTS
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Street name :Las Tunas Dr Cross street:Bt Muscatel & Rosemead Direction 1													
Begin Time	West				East				Combined		Thursday		
	A.M.		P.M.		A.M.		P.M.	A.M.	P.M.				
12:00	03/11	18		222		25		250		43		472	
12:15		22		231		27		251		49		482	
12:30		23		216		31		261		54		477	
12:45		18	81	226	895	14	97	245	1007	32	178	471	1902
01:00		12		224		24		243		36		467	
01:15		11		197		22		250		33		447	
01:30		9		236		15		255		24		491	
01:45		11	43	229	886	16	77	281	1029	27	120	510	1915
02:00		6		217		14		234		20		451	
02:15		7		225		9		268		16		493	
02:30		6		229		5		263		11		492	
02:45		4	23	241	912	9	37	273	1038	13	60	514	1950
03:00		6		239		6		344		12		583	
03:15		4		255		5		310		9		565	
03:30		3		242		7		301		10		543	
03:45		5	18	201	937	7	25	352	1307	12	43	553	2244
04:00		4		200		10		378		14		578	
04:15		8		231		4		355		12		586	
04:30		5		262		6		337		11		599	
04:45		15	32	245	938	8	28	336	1406	23	60	581	2344
05:00		23		236		19		367		42		603	
05:15		20		227		11		381		31		608	
05:30		39		289		22		381		61		670	
05:45		54	136	259	1011	30	82	423	1552	84	218	682	2563
06:00		59		244		28		439		87		683	
06:15		96		283		44		421		140		704	
06:30		147		264		54		368		201		632	
06:45		221	523	259	1050	85	211	377	1605	306	734	636	2655
07:00		227		233		87		307		314		540	
07:15		273		193		87		286		360		479	
07:30		348		196		126		210		474		406	
07:45		393	1241	175	797	185	485	244	1047	578	1726	419	1844
08:00		380		172		221		213		601		385	
08:15		415		170		219		198		634		368	
08:30		361		136		210		193		571		329	
08:45		316	1472	157	635	192	842	144	748	508	2314	301	1383
09:00		275		130		182		176		457		306	
09:15		239		160		182		170		421		330	
09:30		215		116		176		136		391		252	
09:45		226	955	110	516	225	765	133	615	451	1720	243	1131
10:00		213		98		188		104		401		202	
10:15		178		89		166		90		344		179	
10:30		206		73		197		79		403		152	
10:45		207	804	70	330	183	734	76	349	390	1538	146	679
11:00		222		56		229		64		451		120	
11:15		174		49		209		50		383		99	
11:30		208		37		196		41		404		78	
11:45		213	817	35	177	229	863	47	202	442	1680	82	379
Totals		6145		9084		4246		11905		10391		20989	
Day Totals			15229				16151				31380		
Split %		59.1%		43.2%		40.8%		56.7%					
Peak Hour	07:45		05:30		11:00		05:30		07:45		05:30		
Volume	1549		1075		863		1664		2384		2739		
P.H.F.	.93		.92		.94		.94		.94		.97		

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City Traffic Counters
626.256.4171

Site Code : 00000000117
Start Date: 04/12/2010
File I.D. : C:\DOCUMENTS
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Begin Time	East		West		Combined		Tuesday				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.					
12:00 04/13	21	213	14	225	35	438					
12:15	13	173	14	201	27	374					
12:30	12	211	8	190	20	401					
12:45	9	187	784	7	43	201	817	16	98	388	1601
01:00	13	184	9	192	22	376					
01:15	12	202	9	174	21	376					
01:30	11	217	5	195	16	412					
01:45	8	214	817	8	31	186	747	16	75	400	1564
02:00	13	206	5	247	18	453					
02:15	3	222	7	201	10	423					
02:30	6	242	6	216	12	458					
02:45	3	250	920	3	21	232	896	6	46	482	1816
03:00	1	267	11	238	12	505					
03:15	4	309	9	204	13	513					
03:30	3	285	6	181	9	466					
03:45	6	293	1154	5	31	204	827	11	45	497	1981
04:00	7	290	8	189	15	479					
04:15	3	266	7	209	10	475					
04:30	7	302	9	210	16	512					
04:45	7	296	1154	16	40	180	788	23	64	476	1942
05:00	11	334	25	222	36	556					
05:15	18	326	38	205	56	531					
05:30	25	334	51	239	76	573					
05:45	24	326	1320	50	164	235	901	74	242	561	2221
06:00	33	340	94	241	127	581					
06:15	24	352	122	219	146	571					
06:30	48	289	185	215	233	504					
06:45	55	284	1265	196	597	198	873	251	757	482	2138
07:00	77	244	250	191	176	435					
07:15	78	236	286	177	364	412					
07:30	112	214	309	177	421	391					
07:45	146	188	882	314	164	460	708	422	1572	352	1590
08:00	168	182	330	174	498	356					
08:15	161	159	295	150	456	309					
08:30	147	151	284	144	431	295					
08:45	141	129	621	281	1190	148	616	422	1807	277	1237
09:00	133	132	222	123	355	255					
09:15	135	136	215	121	350	257					
09:30	161	106	205	94	366	200					
09:45	151	94	468	185	827	72	410	336	1407	166	878
10:00	163	99	179	96	342	195					
10:15	143	81	191	59	334	140					
10:30	179	67	196	66	375	133					
10:45	145	52	299	197	56	342	277	342	1393	108	576
11:00	172	43	187	59	359	102					
11:15	163	46	229	32	392	78					
11:30	176	46	204	36	380	82					
11:45	196	37	172	202	822	24	151	398	1529	61	323
Totals	3347	9856	5688	8011	9035	17867					
Day Totals		13203		13699		26902					
Split %	37.0%	55.1%	62.9%	44.8%							
Peak Hour	11:00	05:30	07:30	05:30	07:45	05:30					
Volume	707	1352	1248	934	1845	2286					
P.H.F.	.90	.96	.94	.96	.92	.98					

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City Traffic Counters
626.256.4171

Site Code : 00000000110
Start Date: 04/12/2010
File I.D. : C:\DOCUMENTS
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Street name : Las Tunas		Cross street: Bt Encinita & Temple		City Direction 1		Combined		Tuesday		
Begin Time	East		West		Combined					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00 04/13	30	209	22	212	52	421				
12:15	28	226	18	210	46	436				
12:30	15	179	16	186	31	365				
12:45	14	185	10	179	24	364				
01:00	13	189	6	66	19	153	1586			
01:15	11	198	8	204	19	393				
01:30	13	201	6	209	19	407				
01:45	11	210	3	202	19	403				
02:00	7	186	9	182	14	392	1595			
02:15	11	211	8	196	16	382				
02:30	4	225	7	268	19	479				
02:45	6	252	8	177	11	402				
03:00	3	257	8	32	222	863	60	474		
03:15	2	253	4	230	7	487	1737			
03:30	2	311	13	229	15	482				
03:45	7	311	8	213	10	524				
04:00	2	283	4	29	191	863	43	474		
04:15	6	287	5	213	7	500	1967			
04:30	7	293	12	202	18	495				
04:45	8	279	5	201	12	480				
05:00	7	296	11	33	220	836	56	516		
05:15	12	318	16	166	23	484	1991			
05:30	13	318	19	228	31	546				
05:45	32	326	34	212	47	538	2133			
06:00	22	322	47	116	243	849	180	565		
06:15	34	324	57	226	79	550				
06:30	31	314	86	229	120	543				
06:45	47	323	129	215	160	538				
07:00	61	318	170	442	211	881	576	2160		
07:15	68	282	182	185	243	467				
07:30	95	249	249	194	317	443				
07:45	106	254	291	186	386	440				
08:00	178	200	275	997	184	749	1327	384		
08:15	182	195	267	166	445	361	1734			
08:30	180	189	299	162	481	351				
08:45	141	142	256	1103	164	461	323			
09:00	154	681	685	143	635	397	1784	285		
09:15	131	133	270	156	424	289	1320			
09:30	153	126	217	125	348	251				
09:45	154	131	212	115	365	246				
10:00	172	127	198	897	99	495	1489	226		
10:15	154	103	181	74	353	177	1012			
10:30	151	98	167	96	321	194				
10:45	162	78	180	57	331	135				
11:00	164	639	344	751	62	289	1390	127		
11:15	166	50	180	40	344	90	633			
11:30	182	43	207	62	373	105				
11:45	167	45	215	34	397	79				
Totals	3319	10005	181	809	36	172	374	1488	79	353
Day Totals		13324		5298		8216		8617		18221
Split %	38.5%	54.9%	61.4%	45.0%		26838				

Peak Hour	08:00	05:15	07:30	05:45	08:00	05:15
Volume	681	1290	1132	913	1784	2199
P.H.F.	.93	.98	.94	.93	.92	.97

City Traffic Counters
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Site Code : 00000000149
Start Date: 04/12/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name : Las Tunas Cross street: Bt Temple City & Baldwin Direction 1											
Begin Time	East				West				Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 04/13	23	207	23	200			46	407			
12:15	16	170	18	185			34	355			
12:30	14	189	11	196			25	385			
12:45	11	176	742	7	59	176	757	18	123	352 1499	
01:00	10	177		5		185		15		362	
01:15	5	186		7		185		12		371	
01:30	10	191		5		186		15		377	
01:45	6	177	731	10	27	181	737	16	58	358 1468	
02:00	7	187		6		239		13		426	
02:15	5	196		7		179		12		375	
02:30	3	222		9		215		12		437	
02:45	4	212	817	3	25	211	844	7	44	423 1661	
03:00	2	251		10		246		12		497	
03:15	2	278		12		215		14		493	
03:30	5	263		6		180		11		443	
03:45	5	259	1051	6	34	189	830	11	48	448 1881	
04:00	7	275		10		202		17		477	
04:15	9	264		11		178		20		442	
04:30	11	271		9		186		20		457	
04:45	5	291	1101	20	50	164	730	25	82	455 1831	
05:00	11	299		24		189		35		488	
05:15	16	312		37		216		53		528	
05:30	34	301		50		224		84		525	
05:45	25	286	1198	60	171	219	848	85	257	505 2046	
06:00	35	303		90		187		125		490	
06:15	30	302		118		196		148		498	
06:30	46	263		188		181		234		444	
06:45	51	258	1126	203	605	162	726	260	767	420 1852	
07:00	71	212		238		168		309		380	
07:15	75	218		295		168		370		386	
07:30	96	189		281		181		377		370	
07:45	150	162	781	273	1087	140	657	423	1479	302 1438	
08:00	160	173		301		131		461		304	
08:15	172	140		294		133		466		273	
08:30	120	126		260		147		380		273	
08:45	133	122	561	272	1127	118	529	405	1712	240 1090	
09:00	138	132		230		106		368		238	
09:15	132	123		186		102		318		225	
09:30	132	105		187		84		319		189	
09:45	141	95	455	194	797	67	359	335	1340	162 814	
10:00	143	83		166		77		309		160	
10:15	143	61		150		50		293		111	
10:30	141	49		189		62		330		111	
10:45	142	569	44	237	678	43	232	315	1247	87 469	
11:00	126	35		194		58		320		93	
11:15	161	33		174		25		335		58	
11:30	142	35		211		32		353		67	
11:45	176	605	29	132	789	17	132	386	1394	46 264	
Totals	3102	8932	5449	7381			8551	16313			
Day Totals		12034		12830				24864			
Split %	36.2%	54.7%	63.7%	45.2%							
Peak Hour	11:00	04:45	07:15	02:30			07:45	05:15			
Volume	605	1203	1150	887			1730	2048			
P.H.F.	.85	.96	.95	.90			.92	.96			

City Traffic Counters
626.256.4171

Site Code : 00000000135
Start Date: 04/28/2010
File I.D. : E:\DATA\ALL F
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Street name :Lemon Ave		Cross street:Bt Oak & Temple		City Direction 1		Combined		Wednesday	
Begin Time	West		East		Combined				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00	04/28	1	6	0	7	1	1	13	
12:15		0	6	1	8	1	0	14	
12:30		0	22	0	19	0	0	41	
12:45		0	10	44	0	1	19	53	2
01:00		1	17		2	8	0	29	97
01:15		0	6		2	4	3	25	
01:30		3	15		1	14	2	10	
01:45		1	14	52	0	5	18	44	10
02:00		1	36		0	32	1	32	96
02:15		0	36		0	18	1	68	
02:30		0	21		0	20	0	54	
02:45		1	33	126	1	34	2	41	
03:00		1	71		1	83	2	67	230
03:15		0	47		1	62	1	154	
03:30		0	22		0	52	0	109	
03:45		0	21	161	0	29	226	0	3
04:00		0	23		2	31	2	54	387
04:15		0	21		0	26	0	47	
04:30		0	21		1	28	1	49	
04:45		0	20	85	0	19	104	0	3
05:00		0	16		1	28	0	39	189
05:15		0	24		2	20	1	44	
05:30		2	22		11	20	2	44	
05:45		2	29	91	18	32	18	40	
06:00		1	23		2	38	104	13	36
06:15		1	18		2	41	3	64	195
06:30		1	17		2	53	3	71	
06:45		4	17	75	4	34	4	51	
07:00		40	14		50	11	35	163	8
07:15		60	10		54	22	22	90	18
07:30		13	17		25	13	114	38	238
07:45		35	8	49	34	19	17	71	311
08:00		86	12		84	17	69	25	120
08:15		56	9		59	14	170	29	
08:30		18	9		29	14	115	23	
08:45		24	4	34	36	9	47	47	18
09:00		24	10		54	7	60	392	11
09:15		5	4		17	9	78	19	81
09:30		9	8		13	4	22	8	
09:45		8	6	28	11	5	22	13	
10:00		8	3		9	5	19	141	11
10:15		9	4		13	2	17	5	51
10:30		6	8		7	4	22	8	
10:45		12	2		6	3	13	11	
11:00		11	4	17	5	3	18	70	5
11:15		8	1		6	2	16	7	29
11:30		7	2		10	2	14	3	
11:45		7	1	8	8	2	17	4	
Totals		466	770	585	960	1051	62	1730	17
Day Totals		1236		1545		2781			
Split %		44.3%	44.5%	55.6%	55.4%				
Peak Hour	07:45	02:45	08:00	02:45	07:45	02:45			
Volume	195	173	208	231	401	404			
P.H.F.	.56	.60	.61	.69	.58	.65			

City Traffic Counters
626.256.4171

Site Code : 00000000000
Start Date: 03/10/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Lemon Ave Cross street:Bl T. City & Golden West Direction 1											
Begin Time	West				East				Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 03/11	0	10	1	10	1	10	1	20			
12:15	0	11	2	11	2	11	2	22			
12:30	0	9	1	23	1	23	1	32			
12:45	0	* 5	35	0	4	11	55	0	4	16 90	
01:00	0	12	2	11	2	11	2	23			
01:15	0	13	0	4	0	4	0	17			
01:30	0	9	0	6	0	6	0	15			
01:45	0	* 13	47	0	2	11	32	0	2	24 79	
02:00	0	16	0	15	0	15	0	31			
02:15	0	15	1	20	1	20	1	35			
02:30	0	12	1	13	1	13	1	25			
02:45	0	* 20	63	0	2	22	70	0	2	42 133	
03:00	0	24	0	48	0	48	0	72			
03:15	0	24	0	37	0	37	0	61			
03:30	0	20	0	16	0	16	0	36			
03:45	0	* 13	81	0	2	17	118	0	2	30 199	
04:00	0	11	0	23	0	23	0	34			
04:15	0	11	1	22	1	22	1	33			
04:30	0	10	0	14	0	14	0	24			
04:45	2	2	10	42	0	1	22	81	2	3	
05:00	0	22	1	36	1	36	1	58			
05:15	1	18	0	30	1	30	1	48			
05:30	1	23	1	35	2	35	2	58			
05:45	6	8	23	86	1	3	26	127	7	11	
06:00	5	24	4	26	4	26	4	50			
06:15	4	17	2	29	2	29	2	46			
06:30	10	23	4	23	4	23	4	46			
06:45	12	31	16	80	3	13	27	105	15	44	
07:00	33	10	10	12	13	13	13	45	44	43 185	
07:15	35	19	29	29	15	15	15	64			
07:30	29	7	6	12	6	12	6	34			
07:45	37	134	10	46	13	60	12	52	35	194	
08:00	72	5	5	42	8	8	8	50	194	22 98	
08:15	32	5	60	5	5	5	5	114			
08:30	17	11	19	19	8	8	8	92			
08:45	20	141	7	28	11	132	12	33	31	273	
09:00	14	9	17	17	15	15	15	31	273	19 61	
09:15	19	4	7	7	4	4	4	21			
09:30	12	5	9	9	4	4	4	26			
09:45	13	58	3	21	5	38	4	27	18	96	
10:00	13	3	4	4	6	6	6	17	96	7 48	
10:15	6	4	8	8	6	6	6	14			
10:30	8	1	5	5	6	6	6	13			
10:45	5	32	1	9	6	23	2	20	11	55	
11:00	9	3	3	3	4	4	4	12			
11:15	10	0	2	2	3	3	3	12			
11:30	10	2	8	8	3	3	3	18			
11:45	12	41	1	6	9	22	5	15	21	63	
Totals	447	544	302	735	749	2028	1279				
Day Totals		991		1037							
Split %	59.6%	42.5%	40.3%	57.4%							
Peak Hour	07:15	02:45	07:45	05:00	07:45	05:00					
Volume	173	88	134	127	292	213					
P.H.F.	.60	.91	.55	.88	.64	.91					

City Traffic Counters
626.256.4171

Site Code : 00000000201
Start Date: 04/14/2010
File I.D. : C:\DOCUMENTS
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Street name :Live Oak		Cross street:Pt Encinita & Temple City Direction 1											
Begin Time	West					East					Combined		Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	04/15	7		37		0		21		7		58	
12:15		1		26		0		11		1		37	
12:30		2		30		2		15		4		45	
12:45		2	12	23	116	2	4	13	60	4	16	36	176
01:00		1		21		2		10		3		31	
01:15		0		23		1		14		1		37	
01:30		1		24		1		10		2		34	
01:45		2	4	14	82	1	5	10	44	3	9	24	126
02:00		2		19		2		13		4		32	
02:15		0		23		0		17		0		40	
02:30		0		23		0		15		0		38	
02:45		1	3	20	85	0	2	27	72	1	5	47	157
03:00		1		33		1		15		2		48	
03:15		0		46		2		28		2		74	
03:30		0		31		0		20		0		51	
03:45		1	2	30	140	0	3	32	95	1	5	62	235
04:00		0		21		1		26		1		47	
04:15		0		23		1		24		1		47	
04:30		0		24		1		18		1		42	
04:45		1	1	31	99	0	3	27	95	1	4	58	194
05:00		0		1		0		50		0		51	
05:15		2		29		2		33		4		62	
05:30		2		31		0		26		2		57	
05:45		3	7	28	89	5	7	28	137	8	14	56	226
06:00		3		34		3		24		6		58	
06:15		5		24		4		27		9		51	
06:30		3		29		4		25		7		54	
06:45		15	26	25	112	3	14	20	96	18	40	45	208
07:00		14		19		3		17		17		36	
07:15		20		19		10		16		30		35	
07:30		25		24		12		17		37		41	
07:45		37	96	21	83	12	37	11	61	49	133	32	144
08:00		56		17		24		7		80		24	
08:15		33		7		22		7		55		14	
08:30		23		13		6		8		29		21	
08:45		28	140	12	49	11	63	5	27	39	203	17	76
09:00		24		11		10		8		34		19	
09:15		23		11		12		8		35		19	
09:30		14		14		7		7		21		21	
09:45		17	78	12	48	8	37	7	30	25	115	19	78
10:00		17		8		10		7		27		15	
10:15		16		9		6		5		22		14	
10:30		23		8		8		6		31		14	
10:45		13	69	2	27	12	36	2	20	25	105	4	47
11:00		18		11		6		3		24		14	
11:15		15		6		11		2		26		8	
11:30		22		6		12		0		34		6	
11:45		14	69	2	25	15	44	1	6	29	113	3	31
Totals		507		955		255		743		762		1698	
Day Totals			1462				998			2460			
Split %		66.5%		56.2%		33.4%		43.7%					
Peak Hour	07:30		03:00		07:30		05:00		07:30		03:00		
Volume	151		140		70		137		221		235		
P.H.F.	.67		.76		.72		.68		.69		.79		

City Traffic Counters
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Site Code : 000000000000
Start Date: 03/10/2010
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Street name :Live Oak Ave Cross street:Bt Baldwin & El Monte Direction 1													
Begin	West				East				Combined				Thursday
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	03/11	7	52	5	53	12	105						
12:15		3	44	3	49		93						
12:30		2	65	3	45	5	110						
12:45		3	47	208	7	18	45	207	10	33	107	415	
01:00		3	40	4	46		86						
01:15		3	49	3	47		96						
01:30		3	43	3	51		94						
01:45		1	54	186	1	11	76	220	2	21	130	406	
02:00		3	31	4	55		86						
02:15		3	52	0	71		123						
02:30		0	56	1	86		142						
02:45		3	67	206	0	5	65	277	3	14	132	483	
03:00		4	50	2	95		145						
03:15		1	73	0	82		155						
03:30		0	64	1	93		157						
03:45		2	55	242	1	4	87	357	3	11	142	599	
04:00		1	64	2	73		137						
04:15		4	69	2	71		140						
04:30		1	68	4	101		169						
04:45		2	75	276	3	11	73	318	5	19	148	594	
05:00		6	71	2	116		187						
05:15		11	63	4	113		176						
05:30		12	102	5	111		213						
05:45		15	71	307	6	17	119	459	17	61	190	766	
06:00		25	68	9	131		199						
06:15		33	64	18	107		171						
06:30		35	58	19	96		154						
06:45		62	54	244	27	73	77	411	89	228	131	655	
07:00		63	48	37	77		125						
07:15		76	59	23	72		131						
07:30		84	59	66	49		108						
07:45		124	46	212	72	198	45	243	196	545	91	455	
08:00		112	34	75	49		187						
08:15		116	32	71	58		83						
08:30		112	29	59	37		90						
08:45		64	29	124	38	243	42	186	102	647	71	310	
09:00		67	19	31	46		65						
09:15		70	25	52	33		58						
09:30		51	25	46	35		60						
09:45		54	22	91	51	180	34	148	105	422	56	239	
10:00		64	21	43	19		40						
10:15		48	18	36	22		40						
10:30		42	12	41	15		27						
10:45		52	9	60	48	168	25	81	100	374	34	141	
11:00		48	15	38	22		37						
11:15		57	9	43	18		27						
11:30		43	7	39	5		12						
11:45		41	3	34	56	176	5	50	97	365	8	84	
Totals		1636	2190	1104	2957		2740				5147		
Day Totals			3826		4061		7887						
Split %		59.7%	42.5%	40.2%	57.4%								
Peak Hour	07:45		04:45	07:30	05:15		07:45				05:15		
Volume	464		311	284	474		741				778		
P.H.F.	.93		.76	.94	.90		.94				.91		

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City Traffic Counters
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Site Code : 00000000201
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Page : 2

Street name :Longden Cross street:Et Burton & Rosemead Direction 1													
Begin Time	East				West				Combined		Tuesday		
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	04/13	2		42		3		34		5		76	
12:15		3		41		4		49		7		78	
12:30		3		42		3		36		6		78	
12:45		1	9	29	154	3	13	35	154	4	22	64	308
01:00		2		45		1		39		3		84	
01:15		2		44		2		32		4		76	
01:30		2		38		3		29		5		67	
01:45		1	7	52	179	2	8	38	138	3	15	90	317
02:00		1		46		1		41		2		87	
02:15		1		51		3		54		4		105	
02:30		0		55		0		69		0		124	
02:45		1	3	62	214	1	5	61	225	2	8	123	439
03:00		0		67		0		85		0		152	
03:15		0		55		1		60		1		115	
03:30		1		32		1		65		2		97	
03:45		1	2	55	209	1	3	69	279	2	5	124	488
04:00		1		50		1		56		2		106	
04:15		0		55		3		67		3		122	
04:30		6		51		3		82		9		133	
04:45		1	8	51	207	4	11	83	288	5	19	134	495
05:00		2		60		3		73		5		133	
05:15		4		54		0		94		4		148	
05:30		10		64		5		112		15		176	
05:45		11	27	56	234	11	19	107	386	22	46	163	620
06:00		16		56		13		106		29		162	
06:15		14		58		8		79		22		137	
06:30		37		56		11		70		48		126	
06:45		54	121	48	218	16	48	58	313	70	169	106	531
07:00		57		55		20		52		77		107	
07:15		70		48		28		30		98		78	
07:30		99		37		32		60		131		97	
07:45		101	327	30	170	49	129	36	178	150	456	66	348
08:00		109		29		52		28		161		57	
08:15		102		30		43		28		145		58	
08:30		80		32		35		35		115		67	
08:45		90	381	25	116	41	171	21	112	131	552	46	228
09:00		66		29		36		28		102		57	
09:15		41		29		25		21		66		50	
09:30		57		30		36		19		93		49	
09:45		44	208	23	111	35	132	22	90	79	340	45	201
10:00		43		14		32		17		75		31	
10:15		46		11		30		16		76		27	
10:30		50		12		43		15		93		27	
10:45		45	184	16	53	32	137	10	58	77	321	26	111
11:00		39		8		39		5		76		13	
11:15		51		5		38		6		89		11	
11:30		47		5		38		15		85		20	
11:45		38	175	6	24	43	158	4	30	81	333	10	54
Totals		1452		1889		834		2251		2286		4140	
Day Totals			3341				3085				6426		
Split %		63.5%		45.6%		36.4%		54.3%					
Peak Hour	07:30		02:30		07:45		05:15		07:30		05:15		
Volume	411		239		179		419		587		649		
P.H.F.	.94		.89		.86		.93		.91		.92		

City Traffic Counters
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Street name : Longden Ave		Cross street: Bt Rosemead & Temple City Direction 1											
Begin Time	<----- West					----->>----- East					-----><----- Combined		Thursday
	A.M.		P.M.			A.M.		P.M.		A.M.		P.M.	
12:00 03/11	3		69		8		51		11			120	
12:15	9		53		4		51		13			104	
12:30	2		58		3		58		5			116	
12:45	5	19	50	230	2	17	64	224	7	36		114	454
01:00	4		54		3		53		7			107	
01:15	0		56		3		50		3			106	
01:30	1		39		3		53		4			92	
01:45	2	7	46	195	5	14	48	204	7	21		94	399
02:00	1		52		2		69		3			121	
02:15	0		56		3		70		3			126	
02:30	0		48		0		89		0			137	
02:45	0	1	63	219	0	5	101	329	0	6		164	548
03:00	3		92		0		110		3			202	
03:15	0		91		0		75		0			166	
03:30	0		82		1		106		1			188	
03:45	0	3	83	348	0	1	81	372	0	4		164	720
04:00	4		72		2		98		6			170	
04:15	5		67		1		101		6			168	
04:30	1		66		1		79		2			145	
04:45	8	18	94	299	2	6	102	380	10	24		196	679
05:00	5		74		3		132		8			206	
05:15	2		88		1		111		3			199	
05:30	6		81		10		124		16			205	
05:45	9	22	100	343	8	22	126	493	17	44		226	836
06:00	22		72		9		140		31			212	
06:15	19		66		11		118		30			184	
06:30	22		91		13		113		35			204	
06:45	46	109	65	294	14	47	95	466	60	156		160	760
07:00	62		57		50		75		112			132	
07:15	91		49		48		79		139			128	
07:30	76		57		48		59		124			116	
07:45	98	327	41	204	58	204	43	256	156	531		84	460
08:00	119		44		135		36		254			80	
08:15	128		34		80		49		208			83	
08:30	101		32		44		30		145			62	
08:45	96	444	25	135	44	303	45	160	140	747		70	295
09:00	75		37		43		30		118			67	
09:15	68		28		42		37		110			65	
09:30	71		32		38		19		109			51	
09:45	58	272	21	118	46	169	33	119	104	441		54	237
10:00	56		14		43		31		99			45	
10:15	51		16		51		30		102			46	
10:30	68		16		43		15		111			31	
10:45	51	226	14	60	46	183	14	90	97	409		28	150
11:00	39		5		51		15		90			20	
11:15	51		9		44		12		95			21	
11:30	67		5		58		9		125			14	
11:45	62	219	2	21	59	212	7	43	121	431		9	64
Totals	1667		2466		1183		3136		2850			5602	
Day Totals		4133				4319				8452			
Split %	58.4%		44.0%		41.5%		55.9%						
Peak Hour	07:45		03:00		07:30		05:30		07:45			05:15	
Volume	446		348		321		508		763			842	
P.H.F.	.87		.94		.59		.90		.75			.93	

City Traffic Counters
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Site Code : 000000000000
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File I.D. : C:\DOCUMENTS
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Street name : Longden Ave		Cross street: Bt Temple City & Golden West ,										
Begin Time	West				East				Combined		Wednesday	
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.		
12:00	04/28	3		43		2		38		5		81
12:15		7		39		5		49		12		88
12:30		2		32		4		35		6		67
12:45		2	14	26	140	1	12	42	164	3	26	68
01:00		5		51		7		52		12		103
01:15		3		44		4		52		7		96
01:30		3		46		2		43		5		89
01:45		2	13	36	177	1	14	38	185	3	27	74
02:00		2		40		3		40		5		80
02:15		2		50		2		47		4		97
02:30		1		58		1		58		2		116
02:45		1	6	78	226	1	7	74	219	2	13	152
03:00		0		51		1		84		1		135
03:15		0		62		2		78		2		140
03:30		1		40		0		76		1		116
03:45		1	2	48	201	1	4	76	314	2	6	124
04:00		4		39		2		83		6		122
04:15		3		64		3		83		6		147
04:30		2		56		6		112		8		168
04:45		3	12	47	206	1	12	100	378	4	24	147
05:00		1		67		0		90		1		157
05:15		5		62		4		118		9		180
05:30		8		55		2		126		10		181
05:45		14	28	118	302	5	11	110	444	19	39	228
06:00		13		78		6		140		19		218
06:15		14		61		8		112		22		173
06:30		18		60		6		106		24		166
06:45		28	73	65	264	16	36	77	435	44	109	142
07:00		52		57		15		80		67		137
07:15		53		42		21		76		74		118
07:30		62		55		32		71		94		126
07:45		74	241	38	192	29	97	39	266	103	338	77
08:00		87		47		40		45		127		92
08:15		83		28		72		34		155		62
08:30		68		25		59		36		127		61
08:45		72	310	15	115	38	209	34	149	110	519	49
09:00		61		25		37		35		98		60
09:15		56		18		36		27		92		45
09:30		39		22		48		29		87		51
09:45		42	198	21	86	29	150	18	109	71	348	39
10:00		46		14		36		24		82		38
10:15		38		16		32		23		70		39
10:30		36		11		30		18		66		29
10:45		33	153	8	49	32	130	18	83	65	283	26
11:00		37		10		38		9		75		19
11:15		42		10		38		9		80		19
11:30		42		9		54		16		96		25
11:45		46	167	6	35	54	184	5	39	100	351	11
Totals		1217		1993		866		2785		2083		4778
Day Totals			3210			3651				6861		
Split %		58.4%		41.7%		41.5%		58.2%				

Peak Hour	07:45	05:45	08:00	05:15	08:00	05:15
Volume	312	317	209	494	519	807
P.H.F.	.89	.67	.72	.88	.83	.88

City Traffic Counters
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Site Code : 000000000000
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Street name : Lower Azusa Rd		Cross street: Bt Encinita & Temple City Blvd										Page	
Begin Time	West					East					Combined		Thursday
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	03/18	21		117		23		118		44		235	
12:15		15		127		21		119		36		246	
12:30		14		139		11		149		25		288	
12:45		14	64	111	494	13	68	134	520	27	132	245	1014
01:00		9		112		19		142		28		254	
01:15		11		94		12		147		23		241	
01:30		10		134		10		114		20		248	
01:45		9	39	134	474	16	57	130	533	25	96	264	1007
02:00		11		140		9		148		20		288	
02:15		6		134		11		149		17		283	
02:30		11		107		4		165		15		272	
02:45		3	31	145	526	5	29	146	608	8	60	291	1134
03:00		5		127		4		163		9		290	
03:15		3		118		5		179		8		297	
03:30		4		127		4		175		8		302	
03:45		2	14	127	499	6	19	168	685	8	33	295	1184
04:00		2		115		4		174		6		289	
04:15		1		128		11		180		12		308	
04:30		15		110		6		183		21		293	
04:45		14	32	132	485	11	32	191	728	25	64	323	1213
05:00		11		133		7		193		18		326	
05:15		12		164		8		225		20		389	
05:30		29		170		20		241		49		411	
05:45		38	90	140	607	23	58	222	881	61	148	362	1488
06:00		43		158		24		199		67		357	
06:15		77		139		21		239		98		378	
06:30		111		135		24		213		135		348	
06:45		143	374	130	562	43	112	194	845	186	486	324	1407
07:00		142		123		55		138		197		261	
07:15		205		120		31		160		236		280	
07:30		225		101		80		150		305		251	
07:45		247	819	111	455	93	259	140	588	340	1078	251	1043
08:00		250		72		136		112		386		184	
08:15		245		74		124		114		369		189	
08:30		222		76		150		95		372		171	
08:45		262	979	80	302	125	535	85	406	387	1514	165	708
09:00		193		70		111		79		304		149	
09:15		193		61		128		66		321		127	
09:30		161		60		119		116		280		176	
09:45		171	718	77	268	122	480	85	346	293	1198	162	614
10:00		131		49		130		91		261		140	
10:15		130		49		188		60		318		109	
10:30		117		39		121		63		238		102	
10:45		99	477	40	177	124	563	39	253	223	1040	79	430
11:00		135		35		114		35		249		70	
11:15		109		30		103		38		212		68	
11:30		111		20		112		24		223		44	
11:45		128	483	19	104	129	458	33	130	257	941	52	234
Totals		4120		4953		2670		6523		6790		11476	
Day Totals			9073				9193				18266		
Split %		60.6%		43.1%		39.3%		56.8%					
Peak Hour	08:00		05:15		10:00		05:30		08:00		05:15		
Volume	979		632		563		901		1514		1519		
P.H.F.	.93		.92		.74		.93		.97		.92		

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City Traffic Counters
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Site Code : 00000000178
Start Date: 03/24/2010
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Street name :Lower Azusa Rd		Cross street: Bt Temple City & Baldwin Direction 1						-----><-----Combined		Thursday			
Begin Time	West		East		-----><-----		-----><-----						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.					
12:00	03/25	35	189	23	107	58		296					
12:15		21	171	14	147	35		318					
12:30		17	164	11	167	28		331					
12:45		19	147	5	141	24	145	288	1233				
01:00		28	163	9	131	37		294					
01:15		20	139	8	134	28		273					
01:30		9	160	9	147	18		307					
01:45		8	183	6	32	162	574	14	97	345	1219		
02:00		7	158	12	152	19		310					
02:15		6	158	9	169	15		327					
02:30		4	160	3	163	7		323					
02:45		4	167	8	32	203	687	12	53	370	1330		
03:00		6	162	3	173	9		335					
03:15		3	142	1	196	4		338					
03:30		11	171	1	210	12		381					
03:45		7	148	6	11	184	763	13	38	332	1386		
04:00		3	161	7	198	10		359					
04:15		14	198	7	224	21		422					
04:30		20	164	15	207	35		371					
04:45		20	159	12	41	188	817	32	98	347	1499		
05:00		26	170	14	229	40		399					
05:15		27	155	13	240	40		395					
05:30		57	170	26	214	83		384					
05:45		68	175	22	75	223	906	90	253	398	1576		
06:00		89	162	27	249	116		411					
06:15		107	169	28	229	135		398					
06:30		154	150	48	202	202		352					
06:45		202	138	619	70	173	229	909	272	725	367	1528	
07:00		223	135	61	196	196		331					
07:15		249	130	96	167	345		297					
07:30		303	121	104	147	407		268					
07:45		263	1038	130	516	142	403	125	635	405	1441	255	1151
08:00		292	106	154	114	114		220					
08:15		277	113	158	123	435		236					
08:30		217	95	139	74	356		169					
08:45		235	1021	104	418	125	576	100	411	360	1597	204	829
09:00		186	84	113	80	299		164					
09:15		199	92	99	73	298		165					
09:30		164	64	151	79	315		143					
09:45		184	733	75	315	478	82	314	299	1211	157	629	
10:00		175	62	126	63	301		125					
10:15		148	45	115	47	263		92					
10:30		142	45	97	54	239		99					
10:45		149	614	34	186	110	448	38	202	259	1062	72	388
11:00		145	36	143	31	288		67					
11:15		158	52	139	28	297		80					
11:30		146	21	121	31	267		52					
11:45		155	604	18	127	111	514	20	110	266	1118	38	237
Totals		5002	6115	2836	6890	7838		13005					
Day Totals			11117		9726		20843						
Split %		63.8%	47.0%	36.1%	52.9%								
Peak Hour	07:30	04:15	07:45	05:15	07:30	05:30							
Volume	1135	691	593	926	1693	1591							
P.H.F.	.93	.87	.93	.92	.94	.96							

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Street name : Lower Azusa Rd Cross street: Bt Baldwin & Pal Mal Direction 1												Thursday	
Begin Time	West				East				Combined				
	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	03/18	35		183		53		159		88		342	
12:15		23		192		28		163		51		355	
12:30		30		195		26		199		56		394	
12:45		19	107	190	760	15	122	194	715	34	229	384	1475
01:00		35		191		23		188		58		379	
01:15		18		177		12		190		30		367	
01:30		14		203		21		209		35		412	
01:45		18	85	209	780	26	82	221	808	44	167	430	1588
02:00		15		177		23		212		38		389	
02:15		19		174		11		205		30		379	
02:30		13		167		14		231		27		398	
02:45		13	60	166	684	13	61	213	861	26	121	379	1545
03:00		12		214		6		285		18		499	
03:15		15		218		9		260		24		478	
03:30		19		205		5		310		24		515	
03:45		14	60	213	850	5	25	263	1118	19	85	476	1968
04:00		11		187		12		275		23		462	
04:15		12		163		16		304		28		467	
04:30		17		177		17		316		34		493	
04:45		39	79	180	707	21	66	283	1178	60	145	463	1885
05:00		43		168		22		313		65		481	
05:15		42		236		25		319		67		555	
05:30		79		191		45		305		124		496	
05:45		99	263	218	813	33	125	306	1243	132	388	524	2056
06:00		105		225		47		302		152		527	
06:15		127		209		48		326		175		535	
06:30		171		200		57		261		228		461	
06:45		205	608	204	838	87	239	295	1184	292	847	499	2022
07:00		246		190		91		257		337		447	
07:15		287		194		97		226		384		420	
07:30		329		138		146		215		475		353	
07:45		355	1217	165	687	172	506	167	865	527	1723	332	1552
08:00		302		109		166		153		468		262	
08:15		356		122		144		150		500		272	
08:30		330		124		147		121		477		245	
08:45		302	1290	116	471	133	590	124	548	435	1880	240	1019
09:00		253		93		148		138		401		231	
09:15		236		101		145		128		381		229	
09:30		209		87		155		126		364		213	
09:45		213	911	119	400	141	589	113	505	354	1500	232	905
10:00		198		90		149		104		347		194	
10:15		163		67		157		80		320		147	
10:30		190		72		130		81		320		153	
10:45		175	726	77	306	168	604	56	321	343	1330	133	627
11:00		187		56		134		60		321		116	
11:15		179		51		191		49		370		100	
11:30		168		38		161		43		329		81	
11:45		206	740	36	181	139	625	32	184	345	1365	68	365
Totals		6146		7477		3634		9530		9780		17007	
Day Totals			13623				13164				26787		
Split %		62.8%		43.9%		37.1%		56.0%					
Peak Hour	07:45		05:15		10:45		05:00		07:45		05:15		
Volume	1343		870		654		1243		1972		2102		
P.H.F.	.94		.92		.85		.97		.93		.94		

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Street name :Muscatel Ave Cross street:Et Las Tunas & Longden Direction 1

Begin Time	South		North		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 03/11	3	23	1	28	4	51	
12:15	0	18	2	27	2	45	
12:30	2	26	5	26	7	52	
12:45	0	5 24	91 1	9 40	121 1	14 64	212
01:00	1	30	0	25	1	55	
01:15	2	20	2	30	4	50	
01:30	0	24	2	27	2	51	
01:45	1	4 20	94 2	6 20	102 3	10 40	196
02:00	1	28	1	32	2	60	
02:15	0	17	0	19	0	36	
02:30	0	29	0	32	0	61	
02:45	0	1 23	97 0	1 34	117 0	2 57	214
03:00	0	31	0	45	0	76	
03:15	0	20	0	35	0	55	
03:30	0	28	0	47	0	75	
03:45	2	2 26	105 0	* 46	173 2	2 72	278
04:00	2	26	0	23	2	49	
04:15	0	27	0	43	0	70	
04:30	1	16	0	40	1	56	
04:45	4	7 25	94 1	1 48	154 5	8 73	248
05:00	2	61	2	42	4	103	
05:15	2	48	1	58	3	106	
05:30	3	44	3	67	6	111	
05:45	7	14 53	206 1	7 66	233 8	21 119	439
06:00	3	45	2	60	5	105	
06:15	6	47	5	53	11	100	
06:30	12	31	10	51	22	82	
06:45	13	34 26	149 15	32 63	227 28	66 89	376
07:00	18	20	13	49	31	69	
07:15	23	27	23	40	46	67	
07:30	24	13	32	27	56	40	
07:45	33	98 16	76 46	114 33	149 79	212 49	225
08:00	66	15	53	24	119	39	
08:15	42	18	37	34	79	52	
08:30	21	12	33	21	54	33	
08:45	33	162 9	54 14	137 28	107 47	299 37	161
09:00	24	17	17	12	41	29	
09:15	28	9	16	16	44	25	
09:30	25	3	20	15	45	18	
09:45	18	95 16	45 25	78 15	58 43	173 31	103
10:00	20	10	9	12	29	22	
10:15	25	8	18	7	43	15	
10:30	19	6	37	5	56	11	
10:45	12	76 2	26 15	79 4	28 27	155 6	54
11:00	29	7	24	5	53	12	
11:15	15	1	17	4	32	5	
11:30	14	1	26	5	40	6	
11:45	27	85 1	10 28	95 5	19 55	180 6	29
Totals	583	1047	559	1488	1142	2535	
Day Totals		1630		2047		3677	
Split %	51.0%	41.3%	48.9%	58.7%			
Peak Hour	07:30	05:00	07:45	05:15	07:30	05:15	
Volume	165	206	169	251	333	441	
P.H.F.	.62	.84	.79	.93	.69	.92	

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City Traffic Counters
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Site Code : 00000000179
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Street name :Oak Cross street:Et Garibaldi & Las Tunas Direction 1

Begin Time	South		North		Combined		Tuesday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 04/13	2	26	4	23	6	49	
12:15	2	28	0	21	2	49	
12:30	0	25	1	17	1	42	
12:45	0	30	109	15	76	45	185
01:00	1	21	2	24	3	45	
01:15	1	26	0	25	1	51	
01:30	1	14	1	26	2	40	
01:45	2	23	84	31	106	54	190
02:00	0	26	1	27	1	53	
02:15	3	36	1	36	4	72	
02:30	1	33	0	33	1	66	
02:45	0	43	138	52	148	95	286
03:00	2	75	1	49	3	124	
03:15	0	77	0	42	0	119	
03:30	1	43	1	25	2	68	
03:45	3	42	237	28	144	70	381
04:00	0	51	3	41	5	92	
04:15	0	53	0	24	0	77	
04:30	1	36	0	25	1	61	
04:45	0	34	174	41	131	75	305
05:00	0	42	1	31	1	73	
05:15	2	34	0	36	2	70	
05:30	2	51	1	27	3	78	
05:45	3	33	160	27	121	60	281
06:00	2	36	2	34	4	70	
06:15	6	34	4	42	10	76	
06:30	4	25	2	35	6	60	
06:45	9	26	121	36	147	62	268
07:00	10	24	12	23	14	47	
07:15	56	30	42	14	98	44	
07:30	23	16	16	21	39	37	
07:45	23	22	92	18	76	40	168
08:00	62	14	56	19	118	33	
08:15	64	10	59	16	123	26	
08:30	59	17	13	12	72	29	
08:45	19	17	58	8	55	25	113
09:00	31	16	16	19	47	35	
09:15	21	13	9	16	30	29	
09:30	25	13	12	6	37	19	
09:45	25	7	49	10	51	17	100
10:00	21	9	11	10	32	19	
10:15	23	5	13	7	36	12	
10:30	24	8	18	5	42	13	
10:45	23	2	24	3	25	5	49
11:00	17	7	21	2	38	9	
11:15	27	0	12	4	39	4	
11:30	22	1	20	1	42	2	
11:45	26	6	14	3	39	9	24
Totals	649	1260	448	1090	1097	2350	
Day Totals		1909		1538		3447	
Split %	59.1%	53.6%	40.8%	46.3%			
Peak Hour	07:45	02:45	07:30	02:30	07:45	02:45	
Volume	208	238	156	176	361	406	
P.H.F.	.81	.77	.66	.84	.73	.81	

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Street name :Oak Ave Cross street:Bt Garibaldi & Lemon Direction 1

Begin Time	North		South		Combined		Thursday					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 03/11	0	12	0	17	0	29						
12:15	1	13	2	19	3	32						
12:30	1	22	2	26	3	48						
12:45	1	24	71	1	5	20	82	8	44	153		
01:00	0	15	2	17	2	32						
01:15	1	10	0	21	1	31						
01:30	1	7	0	15	1	22						
01:45	0	23	55	0	2	15	68	4	36	123		
02:00	1	32	0	39	1	71						
02:15	0	19	0	35	0	54						
02:30	0	38	0	41	0	79						
02:45	0	70	159	0	*	48	163	1	118	322		
03:00	0	83	0	98	0	181						
03:15	0	43	0	75	0	118						
03:30	1	34	0	37	1	71						
03:45	0	27	187	0	*	39	249	0	66	436		
04:00	1	34	0	48	1	82						
04:15	1	28	2	37	3	65						
04:30	0	23	1	29	1	52						
04:45	0	31	116	1	4	33	147	1	64	263		
05:00	0	39	0	30	0	69						
05:15	0	36	0	35	0	71						
05:30	1	27	1	55	2	82						
05:45	6	38	140	7	8	45	165	13	83	305		
06:00	3	33	8	35	11	68						
06:15	5	34	6	35	11	69						
06:30	5	31	10	34	15	65						
06:45	8	24	122	12	36	28	132	20	52	254		
07:00	44	24	54	13	98	37						
07:15	37	24	113	18	150	42						
07:30	14	15	33	24	47	39						
07:45	56	17	80	65	265	16	71	121	416	33	151	
08:00	129	19	123	10	252	29						
08:15	70	16	95	9	165	25						
08:30	13	12	34	16	47	28						
08:45	11	223	10	57	277	16	51	36	500	26	108	
09:00	14	7	21	13	35	20						
09:15	14	10	18	11	32	21						
09:30	11	11	13	3	24	14						
09:45	12	51	9	37	13	65	8	35	25	116	17	72
10:00	12	8	12	4	24	12						
10:15	7	6	14	5	21	11						
10:30	11	3	13	4	24	7						
10:45	14	44	4	21	15	54	1	14	29	98	5	35
11:00	13	5	19	2	32	7						
11:15	11	5	17	1	28	6						
11:30	20	0	19	1	39	1						
11:45	16	60	1	11	16	71	4	32	131	1	15	
Totals	566	1056	787	1181	1353	2237						
Day Totals		1622		1968		3590						
Split %	41.8%	47.2%	58.1%	52.7%								
Peak Hour	07:30	02:30	07:15	02:30	07:30	02:30						
Volume	269	234	334	262	585	496						
P.H.F.	.52	.70	.67	.66	.58	.68						

Street name :Olive		Cross street:Et Encinita & Temple City Direction 1						Combined		Thursday	
Begin Time	East		West		Combined		P.M.				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 04/15	3	13	1	11	4	24					
12:15	1	14	0	13	1	27					
12:30	2	15	0	8	2	23					
12:45	1	7	10	52	3	4	19	51	11	103	
01:00	2	19	2	9	4	28					
01:15	0	18	1	15	1	33					
01:30	1	12	0	15	1	27					
01:45	1	4	19	68	0	3	18	57	1	7	125
02:00	1	16	0	13	1	29					
02:15	1	26	0	21	1	47					
02:30	1	24	1	20	2	44					
02:45	1	4	34	100	0	1	24	78	1	5	178
03:00	1	21	1	29	2	50					
03:15	0	21	1	20	1	41					
03:30	0	32	0	19	0	51					
03:45	0	1	36	110	0	2	5	73	0	3	183
04:00	0	27	1	15	1	42					
04:15	1	36	0	21	1	57					
04:30	0	35	0	25	0	60					
04:45	0	1	24	122	0	1	18	79	0	2	201
05:00	1	30	1	30	7	58					
05:15	1	41	6	17	7	64					
05:30	3	51	2	25	5	76					
05:45	2	7	44	166	6	15	20	92	8	22	258
06:00	4	38	4	29	8	67					
06:15	2	32	8	22	10	54					
06:30	2	32	5	16	7	48					
06:45	9	17	22	124	16	33	12	79	25	50	203
07:00	17	26	17	17	34	41					
07:15	20	22	30	11	50	33					
07:30	27	22	34	16	61	38					
07:45	46	110	17	87	38	119	10	52	84	229	139
08:00	31	21	59	12	12	33					
08:15	20	16	23	14	43	30					
08:30	23	18	31	8	54	26					
08:45	15	89	14	69	18	131	9	43	33	220	112
09:00	15	15	16	10	31	25					
09:15	14	12	17	8	31	20					
09:30	19	13	14	9	33	22					
09:45	11	59	8	48	18	65	7	34	29	124	82
10:00	15	7	16	10	31	17					
10:15	16	6	6	3	22	9					
10:30	12	10	14	10	26	20					
10:45	13	56	5	28	17	53	1	24	30	109	52
11:00	15	4	11	2	26	6					
11:15	14	12	13	1	27	13					
11:30	14	7	13	6	27	13					
11:45	19	62	4	27	11	48	1	10	30	110	37
Totals	417	1001	475	672	892	1673					
Day Totals		1418		1147		2565					
Split %	46.7%	59.8%	53.2%	40.1%							
Peak Hour	07:15	05:15	07:15	05:30	07:15	05:15					
Volume	124	174	161	96	285	265					
P.H.F.	.67	.85	.68	.82	.79	.87					

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Street name :Olive		Cross street:Bf Temple City & Baldwin Direction 1						Combined		Thursday
Begin Time	East		West		Combined					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
12:00 04/15	3	32		5	17		8	49		
12:15	4	17		3	21		7	38		
12:30	4	26		0	26		4	52		
12:45	3	17	92	2	10	86	5	24	178	
01:00	0	23		1	18		1	41		
01:15	5	26		2	24		7	50		
01:30	4	18		0	31		4	49		
01:45	1	19	86	1	4	30	103	2	14	189
02:00	3	15		0	25		3	40		
02:15	2	35		0	25		2	60		
02:30	1	39		1	36		2	75		
02:45	1	62	151	2	3	26	112	3	10	263
03:00	0	47		1	28		1	75		
03:15	0	49		1	33		1	82		
03:30	0	37		0	19		0	56		
03:45	0	40	173	0	2	21	101	0	2	274
04:00	0	38		0	29		0	67		
04:15	2	59		2	32		4	91		
04:30	3	59		3	28		6	87		
04:45	5	56	212	0	5	25	114	5	15	326
05:00	3	39		1	37		4	76		
05:15	1	55		8	33		9	88		
05:30	5	65		0	38		5	103		
05:45	1	56	215	13	22	43	151	14	32	366
06:00	5	52		6	36		11	88		
06:15	3	57		13	32		16	89		
06:30	4	49		21	42		25	91		
06:45	17	37	195	29	69	35	145	46	98	340
07:00	18	43		46	28		64	72		
07:15	33	35		40	24		73	71		
07:30	24	38		53	25		77	63		
07:45	40	24	140	93	232	21	98	133	347	238
08:00	43	22		70	15		113	45		
08:15	38	30		33	16		71	37		
08:30	15	23		37	13		52	46		
08:45	22	27	102	31	171	18	62	53	289	164
09:00	21	26		26	16		47	42		
09:15	28	16		35	20		63	36		
09:30	31	15		31	10		62	25		
09:45	16	13	70	23	115	16	62	39	211	132
10:00	20	9		28	7		48	16		
10:15	17	8		21	11		38	19		
10:30	28	9		29	5		57	14		
10:45	23	4	30	29	107	6	29	52	195	59
11:00	32	8		15	8		47	16		
11:15	19	6		31	6		50	12		
11:30	24	2		27	4		51	6		
11:45	18	93	17	19	92	2	20	37	185	37
Totals	590	1483		832	1083		1422	2566		
Day Totals		2073		1915			3988			
Split %	41.4%	57.7%		58.5%	42.2%					
Peak Hour	07:30	05:30		07:15	05:45		07:15	05:30		
Volume	145	230		256	153		396	379		
P.H.F.	.84	.88		.68	.88		.74	.91		

City Traffic Counters
626.256.4171

Site Code : 00000000000
Start Date: 03/17/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name :Olive St Cross street:St Baldwin & El Monte Direction 1

Begin Time	East		West		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 03/18	5	18	4	18	9	36	
12:15	11	22	3	22	14	44	
12:30	4	17	0	23	4	40	
12:45	0	20	27	13	0	40	160
01:00	2	23	1	21	3	44	
01:15	0	15	1	33	1	48	
01:30	8	11	0	29	8	40	
01:45	3	13	19	37	6	56	188
02:00	0	10	0	33	0	43	
02:15	4	7	0	25	4	32	
02:30	1	27	1	30	2	57	
02:45	3	8	10	53	7	63	195
03:00	1	9	1	64	2	73	
03:15	1	26	1	51	2	77	
03:30	0	40	0	27	0	67	
03:45	0	2	26	40	2	66	283
04:00	2	31	3	25	5	56	
04:15	1	8	2	51	3	59	
04:30	0	0	1	60	1	60	
04:45	1	4	0	79	3	79	254
05:00	2	0	3	63	5	63	
05:15	1	0	3	82	4	82	
05:30	4	0	5	89	9	89	
05:45	6	13	0	85	14	85	319
06:00	6	0	6	99	12	99	
06:15	1	0	10	96	11	96	
06:30	2	0	23	103	25	103	
06:45	7	16	0	73	32	73	371
07:00	13	0	30	79	43	79	
07:15	12	0	39	61	51	61	
07:30	20	0	37	56	57	56	
07:45	37	82	0	66	103	45	241
08:00	27	0	63	51	90	51	
08:15	33	0	56	44	89	44	
08:30	21	0	54	42	75	42	
08:45	21	102	0	44	65	40	177
09:00	15	0	23	41	38	41	
09:15	24	0	31	27	55	27	
09:30	17	0	31	32	48	32	
09:45	16	72	0	28	44	26	126
10:00	18	0	29	28	47	28	
10:15	18	0	27	30	45	30	
10:30	19	0	16	14	35	14	
10:45	19	74	0	21	40	18	90
11:00	25	0	25	15	50	15	
11:15	23	0	29	18	52	18	
11:30	20	0	21	12	41	12	
11:45	7	75	0	20	27	13	58
Totals	481	346	802	2116	1283	2462	
Day Totals		827		2918		3745	
Split %	37.4%	14.0%	62.5%	85.9%			
Peak Hour	07:45	03:15	07:45	05:45	07:45	05:45	
Volume	118	123	239	383	357	383	
P.H.F.	.79	.76	.90	.92	.86	.92	

City Traffic Counters
626.256.4171

Site Code : 00000000201
Start Date: 05/10/2010
File I.D. : E:\DATA\ALL F
Page : 2

Street name :Rosemead Blvd		Cross street:Bt Broadway & S. City Limits Direction 1											
Begin	<----- North				----->> South				----->> Combined	Tuesday			
Time	A.M.		P.M.		A.M.		P.M.		A.M.	P.M.			
12:00	05/11	55		291		80		248	135	538			
12:15		47		295		49		275	96	570			
12:30		36		298		45		276	81	574			
12:45		22	160	303	1187	40	214	291	62	594	2277		
01:00		38		296		34		278	72	574			
01:15		29		289		26		270	55	559			
01:30		23		302		23		258	46	560			
01:45		21	111	291	1178	33	116	276	54	227	567	2260	
02:00		28		319		22		280	50	599			
02:15		24		316		19		251	43	567			
02:30		16		327		25		276	41	603			
02:45		18	86	309	1271	22	88	274	1081	40	174	583	2352
03:00		11		347		11		272	22	619			
03:15		8		307		14		343	22	650			
03:30		9		360		18		318	27	678			
03:45		18	46	305	1319	11	54	299	1232	29	100	604	2551
04:00		17		323		16		293	33	616			
04:15		22		310		11		340	33	650			
04:30		24		338		15		306	39	644			
04:45		44	107	314	1285	36	78	305	1244	80	185	619	2529
05:00		36		336		48		291	84	627			
05:15		49		339		66		285	115	624			
05:30		71		372		74		273	145	645			
05:45		82	238	339	1386	90	278	306	1155	172	516	645	2541
06:00		114		361		109		304	223	665			
06:15		137		354		114		303	251	657			
06:30		202		363		142		295	344	658			
06:45		255	708	333	1411	160	525	292	1194	415	1233	625	2605
07:00		228		307		193		278	421	585			
07:15		237		292		211		245	448	537			
07:30		322		266		254		239	576	505			
07:45		300	1087	251	1116	288	946	243	1005	588	2033	494	2121
08:00		331		252		302		217	633	469			
08:15		274		219		251		222	525	441			
08:30		252		228		249		220	501	448			
08:45		268	1125	203	902	238	1040	206	865	506	2165	409	1767
09:00		244		197		278		218	522	415			
09:15		236		204		276		207	512	411			
09:30		240		201		251		233	491	434			
09:45		264	984	168	770	223	1028	185	843	487	2012	353	1613
10:00		255		154		238		178	493	332			
10:15		251		168		259		191	510	359			
10:30		238		146		252		201	490	347			
10:45		237	981	116	584	249	998	152	722	486	1979	268	1306
11:00		273		92		258		124	531	216			
11:15		237		84		237		95	474	179			
11:30		295		72		225		113	520	185			
11:45		252	1057	62	310	250	970	59	391	502	2027	121	701
Totals		6690		12719		6335		11904		13025		24623	
Day Totals			19409				18239			37648			
Split %		51.3%		51.6%		48.6%		48.3%					
Peak Hour		07:30		05:30		07:30		03:15		07:30		05:45	
Volume		1227		1426		1095		1253		2322		2625	
P.H.F.		.92		.95		.90		.91		.91		.98	

City Traffic Counters
626.256.4171

Site Code : 00000000193
Start Date: 05/10/2010
File I.D. : E:\DATA\ALL F
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Street name :Rosemead Blvd		Cross street: Bt Las Tunas & Broadway Direction 1				Combined		Tuesday				
Begin	<----- North	-----><----- South			-----><-----							
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	05/11 42	263	40	284	82	547						
12:15	41	267	41	303	82	570						
12:30	26	268	34	292	60	560						
12:45	22	305	28	285	50	590	2267					
01:00	31	275	25	273	56	548						
01:15	26	276	31	273	57	549						
01:30	16	273	18	289	34	562						
01:45	18	270	1094	19	268	1103	37	184	538	2197		
02:00	28	314	26	267	54	581						
02:15	21	301	19	290	40	591						
02:30	14	312	11	268	25	580						
02:45	12	309	1236	14	315	1140	26	145	624	2376		
03:00	11	324	16	312	27	636						
03:15	8	308	9	327	17	635						
03:30	9	318	12	311	21	629						
03:45	19	47	318	1268	14	51	360	1310	33	98	678	2578
04:00	18	294	13	307	31	601						
04:15	21	313	29	327	50	640						
04:30	26	314	40	284	66	598						
04:45	40	323	1244	61	143	315	1233	101	248	638	2477	
05:00	33	308	63	304	96	612						
05:15	54	350	67	321	121	671						
05:30	66	325	78	335	144	660						
05:45	84	237	339	1322	91	299	322	1282	175	536	661	2604
06:00	123	329	129	334	252	663						
06:15	149	350	136	319	285	669						
06:30	192	321	169	303	361	624						
06:45	252	716	312	1312	189	623	275	1231	441	1339	587	2543
07:00	241	303	225	271	466	574						
07:15	244	282	250	265	494	547						
07:30	298	247	236	225	534	472						
07:45	301	1084	249	1081	218	929	252	1013	519	2013	501	2094
08:00	346	233	248	243	594	476						
08:15	295	213	246	216	541	429						
08:30	249	216	249	224	498	440						
08:45	286	1176	181	843	260	1003	198	881	546	2179	379	1724
09:00	262	183	236	213	498	396						
09:15	263	177	240	178	503	355						
09:30	241	172	234	192	475	364						
09:45	260	1026	153	685	262	972	189	772	522	1998	342	1457
10:00	238	151	257	206	495	357						
10:15	269	133	262	155	531	288						
10:30	230	130	229	123	459	253						
10:45	237	974	92	506	254	1002	99	583	491	1976	191	1089
11:00	250	82	229	110	479	192						
11:15	270	76	302	63	572	139						
11:30	284	55	247	68	531	123						
11:45	264	1068	46	259	284	1062	40	281	548	2130	86	540
Totals	6730	11953	6390	11993	13120	23946						
Day Totals		18683		18383		37066						
Split %	51.3%	49.9%	48.7%	50.0%								
Peak Hour	07:30	05:15	11:00	05:15	07:30	05:15						
Volume	1240	1343	1062	1312	2188	2655						
P.H.F.	.89	.95	.87	.97	.92	.98						

City Traffic Counters
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Site Code : 00000000175
Start Date: 05/10/2010
File I.D. : E:\DATA\ALL F
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Street name :Rosemead Blvd		Cross street:Bt Longden & Las Tunas Direction 1											
Begin	<----- South				-----><----- North				-----><----- Combined		Tuesday		
Time	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
12:00	05/11	32		239		35		216		67	455		
12:15		33		258		41		252		74	510		
12:30		20		225		20		271		40	496		
12:45		22	107	232	954	18	114	242	981	40	221	474	1935
01:00		18		249		25		240		43		489	
01:15		19		232		24		198		43		430	
01:30		21		239		15		240		36		479	
01:45		16	74	247	967	17	81	231	909	33	155	478	1876
02:00		18		224		23		269		41		493	
02:15		15		255		19		277		34		532	
02:30		7		250		12		277		19		527	
02:45		11	51	304	1033	12	66	294	1117	23	117	598	2150
03:00		12		273		6		292		18		565	
03:15		5		302		13		279		18		581	
03:30		10		279		11		292		21		571	
03:45		12	39	315	1169	21	51	270	1133	33	90	585	2302
04:00		19		256		15		270		34		526	
04:15		27		286		18		288		45		574	
04:30		39		249		16		278		55		527	
04:45		46	131	277	1068	33	82	294	1130	79	213	571	2198
05:00		57		293		28		264		85		557	
05:15		58		291		44		336		102		627	
05:30		73		265		70		307		143		572	
05:45		93	281	300	1149	72	214	302	1209	165	495	602	2358
06:00		119		262		99		316		218		578	
06:15		130		299		131		315		261		614	
06:30		153		277		191		290		344		567	
06:45		169	571	222	1060	199	620	293	1214	368	1191	515	2274
07:00		207		236		227		273		434		509	
07:15		262		243		220		253		482		496	
07:30		263		192		254		236		517		428	
07:45		268	1000	221	892	263	964	197	959	531	1964	418	1851
08:00		272		210		321		217		593		427	
08:15		256		178		288		186		544		364	
08:30		258		179		243		205		501		384	
08:45		237	1023	172	739	226	1078	153	761	463	2101	325	1500
09:00		244		204		233		183		477		387	
09:15		201		157		193		153		394		310	
09:30		217		144		199		180		416		324	
09:45		239	901	167	672	227	852	140	656	466	1753	307	1328
10:00		213		153		210		146		423		299	
10:15		244		134		202		118		446		252	
10:30		207		98		222		136		429		234	
10:45		210	874	87	472	196	830	86	486	406	1704	173	958
11:00		218		77		212		85		430		162	
11:15		243		59		225		76		468		135	
11:30		216		56		240		57		456		113	
11:45		252	929	40	232	219	896	44	262	471	1825	84	494
Totals		5981		10407		5848		10817		11829		21224	
Day Totals			16388				16665				33053		
Split %		50.5%		49.0%		49.4%		50.9%					
Peak Hour		07:15		03:00		07:30		05:15		07:30		05:15	
Volume		1065		1169		1126		1261		2185		2379	
P.H.F.		.97		.92		.87		.93		.92		.94	

City Traffic Counters
626.256.4171

Site Code : 00000000135
Start Date: 05/10/2010
File I.D. : E:\DATA\ALL F
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Street name : Rosemead Blvd		Cross street: Bt N. City Limits & Longden Direction 1								Tuesday			
Begin	<----- North	-----><-----		South	-----><-----		Combined		----->				
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.							
12:00	05/11	39	211	34	269	73			480				
12:15		38	253	42	245	80			498				
12:30		21	251	22	210	43			461				
12:45		21	236	23	230	44	240		1905				
01:00		16	238	21	262	37			500				
01:15		20	206	23	233	43			439				
01:30		14	240	20	259	34			499				
01:45		14	240	18	241	32	146		1919				
02:00		21	254	18	241	39			495				
02:15		22	267	15	253	37			520				
02:30		9	280	9	274	18			554				
02:45		16	309	9	307	25	119		2185				
03:00		7	291	13	286	20			577				
03:15		11	270	3	283	14			553				
03:30		9	282	12	325	21			607				
03:45		18	255	12	303	30	85		2295				
04:00		13	270	17	300	30			570				
04:15		18	267	24	277	42			544				
04:30		18	286	37	288	55			574				
04:45		30	271	43	281	73	200		2240				
05:00		26	273	52	321	78			594				
05:15		53	322	50	315	103			637				
05:30		70	297	65	302	135			599				
05:45		69	287	84	331	153	469		2448				
06:00		105	345	100	290	205			635				
06:15		144	285	125	303	269			588				
06:30		191	283	154	283	345			566				
06:45		180	267	149	217	329	1148		2273				
07:00		242	252	193	255	435			507				
07:15		232	240	245	247	477			487				
07:30		244	228	234	213	478			441				
07:45		274	178	898	271	943	949	1935	1847				
08:00		344	194	264	222	608			416				
08:15		319	188	235	186	554			374				
08:30		234	185	233	171	467			356				
08:45		235	151	718	246	978	173	752	2110	324	1470		
09:00		238	161	251	214	489			375				
09:15		191	143	174	146	365			289				
09:30		233	164	219	153	452			317				
09:45		213	875	118	586	219	863	173	686	432	1738	291	1272
10:00		216	133	205	163	421			296				
10:15		222	108	235	136	457			244				
10:30		210	106	222	109	432			215				
10:45		217	865	95	442	211	873	78	486	428	1738	173	928
11:00		216	71	203	80	419			151				
11:15		205	67	256	62	461			129				
11:30		221	59	245	59	466			118				
11:45		226	868	44	241	244	948	43	244	470	1816	87	485
Totals		5945	10421	5799	10846	11744			21267				
Day Totals		16366		16645		33011							
Split %		50.6%	49.0%	49.3%	51.0%								
Peak Hour	07:30	05:15	07:15	05:00	07:30	05:15							
Volume	1181	1251	1014	1269	2185	2489							
P.H.F.	.85	.90	.93	.95	.89	.97							

Street name : Santa Anita Ave Cross street: Bt Live Oak & Grand Direction 1

Begin Time	South		North		Combined		Tuesday					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 03/16	23	135	16	128	39	263						
12:15	18	144	16	142	34	286						
12:30	15	152	15	134	30	286						
12:45	14	162	593	15	62	110	514	132	272	1107		
01:00	25	158		11		131		36		289		
01:15	11	150		8		146		19		296		
01:30	9	159		5		112		14		271		
01:45	9	54	145	612	9	33	126	515	18	87	271	1127
02:00	11		130		6		167		17		297	
02:15	6		151		6		129		12		280	
02:30	9		162		10		149		19		311	
02:45	10	36	154	597	6	28	141	586	16	64	295	1183
03:00	8		184		6		181		14		365	
03:15	6		173		2		165		8		338	
03:30	6		189		6		145		12		334	
03:45	2	22	163	709	3	17	171	662	5	39	334	1371
04:00	16		198		6		135		22		333	
04:15	10		161		15		152		25		313	
04:30	17		161		27		127		44		288	
04:45	19	62	193	713	23	71	199	613	42	133	392	1326
05:00	36		221		26		159		62		380	
05:15	31		192		38		179		69		371	
05:30	43		214		40		185		83		399	
05:45	58	168	198	825	48	152	172	695	106	320	370	1520
06:00	56		189		58		169		114		358	
06:15	72		192		85		174		157		366	
06:30	99		200		110		148		209		348	
06:45	118	345	172	753	116	369	167	658	234	714	339	1411
07:00	131		167		139		179		270		346	
07:15	143		142		152		145		295		287	
07:30	147		157		172		137		319		294	
07:45	157	578	113	579	208	671	120	581	365	1249	233	1160
08:00	180		126		183		104		363		230	
08:15	164		122		137		92		301		214	
08:30	135		123		144		94		279		217	
08:45	132	611	114	485	136	600	90	380	268	1211	204	865
09:00	152		123		142		62		294		185	
09:15	167		103		127		73		294		176	
09:30	138		108		128		63		266		171	
09:45	156	613	104	438	128	525	64	262	284	1138	168	700
10:00	143		84		128		43		271		127	
10:15	119		55		100		42		219		97	
10:30	129		60		112		49		241		109	
10:45	123	514	44	243	116	456	39	173	239	970	83	416
11:00	107		54		110		34		217		88	
11:15	156		44		115		28		271		72	
11:30	142		28		102		31		244		59	
11:45	149	554	34	160	110	437	20	113	259	991	54	273
Totals	3627		6707		3421		5752		7048		12459	
Day Totals		10334			9173					19507		
Split %	51.4%		53.8%		48.5%		46.1%					
Peak Hour	07:30		05:00		07:15		04:45		07:30		04:45	
Volume	648		825		715		722		1348		1542	
P.H.F.	.9		.93		.85		.90		.92		.96	

Street name :Sereno Dr		Cross street:Bt Rosemead & Encinita		Direction 1		Combined		Thursday	
Begin Time	South	North	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 03/11	1	7	1	11	2	18			
12:15	6	6	0	5	6	11			
12:30	1	13	1	4	2	17			
12:45	0	7	0	4	0	10	10	11	57
01:00	0	3	0	8	0	16			
01:15	0	13	1	3	1	17			
01:30	2	7	0	10	2	19	5	19	63
01:45	2	4	0	11	2	16			
02:00	0	6	0	10	0	18			
02:15	0	9	0	9	0	23			
02:30	0	8	0	15	0	24	*	24	81
02:45	0	* 18	0	6	0	25			
03:00	0	13	1	12	1	17			
03:15	0	7	1	10	1	16			
03:30	0	8	0	8	0	18			
03:45	0	* 15	0	2 10	0	25	2	25	83
04:00	0	7	0	11	0	15			
04:15	0	8	0	7	0	15			
04:30	0	9	0	6	0	15			
04:45	1	1	1	5	2	17	2	17	65
05:00	2	15	0	7	2	22			
05:15	0	12	1	0	1	12			
05:30	0	10	1	3	1	13			
05:45	0	2 15	1	3 9	1	24	5	24	71
06:00	2	14	3	6	5	20			
06:15	4	20	2	13	6	33			
06:30	1	12	6	14	7	26			
06:45	2	9 10	4	15 9	6	19	24	19	98
07:00	4	13	11	7	15	20			
07:15	6	7	6	10	12	17			
07:30	14	7	14	3	28	10			
07:45	17	41 11	38 14	45 5	25 31	16	86	16	63
08:00	33	12	17	9	50	21			
08:15	20	6	15	3	35	9			
08:30	12	12	9	4	21	16			
08:45	8	73 7	37 11	52 3	19 19	10	125	10	56
09:00	8	3	12	5	20	8			
09:15	8	4	6	6	14	10			
09:30	5	6	12	1	17	7			
09:45	3	24 5	18 8	38 1	13 11	6	62	6	31
10:00	6	4	10	0	16	4			
10:15	3	5	4	3	7	8			
10:30	7	4	2	3	9	7			
10:45	5	21 2	15 10	26 3	9 15	5	47	5	24
11:00	5	3	6	3	11	6			
11:15	3	2	7	0	10	2			
11:30	9	2	6	1	15	3			
11:45	5	22 0	7 3	22 0	4 8	0	44	0	11
Totals	205	407	207	296	412	703	1115		
Day Totals		612		503					
Split %	49.7%	57.8%	50.2%	42.1%					
Peak Hour	07:30	05:45	07:30	01:45	07:30	05:45			
Volume	84	61	60	45	144	103			
P.H.F.	.63	.76	.88	.75	.72	.78			

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Street name :Sultana Ave		Cross street:Bt Olive & Las Tunas				Direction 1		Combined		Thursday		
Begin Time	North		South		South		Combined					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				
12:00 03/11	4	7	4	12	8	19						
12:15	3	14	0	17	3	31						
12:30	2	14	1	10	3	24						
12:45	1	10	45	2	7	19	58	17	103			
01:00	1	9	1	16	2	25						
01:15	2	9	0	3	2	12						
01:30	1	6	2	9	3	15						
01:45	3	7	9	33	1	4	12	40	11	73		
02:00	2	8	0	17	2	25						
02:15	0	12	0	14	0	26						
02:30	0	15	0	18	0	33						
02:45	0	2	53	0	*	15	64	0	2	117		
03:00	0	14	0	22	0	36						
03:15	0	20	1	17	1	37						
03:30	0	9	1	14	1	23						
03:45	0	*	14	57	0	2	10	63	0	2	120	
04:00	0	12	1	13	1	25						
04:15	0	11	0	13	0	24						
04:30	0	10	0	14	0	24						
04:45	0	*	10	43	0	1	9	49	0	1	92	
05:00	0	15	1	23	1	38						
05:15	2	20	1	25	3	45						
05:30	2	17	2	30	4	47						
05:45	0	4	19	71	5	9	22	100	5	13	171	
06:00	3	16	2	24	5	40						
06:15	0	17	4	29	4	46						
06:30	5	21	8	16	13	37						
06:45	10	18	14	68	5	19	18	87	15	37	155	
07:00	10	17	10	17	20	34						
07:15	8	14	9	15	17	29						
07:30	13	15	17	11	30	26						
07:45	15	46	14	60	17	53	9	52	32	99	112	
08:00	22	10	20	6	42	16						
08:15	14	9	25	15	39	24						
08:30	11	7	19	17	30	24						
08:45	8	55	7	33	9	73	7	45	17	128	78	
09:00	21	6	6	13	27	19						
09:15	7	8	11	5	18	13						
09:30	10	10	8	6	18	16						
09:45	14	52	11	35	20	45	10	34	34	97	69	
10:00	7	10	13	7	20	17						
10:15	10	6	10	9	20	15						
10:30	13	6	5	9	18	15						
10:45	13	43	2	24	9	37	5	30	22	80	7	54
11:00	12	2	12	4	24	6						
11:15	5	3	14	5	19	8						
11:30	14	2	19	5	33	7						
11:45	15	46	0	7	9	54	0	14	24	100	0	21
Totals	283	529	304	636	587	1165						
Day Totals		812		940		1752						
Split %	48.2%	45.4%	51.7%	54.5%								
Peak Hour	07:30	05:45	07:45	05:30	07:30	05:30						
Volume	64	73	81	105	143	174						
P.H.F.	.72	.86	.81	.87	.85	.92						

Street name :Sultana Ave Cross street:Bt Longden & Las Tunas Direction 1

Begin Time	South		North		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 03/11	0	4	0	3	0	7	
12:15	1	5	0	1	1	6	
12:30	0	6	0	5	1	11	
12:45	1	2	21	1	2	11	35
01:00	0	3	0	1	0	4	
01:15	2	2	0	2	2	4	
01:30	0	4	0	1	0	5	
01:45	0	2	13	0	5	9	22
02:00	0	3	0	4	0	7	
02:15	0	4	0	5	0	9	
02:30	0	7	0	4	0	11	
02:45	0	*	21	0	8	15	42
03:00	0	6	0	6	0	12	
03:15	0	9	0	1	0	10	
03:30	0	8	0	4	0	12	
03:45	0	*	31	0	2	13	44
04:00	0	7	0	2	0	9	
04:15	0	5	0	1	0	6	
04:30	0	4	0	2	0	6	
04:45	0	*	21	0	3	8	29
05:00	0	10	0	2	0	12	
05:15	0	6	0	4	0	10	
05:30	2	13	0	6	2	19	
05:45	3	5	44	1	5	20	61
06:00	1	11	0	3	1	14	
06:15	2	15	0	2	2	17	
06:30	2	9	1	7	3	16	63
06:45	7	12	47	6	4	13	19
07:00	3	7	5	5	8	12	
07:15	8	8	2	4	10	12	
07:30	9	4	2	2	11	6	
07:45	8	28	21	2	11	4	34
08:00	8	5	8	4	16	9	
08:15	10	4	8	3	18	7	
08:30	9	7	1	1	10	8	
08:45	4	31	2	3	7	3	27
09:00	5	4	3	3	8	7	
09:15	3	6	4	1	7	7	
09:30	0	3	5	6	5	9	
09:45	3	11	2	6	9	4	27
10:00	1	2	15	4	5	5	
10:15	4	3	3	3	7	3	
10:30	7	3	3	0	10	3	
10:45	7	19	1	2	9	1	12
11:00	2	1	2	2	4	3	
11:15	3	0	3	1	6	1	
11:30	7	0	7	1	14	1	
11:45	2	14	1	2	4	0	5
Totals	124	262	85	139	209	401	
Day Totals		386		224		610	
Split %	59.3%	65.3%	40.6%	34.6%			
Peak Hour	07:30	05:30	07:30	02:15	07:30	05:30	
Volume	35	54	20	23	55	70	
P.H.F.	.87	.9	.62	.71	.76	.87	

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Street name :Sultana Ave Cross street:Bt Emperor & Longden Direction 1

Begin Time	North		South		Combined		Thursday
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 03/11	0	7	0	4	0	11	
12:15	1	8	0	5	1	13	
12:30	2	6	0	4	2	10	
12:45	0	3	12	33	0	14	48
01:00	1	4	0	3	1	7	
01:15	0	6	0	6	0	12	
01:30	0	3	0	1	0	4	
01:45	0	1	6	19	2	10	33
02:00	0	4	0	4	0	8	
02:15	0	7	0	5	0	12	
02:30	0	7	0	10	0	17	
02:45	0	*	11	29	0	16	53
03:00	0		10	0	0	15	
03:15	0		5	0	0	13	
03:30	0		7	0	0	11	
03:45	0	*	4	26	1	9	48
04:00	0		7	0	0	10	
04:15	0		2	0	0	7	
04:30	1		2	0	1	9	
04:45	1	2	4	15	2	13	39
05:00	0		5	4	4	16	
05:15	1		9	0	1	15	
05:30	1		8	1	2	14	
05:45	2	4	10	32	3	18	63
06:00	0		5	0	0	14	
06:15	3		9	4	7	20	
06:30	4		10	2	6	14	
06:45	7	14	8	32	8	15	63
07:00	4		9	5	9	13	
07:15	7		5	3	10	12	
07:30	3		3	5	8	6	
07:45	13	27	3	20	16	6	37
08:00	18		5	7	2	7	
08:15	24		3	8	4	7	
08:30	9		4	0	9	6	
08:45	7	58	0	12	3	3	23
09:00	6		4	1	7	8	
09:15	3		2	3	6	6	
09:30	10		4	3	13	7	
09:45	3	22	1	11	6	6	27
10:00	1		1	2	3	4	
10:15	2		4	3	5	7	
10:30	6		5	12	18	8	
10:45	2	11	0	10	8	3	22
11:00	4		1	7	11	3	
11:15	9		1	3	12	2	
11:30	5		1	2	7	4	
11:45	4	22	0	3	9	0	9
Totals	164	242	100	223	264	465	
Day Totals		406		323		729	
Split %	62.1%	52.0%	37.8%	47.9%			
Peak Hour	07:45	06:15	10:15	05:30	07:45	05:30	
Volume	64	36	28	34	82	66	
P.H.F.	.66	.9	.58	.77	.64	.82	

Street name : Temple City		Cross street: S/O Lower Azusa Direction 1						Thursday			
Begin Time	North		South		Combined						
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.					
12:00 04/15	13	97	12	97	25	194					
12:15	18	89	12	112	30	201					
12:30	16	92	11	132	27	224					
12:45	16	77	355	10	45	114	455	26	108	191	810
01:00	14	80		12		120		26		200	
01:15	10	71		13		115		23		186	
01:30	6	86		8		104		14		190	
01:45	6	77	314	4	37	119	458	10	73	196	772
02:00	9	106		10		119		19		225	
02:15	5	89		5		99		10		188	
02:30	8	112		13		106		21		218	
02:45	4	101	408	2	30	107	431	6	56	208	839
03:00	4	118		6		120		10		238	
03:15	4	102		6		124		10		226	
03:30	1	107		4		98		5		205	
03:45	1	99	426	10	26	123	465	11	36	222	891
04:00	6	120		13		123		19		243	
04:15	3	102		20		123		23		225	
04:30	6	131		16		118		22		249	
04:45	9	139	492	32	81	132	496	41	105	271	988
05:00	10	170		51		143		61		313	
05:15	15	175		47		137		62		312	
05:30	14	166		57		134		71		300	
05:45	27	171	682	72	227	121	535	99	293	292	1217
06:00	39	180		92		143		131		323	
06:15	50	166		106		132		156		298	
06:30	75	153		110		117		185		270	
06:45	68	117	616	123	431	86	478	191	663	203	1094
07:00	78	125		148		109		226		234	
07:15	109	108		133		99		242		207	
07:30	149	104		184		84		333		188	
07:45	122	85	422	200	665	64	356	322	1123	149	778
08:00	118	76		219		79		337		155	
08:15	105	72		199		92		304		164	
08:30	110	52		167		70		277		122	
08:45	93	62	262	151	736	58	299	244	1162	120	561
09:00	95	59		162		59		257		118	
09:15	77	61		136		60		213		121	
09:30	83	64		102		48		185		112	
09:45	82	52	236	96	496	66	233	178	833	118	469
10:00	69	58		112		45		181		103	
10:15	97	32		114		39		211		71	
10:30	90	35		101		45		191		80	
10:45	91	40	165	114	441	44	173	205	788	84	338
11:00	102	29		103		32		205		61	
11:15	83	16		97		23		180		39	
11:30	82	28		129		21		211		49	
11:45	73	16	89	133	462	14	90	206	802	30	179
Totals	2365	4467		3677		4469		6042		8936	
Day Totals		6832			8146				14978		
Split %	39.1%	49.9%		60.8%		50.0%					
Peak Hour	07:15	05:15		07:30		04:45		07:30		05:15	
Volume	498	692		802		546		1296		1227	
P.H.F.	.83	.96		.91		.95		.96		.94	

Street name : Temple City		Cross street: Bt Olive & Lower Azusa		Direction 1		Combined		Thursday	
Begin Time	North	South	North	South	North	South	North	South	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 04/15	15	130	16	114	31	244			
12:15	15	101	6	116	21	217			
12:30	17	127	12	138	29	265			
12:45	14	61 101	459 9	43 122	490 23	104 223	949		
01:00	15	103	7	124	22	227			
01:15	12	99	6	114	18	213			
01:30	7	102	6	122	13	224			
01:45	9	43 96	400 8	27 137	497 17	70 233	897		
02:00	10	131	8	129	18	260			
02:15	6	110	6	116	12	226			
02:30	10	146	10	133	20	279			
02:45	4	30 132	519 3	27 141	519 7	57 273	1038		
03:00	3	157	5	155	8	312			
03:15	3	134	4	151	7	285			
03:30	4	134	5	123	9	257			
03:45	2	12 145	570 6	20 144	573 8	32 289	1143		
04:00	6	145	9	137	15	282			
04:15	5	150	15	156	20	306			
04:30	3	168	6	145	9	313			
04:45	10	24 179	642 24	54 146	584 34	78 325	1226		
05:00	14	221	31	152	45	373			
05:15	17	228	34	173	51	401			
05:30	12	195	46	158	58	353			
05:45	28	71 197	841 46	157 139	622 74	228 336	1463		
06:00	34	203	72	172	106	375			
06:15	52	184	84	147	136	331			
06:30	73	192	88	124	161	316			
06:45	98	257 153	732 102	346 113	556 200	603 266	1288		
07:00	108	134	134	109	242	243			
07:15	126	138	138	115	264	253			
07:30	169	117	181	90	350	207			
07:45	164	567 103	492 196	649 72	386 360	1216 175	878		
08:00	142	91	239	85	381	176			
08:15	158	96	210	88	368	184			
08:30	133	76	160	72	293	148			
08:45	120	553 82	345 141	750 79	324 261	1303 161	669		
09:00	100	66	138	74	238	140			
09:15	96	69	149	59	245	128			
09:30	116	70	121	58	237	128			
09:45	79	391 70	275 103	511 67	258 182	902 137	533		
10:00	97	62	124	53	221	115			
10:15	106	38	121	40	227	78			
10:30	109	48	108	46	217	94			
10:45	93	405 47	195 113	466 48	187 206	871 95	382		
11:00	115	34	114	21	229	55			
11:15	104	25	113	29	217	54			
11:30	108	34	124	17	232	51			
11:45	98	425 23	116 120	471 22	89 218	896 45	205		
Totals	2839	5586	3521	5085	6360	10671			
Day Totals		8425		8606		17031			
Split %	44.6%	52.3%	55.3%	47.6%					
Peak Hour	07:30	05:00	07:30	05:15	07:30	05:15			
Volume	633	841	826	642	1459	1465			
P.H.F.	.93	.92	.86	.92	.95	.91			

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Street name : Temple City Blvd Cross street: Bt Olive & Las Tunas Direction 1

Begin Time	North		South		Combined		P.M.	Thursday				
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 03/11	19	124	32	113	51	237						
12:15	14	127	14	115	28	242						
12:30	17	123	17	139	34	262						
12:45	13	63	114	488	11	74	113	480	24	137	227	968
01:00	8	135	14	121	22	256						
01:15	12	131	9	144	21	275						
01:30	10	113	10	110	20	223						
01:45	12	42	108	487	9	42	131	506	21	84	239	993
02:00	5	131	2	128	7	259						
02:15	4	114	6	126	10	240						
02:30	9	140	10	134	19	274						
02:45	7	25	146	531	4	22	144	532	11	47	290	1063
03:00	7	187	1	120	8	307						
03:15	4	162	9	172	13	334						
03:30	4	176	5	188	9	364						
03:45	9	24	169	694	3	18	144	624	12	42	313	1318
04:00	6	156	6	158	12	314						
04:15	5	164	6	157	11	321						
04:30	9	154	10	155	19	309						
04:45	9	29	192	666	9	31	123	593	18	60	315	1259
05:00	7	175	17	152	24	327						
05:15	9	192	29	189	38	381						
05:30	18	225	31	178	49	403						
05:45	19	53	211	803	35	112	210	729	54	165	421	1532
06:00	31	240	44	196	75	436						
06:15	36	203	62	206	98	409						
06:30	46	233	69	220	115	453						
06:45	76	189	179	855	88	263	171	793	164	452	350	1648
07:00	104	196	89	142	193	338						
07:15	175	170	89	150	264	320						
07:30	158	147	179	109	337	256						
07:45	189	626	147	660	134	491	156	557	323	1117	303	1217
08:00	201	104	184	116	385	220						
08:15	269	91	215	96	484	187						
08:30	225	88	230	85	455	173						
08:45	145	840	94	377	178	807	83	380	323	1647	177	757
09:00	171	72	141	82	312	154						
09:15	148	79	130	85	278	164						
09:30	145	54	156	70	301	124						
09:45	134	598	85	290	112	539	76	313	246	1137	161	603
10:00	127	64	113	53	240	117						
10:15	126	62	112	59	238	121						
10:30	105	56	124	62	229	118						
10:45	101	459	68	250	118	467	55	229	219	926	123	479
11:00	107	49	92	53	199	102						
11:15	116	30	131	56	247	86						
11:30	100	33	108	33	208	66						
11:45	129	452	22	134	117	448	34	176	246	900	56	310
Totals	3400	6235	3314	5912	6714	12147						
Day Totals		9635		9226		18861						
Split %	50.6%	51.3%	49.3%	48.6%								
Peak Hour	07:45	05:45	08:00	05:45	07:45	05:45						
Volume	884	887	807	832	1647	1719						
P.H.F.	.82	.92	.87	.94	.85	.94						

City Traffic Counters
626.256.4171

Site Code : 000000000000
Start Date: 03/15/2010
File I.D. : C:\DOCUMENTS
Page : 2

Street name : Temple City Blvd Cross street: Bt Las Tunas & Longden Direction 1										Tuesday	
Begin	North			South			Combined				
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.			
12:00 03/16	27	101	22	125	49	226					
12:15	21	111	7	144	28	255					
12:30	15	123	8	145	23	268					
12:45	12	146	6	120	534	18	118	266	1015		
01:00	5	131	9	105		14		236			
01:15	12	135	9	125		21		260			
01:30	6	116	5	142		11		258			
01:45	13	116	6	150	522	19	65	266	1020		
02:00	6	138	7	144		13		282			
02:15	6	122	3	140		9		262			
02:30	8	145	4	172		12		317			
02:45	5	171	6	214	670	11	45	385	1246		
03:00	7	206	4	254		11		460			
03:15	5	184	5	203		10		387			
03:30	1	176	2	211		3		387			
03:45	3	172	4	200	868	7	31	372	1606		
04:00	8	163	8	187		16		350			
04:15	2	153	13	205		15		358			
04:30	4	174	14	170		18		344			
04:45	15	186	13	202	764	28	77	388	1440		
05:00	7	167	25	245		32		412			
05:15	22	199	17	234		39		433			
05:30	20	204	34	247		54		451			
05:45	30	220	47	238	964	77	202	458	1754		
06:00	49	226	42	235		91		461			
06:15	35	242	35	238		70		480			
06:30	66	183	67	197		133		380			
06:45	101	204	77	166	836	178	472	370	1691		
07:00	164	185	177	149		341		334			
07:15	264	145	129	109		393		254			
07:30	183	145	161	102		344		247			
07:45	216	121	217	133	493	433	1511	254	1089		
08:00	299	108	286	131		585		239			
08:15	325	113	210	109		535		222			
08:30	206	99	129	102		335		201			
08:45	163	102	121	133	475	284	1739	235	897		
09:00	147	89	141	101		288		190			
09:15	132	86	125	86		257		172			
09:30	117	78	105	80		222		158			
09:45	118	92	139	78	345	257	1024	170	690		
10:00	115	69	107	75		222		144			
10:15	132	46	117	51		249		97			
10:30	104	52	100	52		204		104			
10:45	112	37	97	41	219	209	884	78	423		
11:00	106	42	114	31		220		73			
11:15	109	24	96	37		205		61			
11:30	93	30	112	35		205		65			
11:45	92	400	120	118	440	25	128	840	248		
Totals	3708	6301	3300	6818		7008		13119			
Day Totals		10009		10118				20127			
Split %	52.9%	48.0%	47.0%	51.9%							
Peak Hour	07:45	05:30	07:30	05:00	07:30	05:30					
Volume	1046	892	874	964	1897	1850					
P.H.F.	.80	.92	.76	.97	.81	.96					

Street name : Temple City Cross street: Bt Lemon & Longden Direction 1

Begin Time	South		North		Combined		Thursday					
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00 04/15	15	122	10	102	25	224						
12:15	10	174	13	85	23	259						
12:30	15	134	10	114	25	248						
12:45	10	124	554	10	43	115	416	93	239	970		
01:00	10	147	7	101	17	248						
01:15	7	126	5	98	12	224						
01:30	7	131	7	114	14	245						
01:45	13	143	547	6	25	97	410	19	62	240	957	
02:00	6	183	7	130	13	313						
02:15	6	162	6	131	12	293						
02:30	2	184	2	167	4	351						
02:45	3	222	751	5	20	195	623	8	37	417	1374	
03:00	3	268	3	163	6	431						
03:15	3	216	0	139	3	355						
03:30	3	180	4	130	7	310						
03:45	2	203	867	2	9	148	580	4	20	351	1447	
04:00	3	206	4	130	7	336						
04:15	4	212	7	127	11	339						
04:30	8	234	7	143	15	377						
04:45	17	268	920	10	28	125	525	27	60	393	1445	
05:00	16	225	11	143	27	368						
05:15	12	287	22	151	34	438						
05:30	23	247	29	168	52	415						
05:45	29	259	1018	38	100	142	604	67	180	401	1622	
06:00	35	246	42	144	77	390						
06:15	43	229	71	159	114	388						
06:30	57	222	92	141	149	363						
06:45	72	185	882	171	376	147	591	243	583	332	1473	
07:00	172	194	226	127	124	321						
07:15	125	194	176	124	301	318						
07:30	147	132	219	115	366	247						
07:45	215	118	638	241	862	89	455	456	1521	207	1093	
08:00	284	119	247	93	531	212						
08:15	197	127	236	95	433	222						
08:30	134	101	163	92	297	193						
08:45	127	118	465	142	788	61	341	269	1530	179	806	
09:00	114	122	137	70	251	192						
09:15	114	82	121	60	235	142						
09:30	94	91	130	65	224	156						
09:45	126	75	370	98	486	39	234	224	934	114	604	
10:00	115	81	111	47	226	128						
10:15	107	60	101	44	208	104						
10:30	116	59	101	38	217	97						
10:45	108	60	260	90	403	30	159	198	849	90	419	
11:00	121	37	88	37	209	74						
11:15	120	45	104	27	224	72						
11:30	116	20	100	20	216	40						
11:45	121	478	26	128	95	387	18	102	216	865	44	230
Totals	3207	7400	3527	5040	6734	12440						
Day Totals	10607	47.6%	59.4%	8567	52.3%	40.5%	19174					
Split %	47.6%	59.4%	52.3%	40.5%								
Peak Hour	07:30	05:15	07:30	02:30	07:30	05:15						
Volume	843	1039	943	664	1786	1644						
P.H.F.	.74	.90	.95	.85	.84	.93						

2012 TRAFFIC COUNTS



ITM Peak Hour Summary

Prepared by:



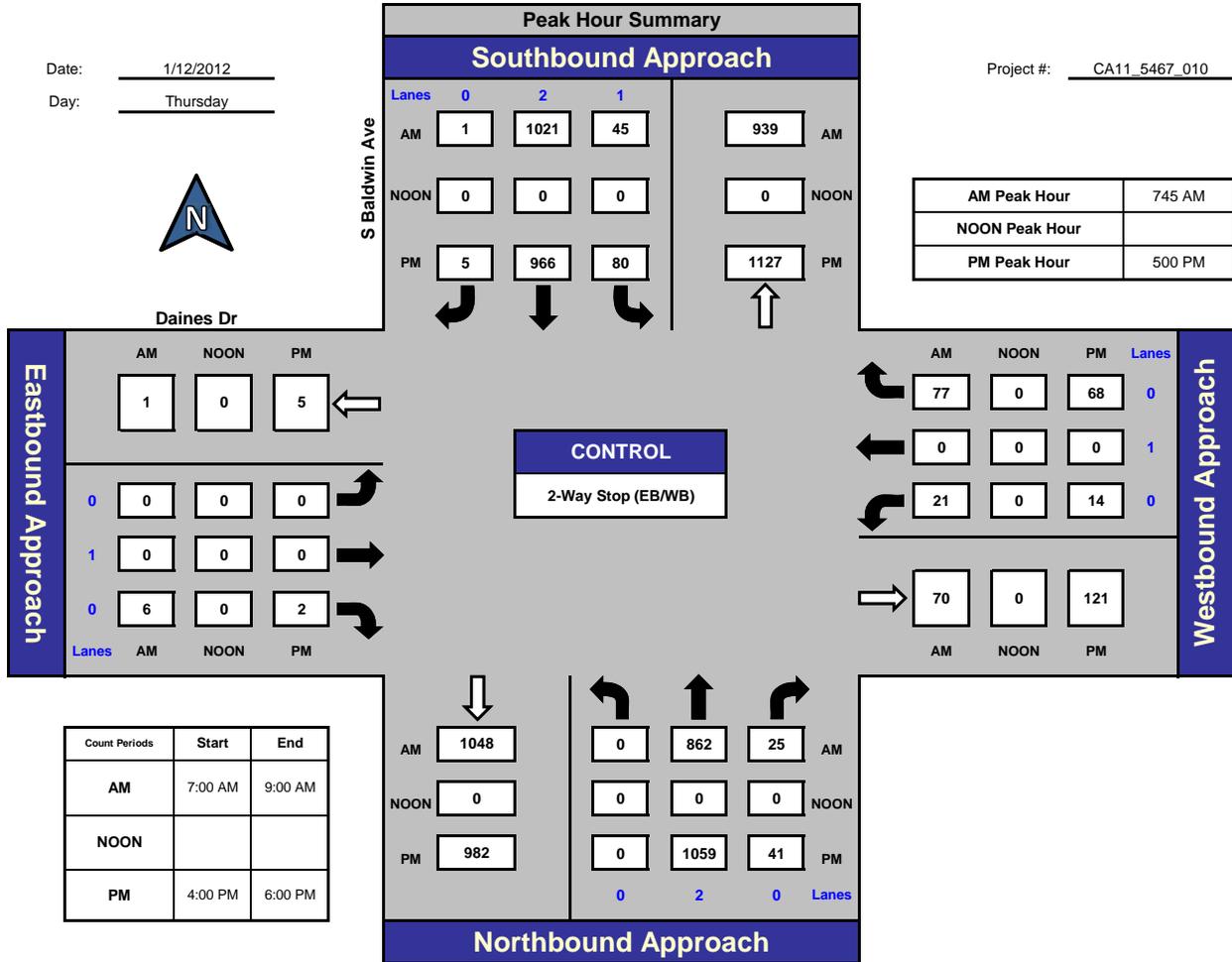
National Data & Surveying Services

S Baldwin Ave and Daines Dr, City of Temple City

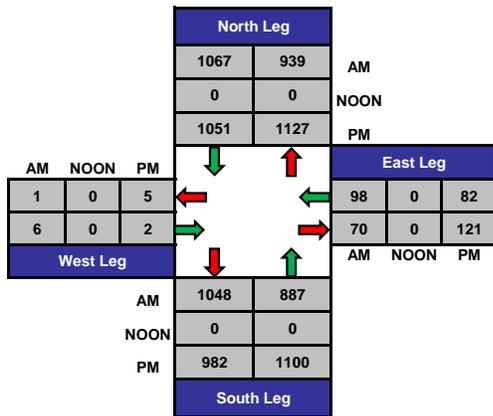
Date: 1/12/2012

Day: Thursday

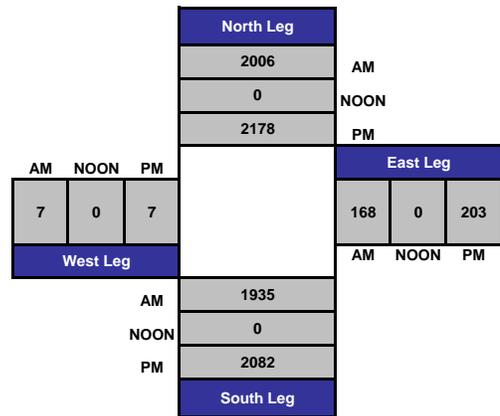
Project #: CA11_5467_010



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



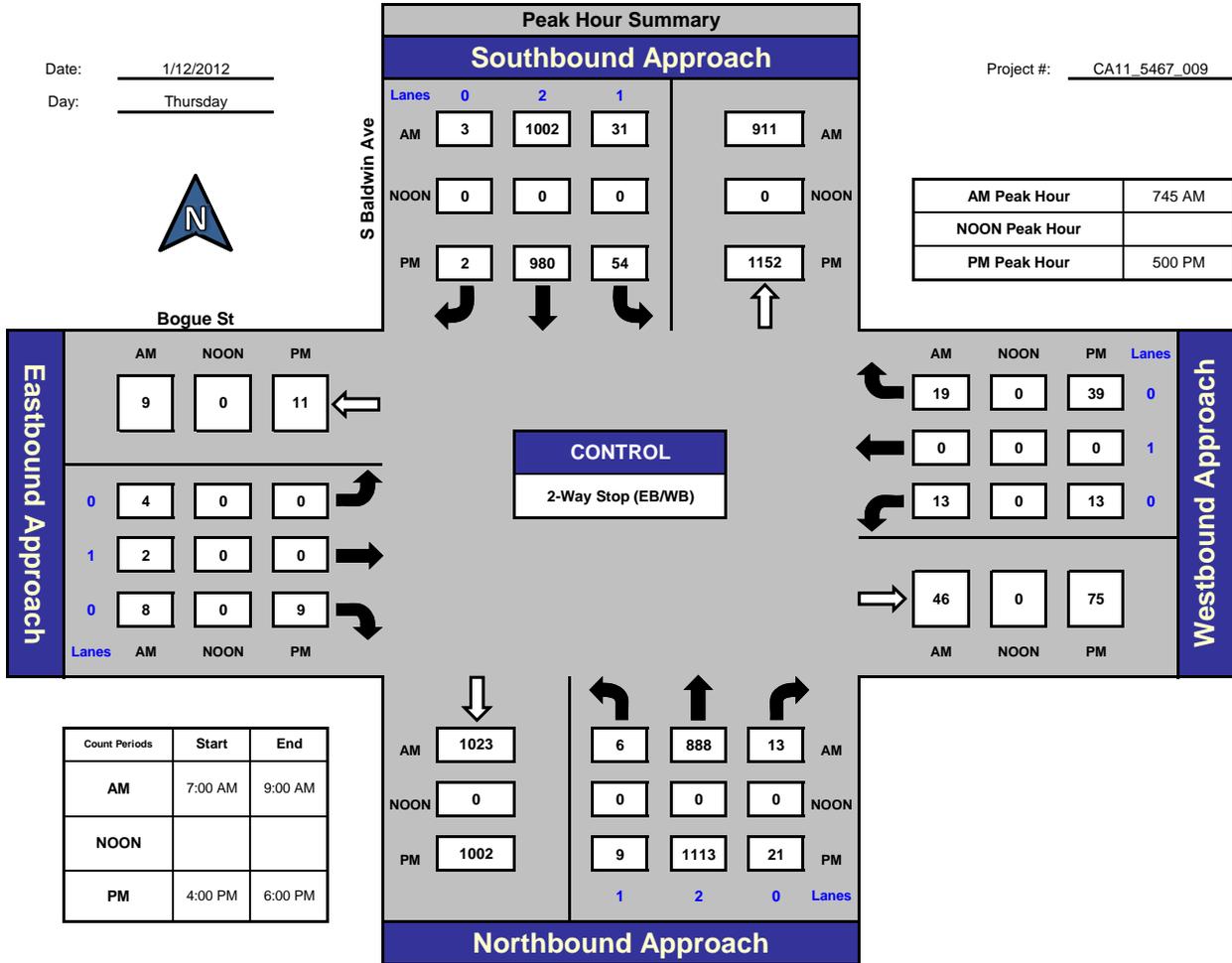
National Data & Surveying Services

S Baldwin Ave and Bogue St, City of Temple City

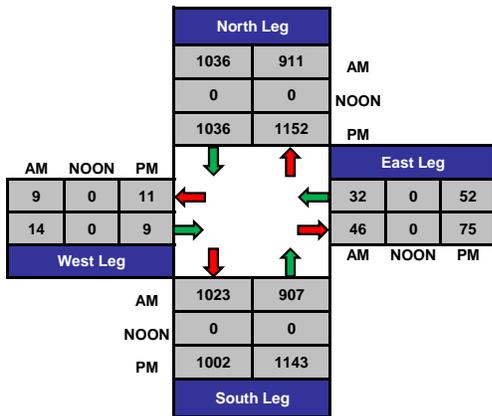
Date: 1/12/2012

Day: Thursday

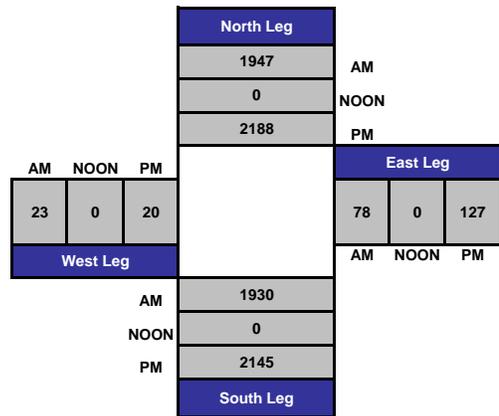
Project #: CA11_5467_009



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



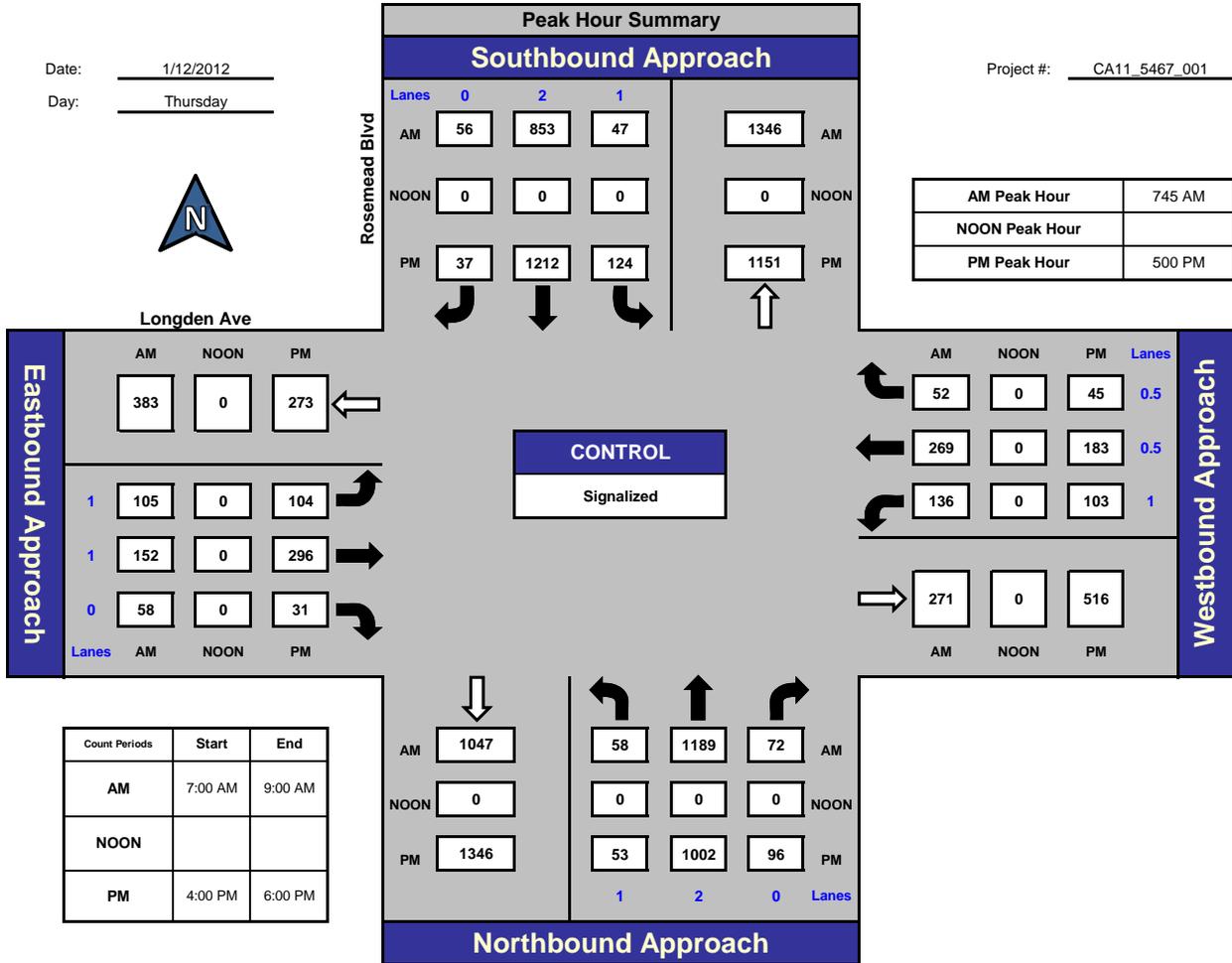
National Data & Surveying Services

Rosemead Blvd and Longden Ave, City of Temple City

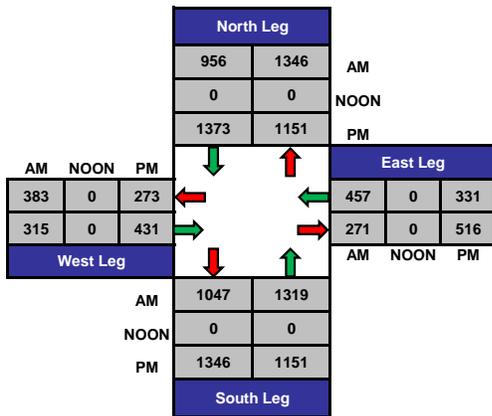
Date: 1/12/2012

Day: Thursday

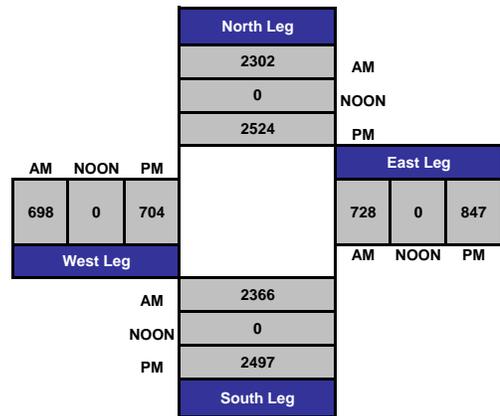
Project #: CA11_5467_001



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



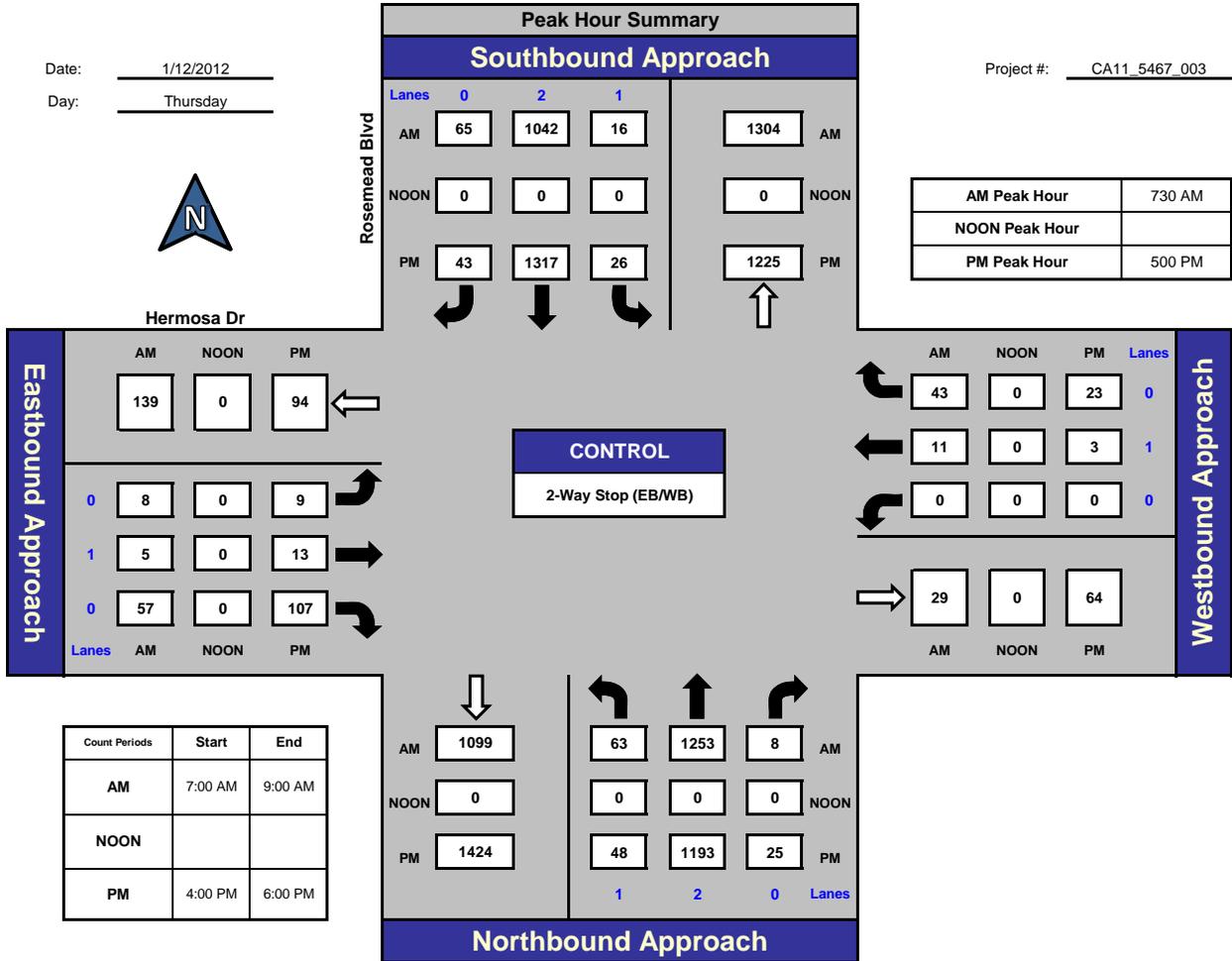
National Data & Surveying Services

Rosemead Blvd and Hermosa Dr, City of Temple City

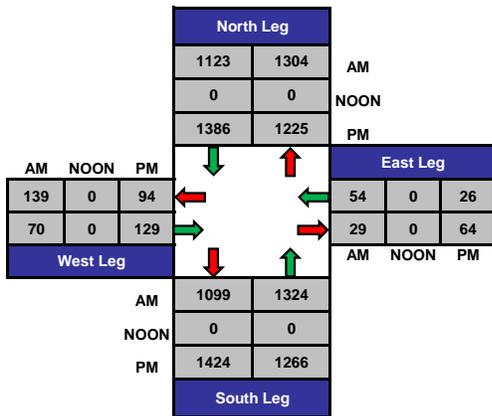
Date: 1/12/2012

Day: Thursday

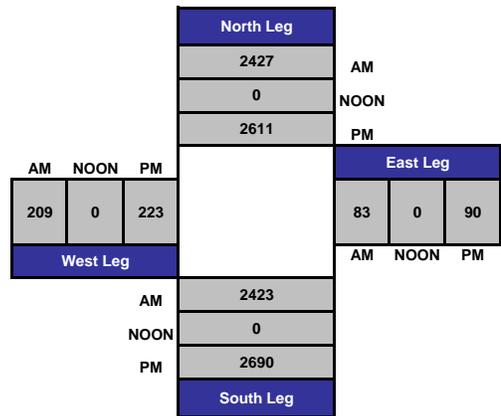
Project #: CA11_5467_003



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



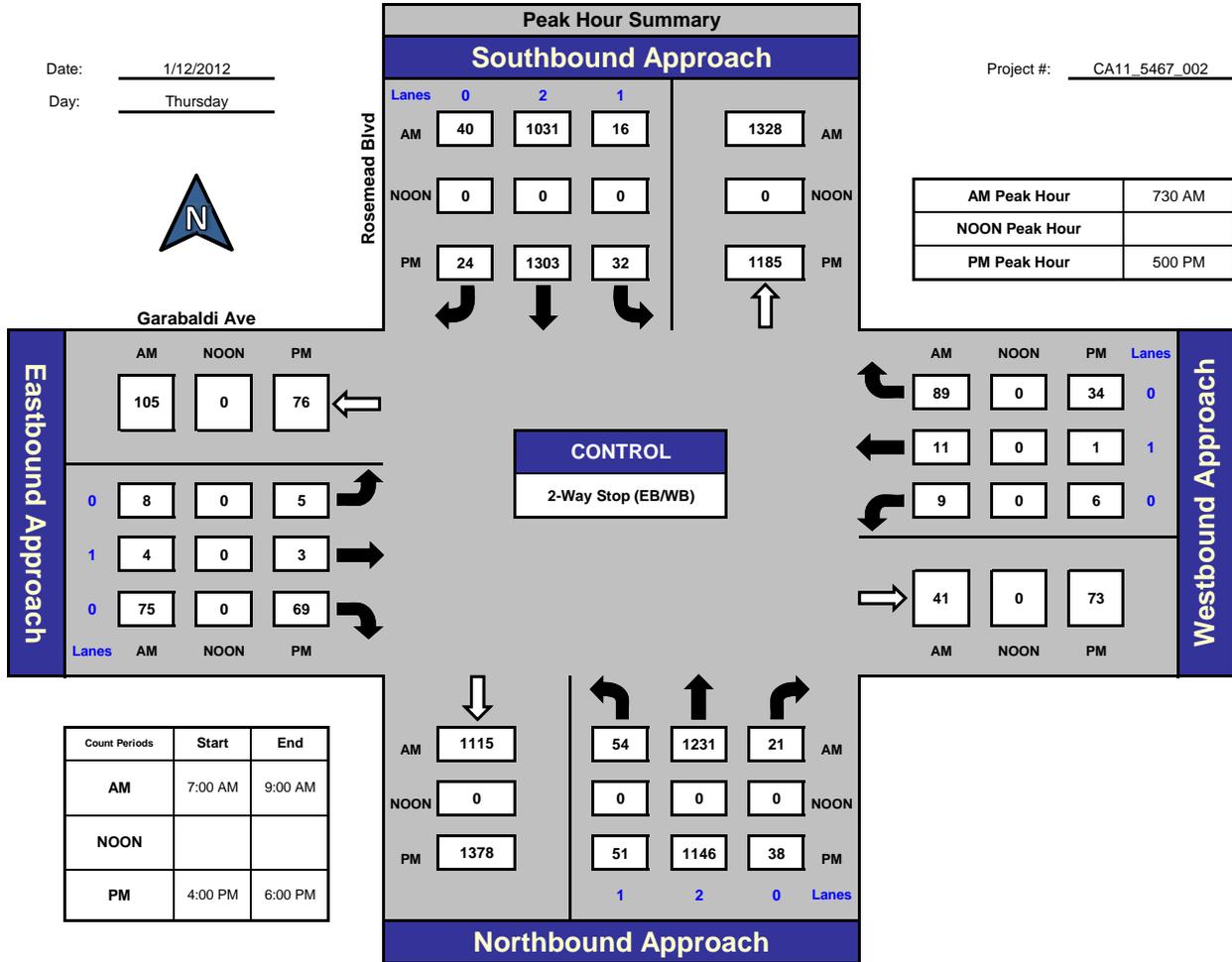
National Data & Surveying Services

Rosemead Blvd and Garabaldi Ave, City of Temple City

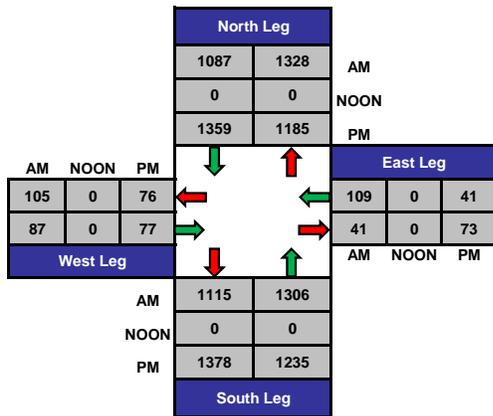
Date: 1/12/2012

Day: Thursday

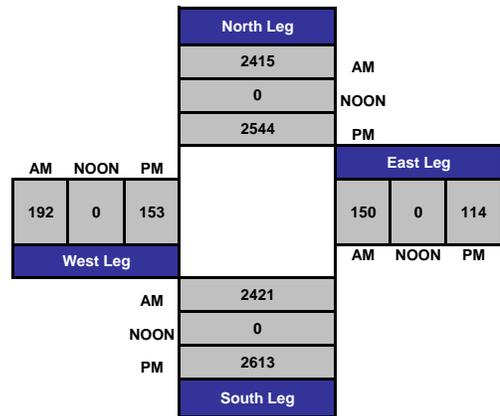
Project #: CA11_5467_002



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



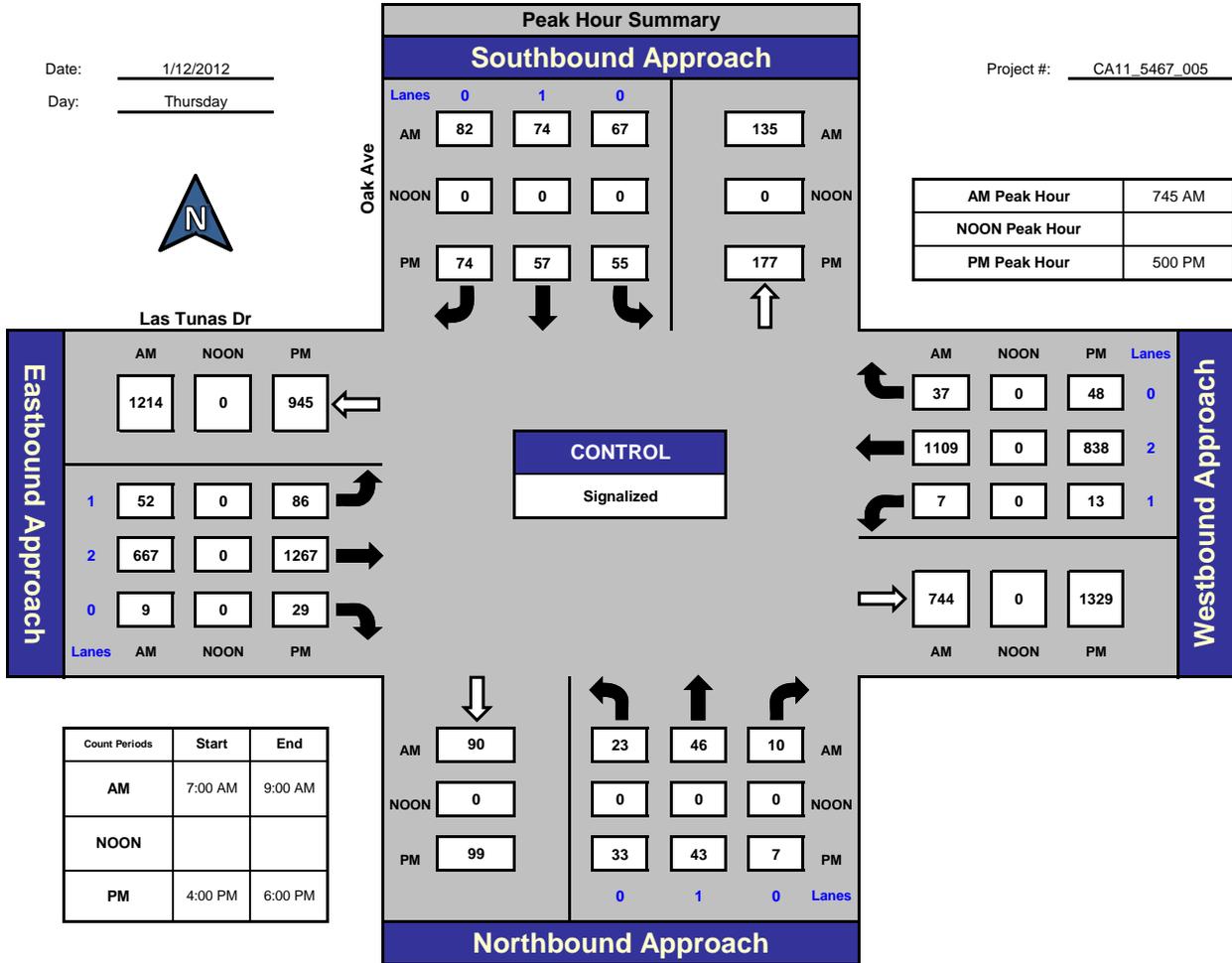
National Data & Surveying Services

Oak Ave and Las Tunas Dr , City of Temple City

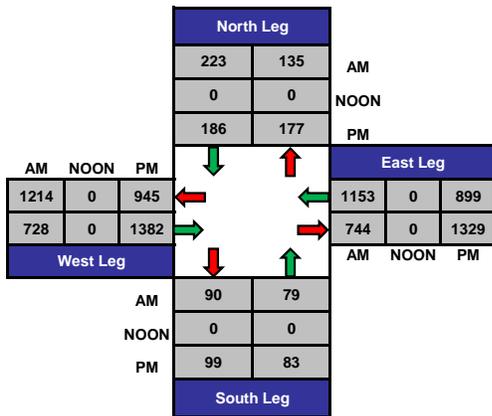
Date: 1/12/2012

Day: Thursday

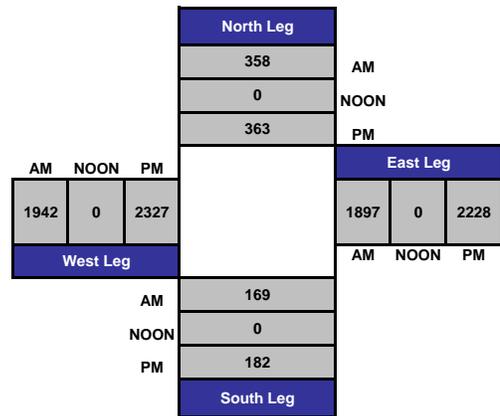
Project #: CA11_5467_005



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



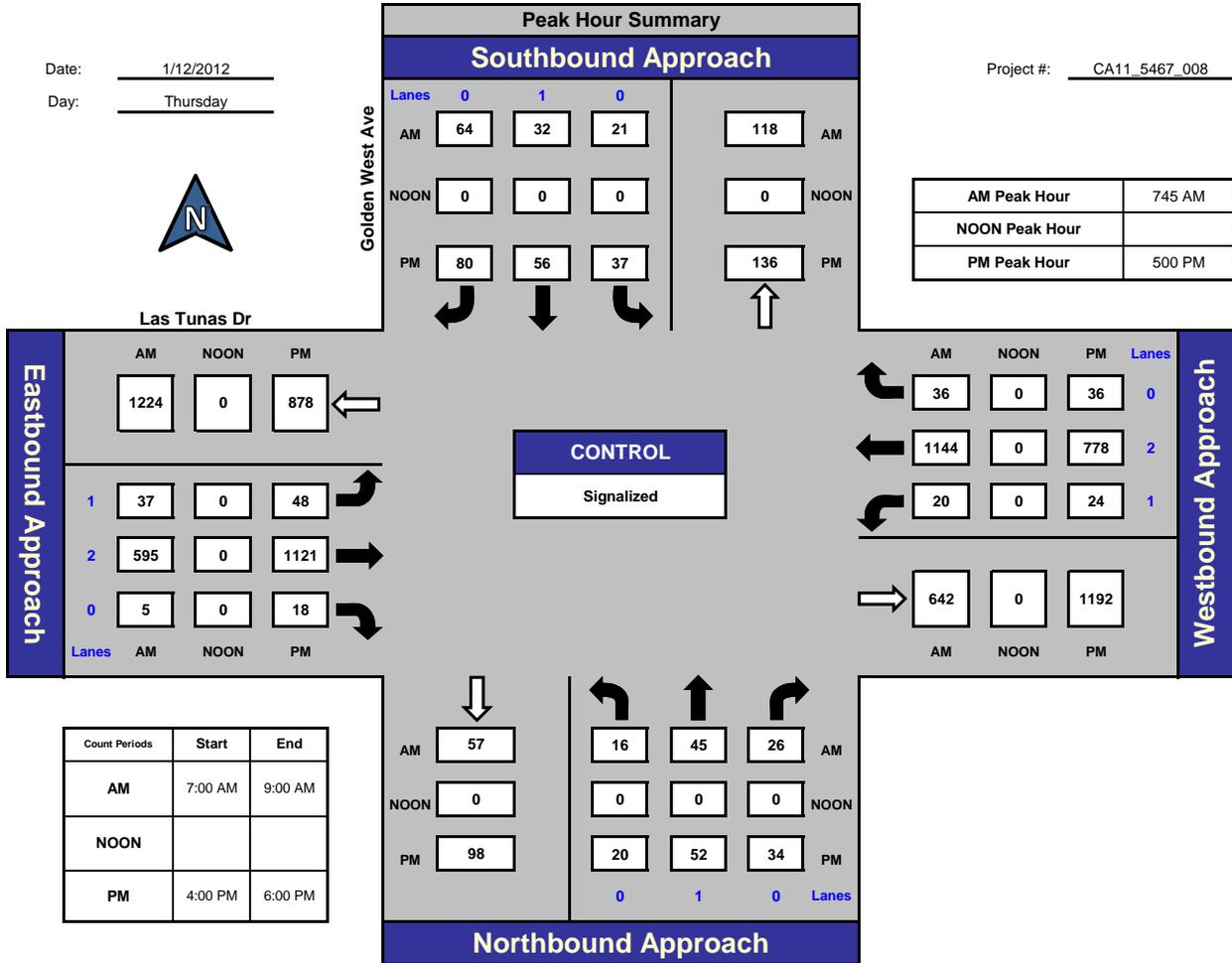
National Data & Surveying Services

Golden West Ave and Las Tunas Dr., City of Temple City

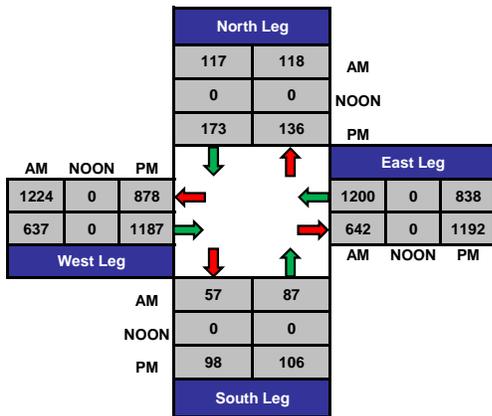
Date: 1/12/2012

Day: Thursday

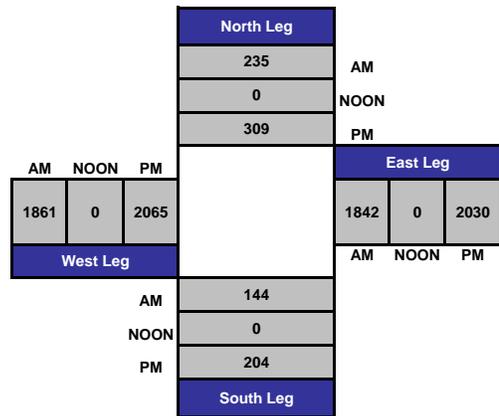
Project #: CA11_5467_008



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:



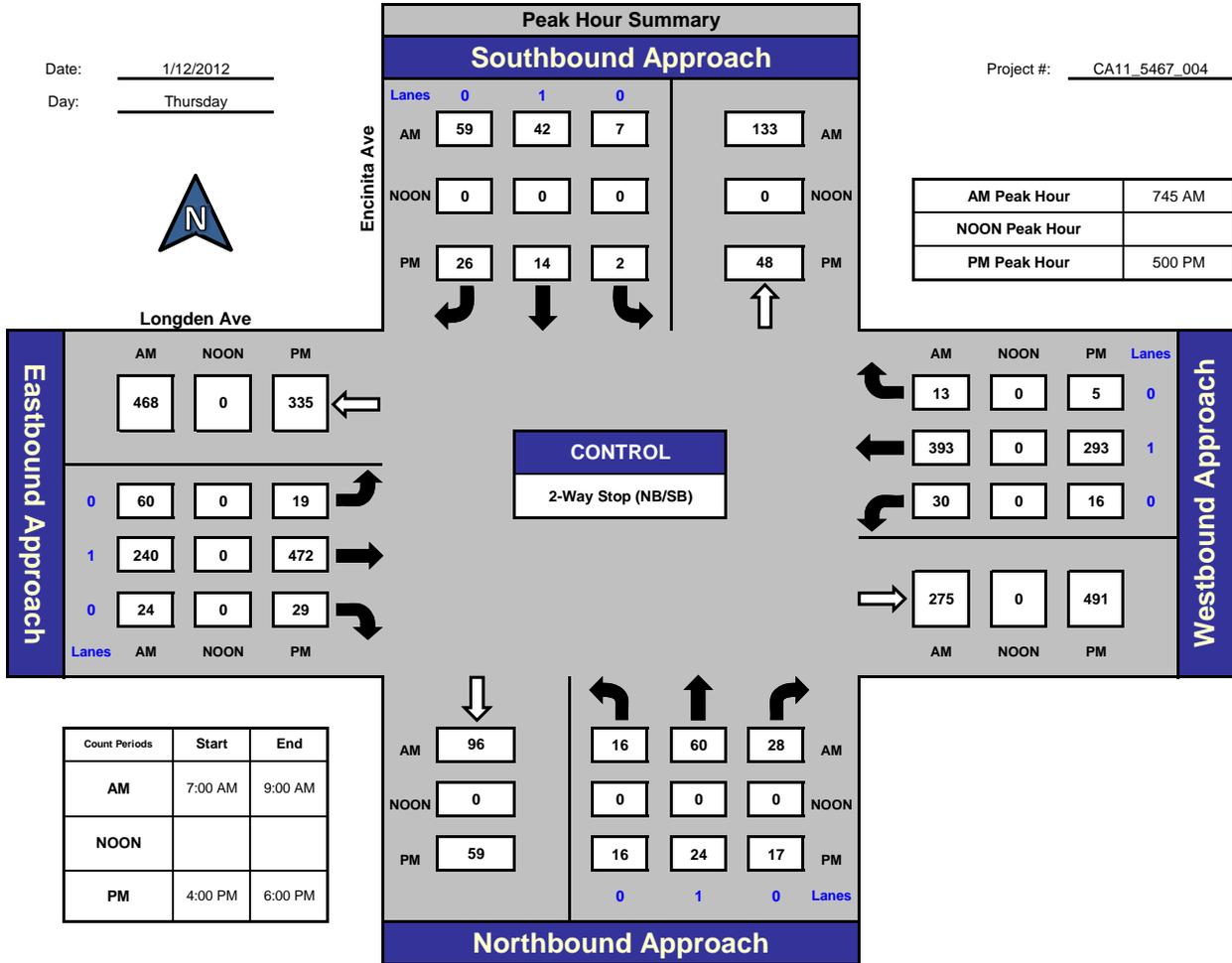
National Data & Surveying Services

Encinita Ave and Longden Ave, City of Temple City

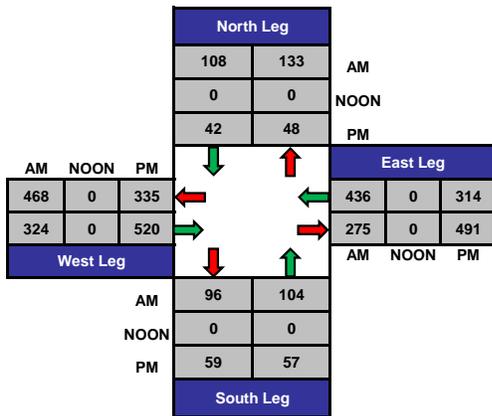
Date: 1/12/2012

Day: Thursday

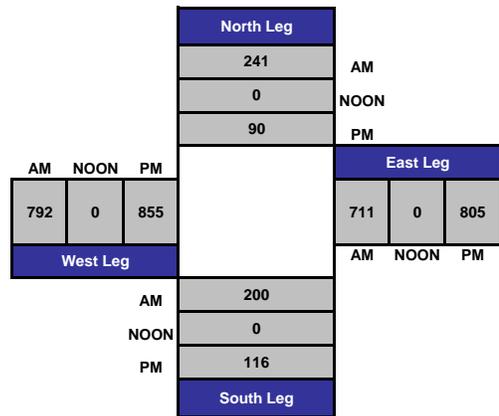
Project #: CA11_5467_004



Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

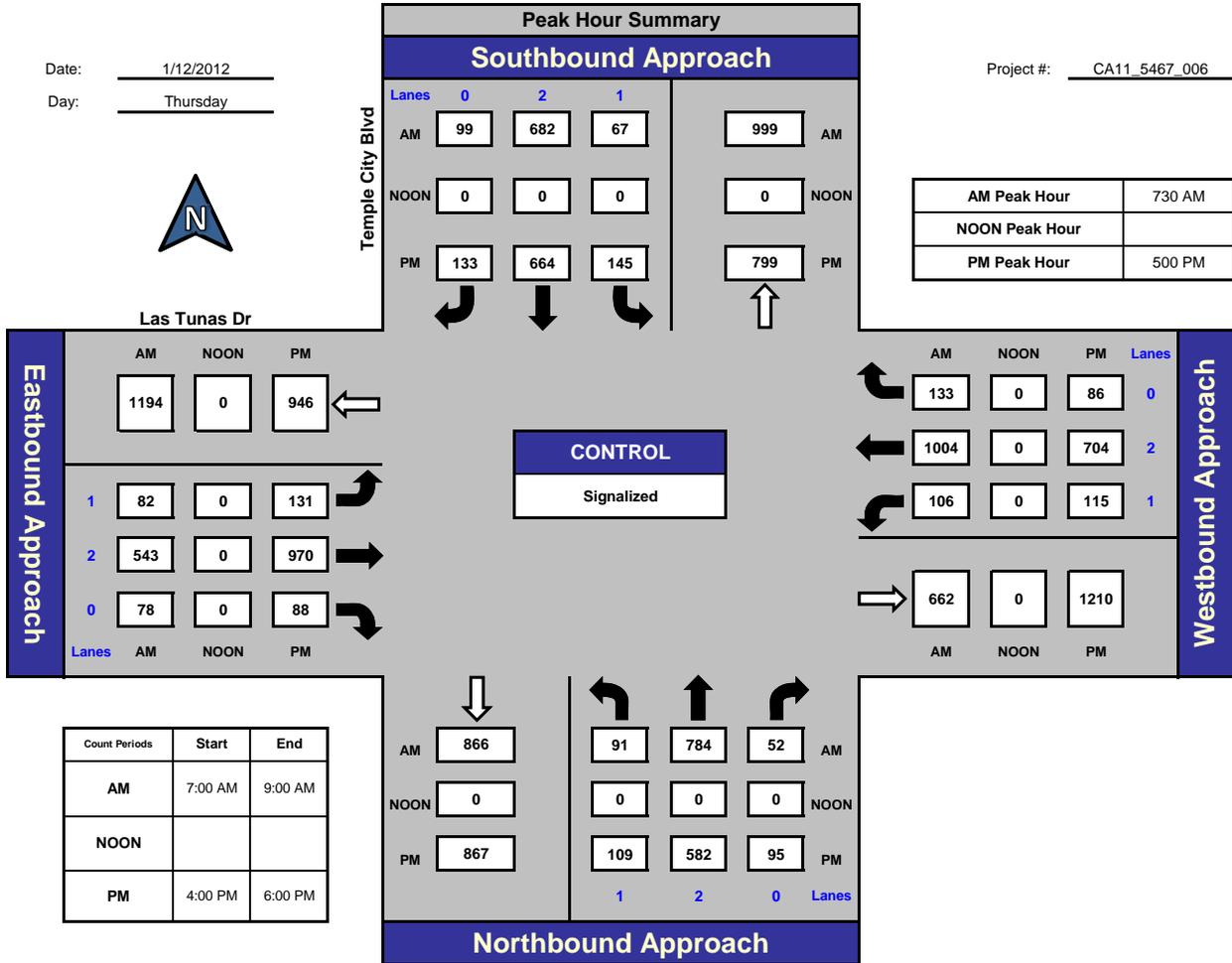


National Data & Surveying Services

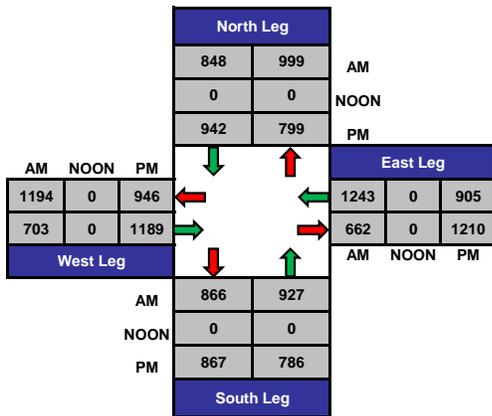
Temple City Blvd and Las Tunas Dr, City of Temple City

Date: 1/12/2012
Day: Thursday

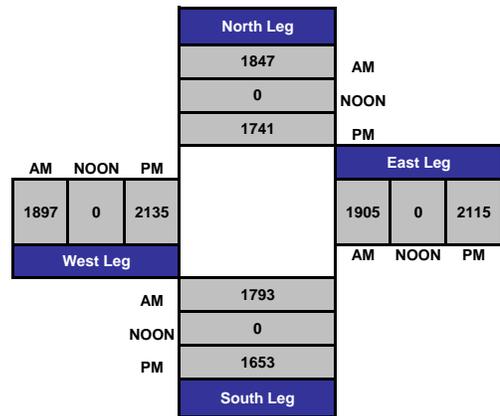
Project #: CA11_5467_006



Total Ins & Outs



Total Volume Per Leg



VOLUME

Encinita Ave btwn Live Oak Ave & Bidwell St

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_008

DAILY TOTALS						NB	SB	EB	WB	Total	
						2,538	1,911	0	0	4,449	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	5	0	0	6	12:00	38	26	0	0	64
00:15	4	2	0	0	6	12:15	34	27	0	0	61
00:30	3	2	0	0	5	12:30	42	31	0	0	73
00:45	2	10	5	14	24	12:45	43	157	26	110	267
01:00	2	1	0	0	3	13:00	50	25	0	0	75
01:15	0	1	0	0	1	13:15	48	40	0	0	88
01:30	1	0	0	0	1	13:30	29	23	0	0	52
01:45	1	4	1	3	7	13:45	35	162	27	115	277
02:00	0	0	0	0	0	14:00	36	33	0	0	69
02:15	0	1	0	0	1	14:15	63	34	0	0	97
02:30	1	0	0	0	1	14:30	44	43	0	0	87
02:45	0	1	1	2	3	14:45	53	196	48	158	354
03:00	1	0	0	0	1	15:00	52	47	0	0	99
03:15	0	0	0	0	0	15:15	59	56	0	0	115
03:30	1	1	0	0	2	15:30	49	43	0	0	92
03:45	2	4	0	1	5	15:45	55	215	36	182	397
04:00	0	0	0	0	0	16:00	53	31	0	0	84
04:15	0	1	0	0	1	16:15	51	37	0	0	88
04:30	0	2	0	0	2	16:30	45	37	0	0	82
04:45	1	1	1	4	5	16:45	35	184	37	142	326
05:00	3	1	0	0	4	17:00	41	35	0	0	76
05:15	3	3	0	0	6	17:15	65	41	0	0	106
05:30	3	0	0	0	3	17:30	50	47	0	0	97
05:45	8	17	8	12	29	17:45	60	216	38	161	377
06:00	2	3	0	0	5	18:00	58	62	0	0	120
06:15	5	6	0	0	11	18:15	40	31	0	0	71
06:30	8	8	0	0	16	18:30	48	25	0	0	73
06:45	15	30	8	25	55	18:45	47	193	28	146	339
07:00	19	12	0	0	31	19:00	45	31	0	0	76
07:15	19	16	0	0	35	19:15	33	28	0	0	61
07:30	49	32	0	0	81	19:30	33	26	0	0	59
07:45	61	148	46	106	254	19:45	28	139	20	105	244
08:00	90	61	0	0	151	20:00	30	14	0	0	44
08:15	68	57	0	0	125	20:15	18	18	0	0	36
08:30	38	30	0	0	68	20:30	21	15	0	0	36
08:45	45	241	31	179	420	20:45	23	92	15	62	154
09:00	29	41	0	0	70	21:00	27	22	0	0	49
09:15	36	23	0	0	59	21:15	16	16	0	0	32
09:30	55	22	0	0	77	21:30	14	19	0	0	33
09:45	28	148	30	116	264	21:45	10	67	5	62	129
10:00	37	24	0	0	61	22:00	12	7	0	0	19
10:15	26	18	0	0	44	22:15	12	5	0	0	17
10:30	30	20	0	0	50	22:30	3	9	0	0	12
10:45	30	123	20	82	205	22:45	7	34	4	25	59
11:00	33	18	0	0	51	23:00	7	4	0	0	11
11:15	37	20	0	0	57	23:15	3	2	0	0	5
11:30	34	26	0	0	60	23:30	3	0	0	0	3
11:45	37	141	27	91	232	23:45	2	15	2	8	23
TOTALS	868	635			1503	TOTALS	1670	1276			2946
SPLIT %	57.8%	42.2%			33.8%	SPLIT %	56.7%	43.3%			66.2%

DAILY TOTALS						NB	SB	EB	WB	Total
						2,538	1,911	0	0	4,449

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	17:15	14:30			17:15
AM Pk Volume	268	196			464	PM Pk Volume	233	194			421
Pk Hr Factor	0.744	0.803			0.768	Pk Hr Factor	0.858	0.813			0.877
7 - 9 Volume	389	285	0	0	674	4 - 6 Volume	400	303	0	0	703
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	268	196	0	0	464	4 - 6 Pk Volume	216	161	0	0	377
Pk Hr Factor	0.744	0.803	0.000	0.000	0.768	Pk Hr Factor	0.831	0.856	0.000	0.000	0.889

VOLUME

El Monte Ave btwn Olive St & Freer St

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_019

DAILY TOTALS						NB	SB	EB	WB	Total	
						3,519	3,578	0	0	7,097	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	2	0	0	7	12:00	51	53	0	0	104
00:15	7	5	0	0	12	12:15	43	49	0	0	92
00:30	5	0	0	0	5	12:30	54	64	0	0	118
00:45	2	19	2	9	4	12:45	56	204	51	217	421
01:00	2	2	0	0	4	13:00	57	55	0	0	112
01:15	2	4	0	0	6	13:15	60	60	0	0	120
01:30	2	3	0	0	5	13:30	65	54	0	0	119
01:45	4	10	1	10	5	13:45	51	233	62	231	464
02:00	2	0	0	0	2	14:00	46	69	0	0	115
02:15	0	2	0	0	2	14:15	51	64	0	0	115
02:30	2	1	0	0	3	14:30	49	47	0	0	96
02:45	1	5	0	3	1	14:45	62	208	63	243	451
03:00	3	0	0	0	3	15:00	70	82	0	0	152
03:15	1	1	0	0	2	15:15	70	66	0	0	136
03:30	1	0	0	0	1	15:30	59	56	0	0	115
03:45	2	7	0	1	2	15:45	63	262	61	265	527
04:00	2	0	0	0	2	16:00	66	66	0	0	132
04:15	5	1	0	0	6	16:15	68	71	0	0	139
04:30	5	4	0	0	9	16:30	68	82	0	0	150
04:45	4	16	1	6	5	16:45	73	275	63	282	557
05:00	5	6	0	0	11	17:00	89	94	0	0	183
05:15	9	7	0	0	16	17:15	74	88	0	0	162
05:30	9	8	0	0	17	17:30	88	93	0	0	181
05:45	14	37	8	29	22	17:45	90	341	97	372	713
06:00	20	14	0	0	34	18:00	88	87	0	0	175
06:15	18	16	0	0	34	18:15	68	59	0	0	127
06:30	34	30	0	0	64	18:30	69	76	0	0	145
06:45	32	104	31	91	63	18:45	54	279	62	284	563
07:00	45	39	0	0	84	19:00	59	55	0	0	114
07:15	48	52	0	0	100	19:15	47	41	0	0	88
07:30	70	54	0	0	124	19:30	36	42	0	0	78
07:45	69	232	65	210	134	19:45	47	189	45	183	372
08:00	74	78	0	0	152	20:00	33	28	0	0	61
08:15	57	75	0	0	132	20:15	26	38	0	0	64
08:30	65	66	0	0	131	20:30	34	27	0	0	61
08:45	50	246	48	267	98	20:45	27	120	28	121	241
09:00	53	58	0	0	111	21:00	28	29	0	0	57
09:15	56	54	0	0	110	21:15	32	31	0	0	63
09:30	53	45	0	0	98	21:30	23	21	0	0	44
09:45	45	207	41	198	86	21:45	17	100	19	100	200
10:00	35	44	0	0	79	22:00	10	15	0	0	25
10:15	48	54	0	0	102	22:15	20	12	0	0	32
10:30	44	42	0	0	86	22:30	14	15	0	0	29
10:45	34	161	53	193	87	22:45	12	56	9	51	107
11:00	44	34	0	0	78	23:00	9	13	0	0	22
11:15	44	50	0	0	94	23:15	8	7	0	0	15
11:30	53	43	0	0	96	23:30	6	7	0	0	13
11:45	36	177	54	181	90	23:45	8	31	4	31	62
TOTALS	1221	1198			2419	TOTALS	2298	2380			4678
SPLIT %	50.5%	49.5%			34.1%	SPLIT %	49.1%	50.9%			65.9%

DAILY TOTALS						NB	SB	EB	WB	Total
						3,519	3,578	0	0	7,097

AM Peak Hour	07:30	07:45			07:45	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	270	284			549	PM Pk Volume	341	372			713
Pk Hr Factor	0.912	0.910			0.903	Pk Hr Factor	0.928	0.866			0.953
7 - 9 Volume	478	477	0	0	955	4 - 6 Volume	616	654	0	0	1270
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	270	284			549	4 - 6 Pk Volume	341	372			713
Pk Hr Factor	0.912	0.910	0.000	0.000	0.903	Pk Hr Factor	0.947	0.959	0.000	0.000	0.953

VOLUME

El Monte Ave btwn Freer St & Grand Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_022

DAILY TOTALS					NB	SB	EB	WB	Total				
					3,530	3,327	0	0	6,857				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	9	3	0	0	12	12:00	44	49	0	0	93		
00:15	5	5	0	0	10	12:15	58	52	0	0	110		
00:30	6	4	0	0	10	12:30	38	41	0	0	79		
00:45	3	23	4	16	0	12:45	47	187	46	188	0	93	375
01:00	4	1	0	0	5	13:00	45	50	0	0	95		
01:15	8	0	0	0	8	13:15	63	35	0	0	98		
01:30	4	1	0	0	5	13:30	50	50	0	0	100		
01:45	0	16	5	7	0	13:45	64	222	59	194	0	123	416
02:00	1	1	0	0	2	14:00	67	48	0	0	115		
02:15	3	6	0	0	9	14:15	43	57	0	0	100		
02:30	6	1	0	0	7	14:30	61	53	0	0	114		
02:45	1	11	3	11	0	14:45	50	221	69	227	0	119	448
03:00	3	1	0	0	4	15:00	48	75	0	0	123		
03:15	6	2	0	0	8	15:15	69	70	0	0	139		
03:30	1	1	0	0	2	15:30	80	64	0	0	144		
03:45	4	14	2	6	0	15:45	78	275	55	264	0	133	539
04:00	1	1	0	0	2	16:00	65	66	0	0	131		
04:15	3	1	0	0	4	16:15	67	60	0	0	127		
04:30	2	4	0	0	6	16:30	88	62	0	0	150		
04:45	1	7	4	10	0	16:45	67	287	65	253	0	132	540
05:00	3	8	0	0	11	17:00	79	71	0	0	150		
05:15	9	10	0	0	19	17:15	104	80	0	0	184		
05:30	5	15	0	0	20	17:30	89	82	0	0	171		
05:45	8	25	10	43	0	17:45	84	356	71	304	0	155	660
06:00	17	16	0	0	33	18:00	79	58	0	0	137		
06:15	13	20	0	0	33	18:15	89	55	0	0	144		
06:30	31	38	0	0	69	18:30	69	45	0	0	114		
06:45	28	89	31	105	0	18:45	73	310	50	208	0	123	518
07:00	33	35	0	0	68	19:00	52	37	0	0	89		
07:15	30	57	0	0	87	19:15	50	44	0	0	94		
07:30	56	55	0	0	111	19:30	39	40	0	0	79		
07:45	70	189	70	217	0	19:45	33	174	42	163	0	75	337
08:00	74	71	0	0	145	20:00	28	35	0	0	63		
08:15	59	77	0	0	136	20:15	42	22	0	0	64		
08:30	50	65	0	0	115	20:30	31	26	0	0	57		
08:45	52	235	65	278	0	20:45	27	128	18	101	0	45	229
09:00	42	63	0	0	105	21:00	21	26	0	0	47		
09:15	41	51	0	0	92	21:15	21	31	0	0	52		
09:30	48	50	0	0	98	21:30	28	17	0	0	45		
09:45	56	187	55	219	0	21:45	23	93	15	89	0	38	182
10:00	38	40	0	0	78	22:00	22	8	0	0	30		
10:15	47	55	0	0	102	22:15	15	15	0	0	30		
10:30	39	47	0	0	86	22:30	20	12	0	0	32		
10:45	48	172	37	179	0	22:45	15	72	10	45	0	25	117
11:00	52	43	0	0	95	23:00	8	9	0	0	17		
11:15	51	46	0	0	97	23:15	13	11	0	0	24		
11:30	54	43	0	0	97	23:30	8	3	0	0	11		
11:45	42	199	38	170	0	23:45	9	38	7	30	0	16	68
TOTALS	1167	1261			2428	TOTALS	2363	2066			4429		
SPLIT %	48.1%	51.9%			35.4%	SPLIT %	53.4%	46.6%			64.6%		

DAILY TOTALS					NB	SB	EB	WB	Total
					3,530	3,327	0	0	6,857

AM Peak Hour	07:30	07:45		07:45	PM Peak Hour	17:00	17:00		17:00		
AM Pk Volume	259	283		536	PM Pk Volume	356	304		660		
Pk Hr Factor	0.875	0.919		0.924	Pk Hr Factor	0.958	0.811		0.897		
7 - 9 Volume	424	495	0	0	919	4 - 6 Volume	643	557	0	0	1200
7 - 9 Peak Hour	07:30	07:45		07:45	4 - 6 Peak Hour	17:00	17:00			17:00	
7 - 9 Pk Volume	259	283		536	4 - 6 Pk Volume	356	304		0	0	660
Pk Hr Factor	0.875	0.919	0.000	0.000	0.924	Pk Hr Factor	0.856	0.927	0.000	0.000	0.897

VOLUME

Daleview Ave btwn Freer St & Grand Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_039

DAILY TOTALS					NB	SB	EB	WB	Total		
					376	248	0	0	624		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	2	0	0	4
00:15	0	0	0	0		12:15	2	3	0	0	5
00:30	0	0	0	0		12:30	5	0	0	0	5
00:45	0	0	0	0		12:45	5	14	2	7	21
01:00	0	0	0	0		13:00	2	5	0	0	7
01:15	0	0	0	0		13:15	2	1	0	0	3
01:30	0	0	0	0		13:30	6	3	0	0	9
01:45	1	1	1	0	2	13:45	17	27	16	25	52
02:00	1	0	0	0	1	14:00	9	4	0	0	13
02:15	0	0	0	0		14:15	4	2	0	0	6
02:30	0	0	0	0		14:30	15	4	0	0	19
02:45	0	1	0	0	1	14:45	21	49	25	35	84
03:00	0	0	0	0		15:00	15	9	0	0	24
03:15	0	0	0	0		15:15	7	5	0	0	12
03:30	1	0	0	0	1	15:30	6	4	0	0	10
03:45	0	1	1	0	1	15:45	7	35	3	21	56
04:00	0	0	0	0		16:00	2	4	0	0	6
04:15	0	0	0	0		16:15	4	4	0	0	8
04:30	0	0	0	0		16:30	7	9	0	0	16
04:45	0	0	0	0		16:45	6	19	5	22	41
05:00	0	0	0	0		17:00	9	2	0	0	11
05:15	0	0	0	0		17:15	4	6	0	0	10
05:30	2	0	0	0	2	17:30	3	7	0	0	10
05:45	0	2	2	0	2	17:45	5	21	3	18	39
06:00	1	1	0	0	2	18:00	7	2	0	0	9
06:15	0	2	0	0	2	18:15	2	1	0	0	3
06:30	3	0	0	0	3	18:30	4	1	0	0	5
06:45	1	5	0	3	1	18:45	1	14	4	8	22
07:00	2	0	0	0	2	19:00	3	1	0	0	4
07:15	1	2	0	0	3	19:15	2	3	0	0	5
07:30	15	5	0	0	20	19:30	2	0	0	0	2
07:45	20	38	11	18	31	19:45	0	7	2	6	13
08:00	50	14	0	0	64	20:00	0	0	0	0	
08:15	28	17	0	0	45	20:15	1	0	0	0	1
08:30	7	3	0	0	10	20:30	1	2	0	0	3
08:45	0	85	0	34	119	20:45	0	2	0	2	4
09:00	2	0	0	0	2	21:00	1	2	0	0	3
09:15	1	1	0	0	2	21:15	2	3	0	0	5
09:30	3	2	0	0	5	21:30	1	1	0	0	2
09:45	1	7	3	6	4	21:45	0	4	0	6	10
10:00	2	1	0	0	3	22:00	1	0	0	0	1
10:15	2	1	0	0	3	22:15	2	0	0	0	2
10:30	2	1	0	0	3	22:30	0	0	0	0	
10:45	3	9	4	7	7	22:45	2	5	1	1	6
11:00	9	3	0	0	12	23:00	0	0	0	0	
11:15	6	4	0	0	10	23:15	1	1	0	0	2
11:30	8	10	0	0	18	23:30	1	0	0	0	1
11:45	3	26	6	23	9	23:45	2	4	1	2	6
TOTALS	175	95			270	TOTALS	201	153			354
SPLIT %	64.8%	35.2%			43.3%	SPLIT %	56.8%	43.2%			56.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					376	248	0	0	624		
AM Peak Hour	07:30	07:30		07:30	PM Peak Hour	14:30	14:30		14:30		
AM Pk Volume	113	47		160	PM Pk Volume	58	43		101		
Pk Hr Factor	0.565	0.691		0.625	Pk Hr Factor	0.583	0.583		0.549		
7 - 9 Volume	123	52	0	0	175	4 - 6 Volume	40	40	0	0	80
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	16:15	16:00			16:30	
7 - 9 Pk Volume	113	47	0	0	160	4 - 6 Pk Volume	26	22	0	0	48
Pk Hr Factor	0.565	0.691	0.000	0.000	0.625	Pk Hr Factor	0.722	0.611	0.000	0.000	0.750

VOLUME

Daines Dr btwn Nadine St & Arden St

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_013

DAILY TOTALS					NB	SB	EB	WB	Total							
					0	0	1,144	864	2,008							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	0	0	1	0	1	12:00	0	0	10	12	22					
00:15	0	0	2	0	2	12:15	0	0	15	13	28					
00:30	0	0	0	0		12:30	0	0	10	12	22					
00:45	0	0	0	3	3	12:45	0	0	18	53	4	41	22	94		
01:00	0	0	1	0	1	13:00	0	0	14	17	31					
01:15	0	0	1	0	1	13:15	0	0	18	6	24					
01:30	0	0	1	0	1	13:30	0	0	25	9	34					
01:45	0	0	0	3	3	13:45	0	0	11	68	11	43	22	111		
02:00	0	0	1	0	1	14:00	0	0	9	18	27					
02:15	0	0	0	0		14:15	0	0	19	7	26					
02:30	0	0	0	2	2	14:30	0	0	20	9	29					
02:45	0	0	0	1	1	3	14:45	0	0	26	74	18	52	44	126	
03:00	0	0	0	0		15:00	0	0	15	19	34					
03:15	0	0	0	0		15:15	0	0	12	17	29					
03:30	0	0	0	0		15:30	0	0	18	15	33					
03:45	0	0	1	1	2	15:45	0	0	29	74	16	67	45	141		
04:00	0	0	0	0		16:00	0	0	32	15	47					
04:15	0	0	1	0	1	16:15	0	0	23	12	35					
04:30	0	0	1	0	1	16:30	0	0	26	9	35					
04:45	0	0	0	2	2	3	16:45	0	0	32	113	16	52	48	165	
05:00	0	0	3	2	5	17:00	0	0	55	15	70					
05:15	0	0	1	2	3	17:15	0	0	29	16	45					
05:30	0	0	2	2	4	17:30	0	0	29	18	47					
05:45	0	0	5	11	16	10	17:45	0	0	26	139	18	67	44	206	
06:00	0	0	3	5	8	18:00	0	0	39	13	52					
06:15	0	0	10	6	16	18:15	0	0	28	14	42					
06:30	0	0	11	7	18	18:30	0	0	20	14	34					
06:45	0	0	17	41	58	28	18:45	0	0	21	108	15	56	36	164	
07:00	0	0	11	16	27	19:00	0	0	13	9	22					
07:15	0	0	9	23	32	19:15	0	0	10	5	15					
07:30	0	0	13	32	45	19:30	0	0	13	9	22					
07:45	0	0	13	46	59	39	110	19:45	0	0	19	55	6	29	25	84
08:00	0	0	19	32	51	20:00	0	0	16	14	30					
08:15	0	0	22	22	44	20:15	0	0	12	7	19					
08:30	0	0	21	16	37	20:30	0	0	6	5	11					
08:45	0	0	15	77	92	89	20:45	0	0	11	45	6	32	17	77	
09:00	0	0	20	12	32	21:00	0	0	10	9	19					
09:15	0	0	11	9	20	21:15	0	0	9	5	14					
09:30	0	0	14	14	28	21:30	0	0	4	0	4					
09:45	0	0	13	58	71	71	21:45	0	0	7	30	2	16	9	46	
10:00	0	0	16	9	25	22:00	0	0	7	3	10					
10:15	0	0	14	10	24	22:15	0	0	4	5	9					
10:30	0	0	12	14	26	22:30	0	0	10	3	13					
10:45	0	0	15	57	72	72	22:45	0	0	9	30	4	15	13	45	
11:00	0	0	8	15	23	23:00	0	0	2	7	9					
11:15	0	0	11	10	21	23:15	0	0	1	2	3					
11:30	0	0	14	10	24	23:30	0	0	2	5	7					
11:45	0	0	17	50	67	67	23:45	0	0	0	5	2	16	2	21	
TOTALS			350	378	728	TOTALS			794	486	1280					
SPLIT %			48.1%	51.9%	36.3%	SPLIT %			62.0%	38.0%	63.7%					

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,144	864	2,008		
AM Peak Hour			08:15	07:15	07:30	PM Peak Hour			16:45	14:45	16:45
AM Pk Volume			78	126	192	PM Pk Volume			123	69	210
Pk Hr Factor			0.886	0.808	0.923	Pk Hr Factor			0.788	0.926	0.750
7 - 9 Volume	0	0	123	199	322	4 - 6 Volume	0	0	252	119	371
7 - 9 Peak Hour			08:00	07:15	07:30	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	77	126	192	4 - 6 Pk Volume	0	0	145	67	210
Pk Hr Factor	0.000	0.000	0.875	0.808	0.923	Pk Hr Factor	0.000	0.000	0.659	0.931	0.750

VOLUME

Daines Dr btwn Halifax Rd & Pal Mal Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_014

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	716	718	1,434	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	1	2	12:00	0	0	14	13	27
00:15	0	0	3	0	3	12:15	0	0	2	11	13
00:30	0	0	0	0	0	12:30	0	0	10	13	23
00:45	0	0	0	4	1	12:45	0	0	7	33	42
01:00	0	0	0	0	0	13:00	0	0	10	5	15
01:15	0	0	0	0	0	13:15	0	0	12	11	23
01:30	0	0	1	0	1	13:30	0	0	13	5	18
01:45	0	0	0	1	0	13:45	0	0	10	45	30
02:00	0	0	0	0	0	14:00	0	0	13	16	29
02:15	0	0	0	0	0	14:15	0	0	6	6	12
02:30	0	0	0	1	1	14:30	0	0	17	7	24
02:45	0	0	0	0	1	14:45	0	0	10	46	43
03:00	0	0	0	0	0	15:00	0	0	13	13	26
03:15	0	0	1	0	1	15:15	0	0	11	12	23
03:30	0	0	0	0	0	15:30	0	0	16	8	24
03:45	0	0	0	1	0	15:45	0	0	15	55	46
04:00	0	0	0	1	1	16:00	0	0	15	16	31
04:15	0	0	1	0	1	16:15	0	0	14	9	23
04:30	0	0	0	1	1	16:30	0	0	11	15	26
04:45	0	0	0	1	1	16:45	0	0	14	54	52
05:00	0	0	1	0	1	17:00	0	0	32	13	45
05:15	0	0	1	1	2	17:15	0	0	24	12	36
05:30	0	0	0	0	0	17:30	0	0	27	20	47
05:45	0	0	0	2	2	17:45	0	0	10	93	58
06:00	0	0	0	3	3	18:00	0	0	29	11	40
06:15	0	0	3	7	10	18:15	0	0	19	11	30
06:30	0	0	2	8	10	18:30	0	0	17	9	26
06:45	0	0	6	11	11	18:45	0	0	19	84	47
07:00	0	0	4	13	17	19:00	0	0	7	6	13
07:15	0	0	2	15	17	19:15	0	0	9	10	19
07:30	0	0	13	19	32	19:30	0	0	6	7	13
07:45	0	0	15	34	25	19:45	0	0	14	36	29
08:00	0	0	8	28	36	20:00	0	0	7	6	13
08:15	0	0	6	21	27	20:15	0	0	7	5	12
08:30	0	0	7	16	23	20:30	0	0	6	6	12
08:45	0	0	9	30	17	20:45	0	0	7	27	4
09:00	0	0	12	13	25	21:00	0	0	10	7	17
09:15	0	0	7	13	20	21:15	0	0	11	5	16
09:30	0	0	10	15	25	21:30	0	0	5	3	8
09:45	0	0	7	36	13	21:45	0	0	5	31	4
10:00	0	0	9	8	17	22:00	0	0	3	3	6
10:15	0	0	12	11	23	22:15	0	0	3	2	5
10:30	0	0	11	10	21	22:30	0	0	1	3	4
10:45	0	0	10	42	9	22:45	0	0	3	10	2
11:00	0	0	7	8	15	23:00	0	0	5	1	6
11:15	0	0	10	7	17	23:15	0	0	0	3	3
11:30	0	0	6	8	14	23:30	0	0	1	2	3
11:45	0	0	11	34	8	23:45	0	0	0	6	1
TOTALS			196	314	510	TOTALS			520	404	924
SPLIT %			38.4%	61.6%	35.6%	SPLIT %			56.3%	43.7%	64.4%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	716	718	1,434	
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:45	17:00	16:45
AM Pk Volume			42	93	135	PM Pk Volume			90	58	154
Pk Hr Factor			0.700	0.830	0.844	Pk Hr Factor			0.776	0.688	0.819
7 - 9 Volume	0	0	64	154	218	4 - 6 Volume	0	0	147	110	257
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	42	93	135	4 - 6 Pk Volume	0	0	97	58	154
Pk Hr Factor	0.000	0.000	0.700	0.830	0.844	Pk Hr Factor	0.000	0.000	0.758	0.725	0.819

VOLUME

Bogue St btwn Robinhood Ave & Glickman Ave

Day: Wednesday
 Date: 1/18/2012

City: Temple City
 Project #: CA11_5468_034

DAILY TOTALS					NB	SB	EB	WB	Total			
					0	0	346	340	686			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	4	8	12	
00:15	0	0	0	0		12:15	0	0	5	7	12	
00:30	0	0	0	0		12:30	0	0	7	10	17	
00:45	0	0	0	0		12:45	0	0	6	22	12	37
01:00	0	0	0	0		13:00	0	0	1	2	3	
01:15	0	0	0	0		13:15	0	0	6	6	12	
01:30	0	0	0	0		13:30	0	0	2	2	4	
01:45	0	0	0	0		13:45	0	0	4	13	2	12
02:00	0	0	0	0		14:00	0	0	5	4	9	
02:15	0	0	0	0		14:15	0	0	3	3	6	
02:30	0	0	0	0		14:30	0	0	6	2	8	
02:45	0	0	0	0		14:45	0	0	5	19	5	14
03:00	0	0	1	0	1	15:00	0	0	5	5	10	
03:15	0	0	0	0		15:15	0	0	7	8	15	
03:30	0	0	0	0		15:30	0	0	6	4	10	
03:45	0	0	0	1	1	15:45	0	0	2	20	7	24
04:00	0	0	0	1	1	16:00	0	0	5	4	9	
04:15	0	0	0	1	1	16:15	0	0	9	1	10	
04:30	0	0	1	0	1	16:30	0	0	9	10	19	
04:45	0	0	1	2	2	16:45	0	0	8	31	6	21
05:00	0	0	0	0		17:00	0	0	7	9	16	
05:15	0	0	0	1	1	17:15	0	0	5	11	16	
05:30	0	0	0	0		17:30	0	0	4	5	9	
05:45	0	0	0	2	3	17:45	0	0	13	29	7	32
06:00	0	0	0	0		18:00	0	0	5	10	15	
06:15	0	0	1	0	1	18:15	0	0	5	10	15	
06:30	0	0	2	0	2	18:30	0	0	11	7	18	
06:45	0	0	3	6	3	18:45	0	0	9	30	5	32
07:00	0	0	9	4	13	19:00	0	0	6	1	7	
07:15	0	0	1	5	6	19:15	0	0	3	3	6	
07:30	0	0	8	1	9	19:30	0	0	10	5	15	
07:45	0	0	8	26	2	19:45	0	0	4	23	6	15
08:00	0	0	7	7	14	20:00	0	0	5	8	13	
08:15	0	0	10	11	21	20:15	0	0	4	1	5	
08:30	0	0	4	5	9	20:30	0	0	1	3	4	
08:45	0	0	4	25	6	20:45	0	0	5	15	3	15
09:00	0	0	5	9	14	21:00	0	0	4	4	8	
09:15	0	0	11	3	14	21:15	0	0	1	1	2	
09:30	0	0	7	13	20	21:30	0	0	1	1	2	
09:45	0	0	10	33	6	21:45	0	0	1	7	7	13
10:00	0	0	4	5	9	22:00	0	0	2	1	3	
10:15	0	0	2	5	7	22:15	0	0	0	0		
10:30	0	0	4	9	13	22:30	0	0	0	1	1	
10:45	0	0	5	15	3	22:45	0	0	0	2	0	2
11:00	0	0	6	9	15	23:00	0	0	1	0	1	
11:15	0	0	5	6	11	23:15	0	0	0	0		
11:30	0	0	8	5	13	23:30	0	0	2	0	2	
11:45	0	0	4	23	4	23:45	0	0	1	4	0	4
TOTALS			131	123	254	TOTALS			215	217	432	
SPLIT %			51.6%	48.4%	37.0%	SPLIT %			49.8%	50.2%	63.0%	

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	346	340	686		
AM Peak Hour			07:30	08:15	09:00	PM Peak Hour			17:45	12:00	17:45
AM Pk Volume			33	31	64	PM Pk Volume			31	37	68
Pk Hr Factor			0.825	0.705	0.800	Pk Hr Factor			0.705	0.771	0.850
7 - 9 Volume	0	0	51	41	92	4 - 6 Volume	0	0	60	53	113
7 - 9 Peak Hour			07:30	08:00	07:30	4 - 6 Peak Hour			16:15	16:30	16:30
7 - 9 Pk Volume	0	0	33	29	54	4 - 6 Pk Volume	0	0	33	36	65
Pk Hr Factor	0.000	0.000	0.825	0.659	0.643	Pk Hr Factor	0.000	0.000	0.917	0.818	0.855

VOLUME

Arden St btwn Olive St & La Rosa Dr

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_018

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,500	1,377	0	0	2,877	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	1	0	0	2	12:00	24	17	0	0	41
00:15	2	1	0	0	3	12:15	24	13	0	0	37
00:30	2	0	0	0	2	12:30	11	14	0	0	25
00:45	0	5	2	4	2	12:45	22	81	23	67	148
01:00	0	0	0	0		13:00	24	25	0	0	49
01:15	0	0	0	0		13:15	20	19	0	0	39
01:30	1	2	0	0	3	13:30	24	24	0	0	48
01:45	2	3	0	2	2	13:45	21	89	22	90	179
02:00	1	3	0	0	4	14:00	20	14	0	0	34
02:15	1	0	0	0	1	14:15	14	25	0	0	39
02:30	0	2	0	0	2	14:30	24	21	0	0	45
02:45	2	4	0	5	2	14:45	19	77	21	81	158
03:00	0	0	0	0		15:00	31	38	0	0	69
03:15	0	0	0	0		15:15	45	17	0	0	62
03:30	1	1	0	0	2	15:30	57	22	0	0	79
03:45	0	1	0	1	2	15:45	40	173	21	98	271
04:00	0	0	0	0		16:00	23	25	0	0	48
04:15	1	1	0	0	2	16:15	30	26	0	0	56
04:30	2	0	0	0	2	16:30	25	17	0	0	42
04:45	4	7	3	4	7	16:45	25	103	22	90	193
05:00	4	3	0	0	7	17:00	38	23	0	0	61
05:15	6	1	0	0	7	17:15	23	25	0	0	48
05:30	7	1	0	0	8	17:30	36	36	0	0	72
05:45	7	24	7	12	14	17:45	33	130	30	114	244
06:00	11	3	0	0	14	18:00	37	25	0	0	62
06:15	12	0	0	0	12	18:15	24	30	0	0	54
06:30	15	12	0	0	27	18:30	24	17	0	0	41
06:45	28	66	15	30	43	18:45	25	110	10	82	192
07:00	16	27	0	0	43	19:00	19	17	0	0	36
07:15	16	26	0	0	42	19:15	14	18	0	0	32
07:30	23	40	0	0	63	19:30	18	13	0	0	31
07:45	43	98	38	131	81	19:45	11	62	20	68	130
08:00	39	35	0	0	74	20:00	15	14	0	0	29
08:15	28	39	0	0	67	20:15	16	6	0	0	22
08:30	13	24	0	0	37	20:30	10	11	0	0	21
08:45	26	106	31	129	57	20:45	10	51	4	35	86
09:00	15	19	0	0	34	21:00	10	13	0	0	23
09:15	22	19	0	0	41	21:15	8	8	0	0	16
09:30	21	18	0	0	39	21:30	11	11	0	0	22
09:45	21	79	22	78	43	21:45	10	39	10	42	81
10:00	18	24	0	0	42	22:00	5	5	0	0	10
10:15	11	22	0	0	33	22:15	5	4	0	0	9
10:30	13	30	0	0	43	22:30	13	1	0	0	14
10:45	21	63	17	93	38	22:45	9	32	11	21	53
11:00	20	18	0	0	38	23:00	7	16	0	0	23
11:15	23	15	0	0	38	23:15	2	7	0	0	9
11:30	19	23	0	0	42	23:30	3	4	0	0	7
11:45	21	83	15	71	36	23:45	2	14	2	29	43
TOTALS	539	560			1099	TOTALS	961	817			1778
SPLIT %	49.0%	51.0%			38.2%	SPLIT %	54.0%	46.0%			61.8%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,500	1,377	0	0	2,877
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	15:00	17:30		15:00
AM Pk Volume	133	152			285	PM Pk Volume	173	121		271
Pk Hr Factor	0.773	0.950			0.880	Pk Hr Factor	0.658	0.683		0.858
7 - 9 Volume	204	260	0	0	464	4 - 6 Volume	233	204	0	437
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00		17:00
7 - 9 Pk Volume	133	152	0	0	285	4 - 6 Pk Volume	130	114	0	244
Pk Hr Factor	0.773	0.950	0.000	0.000	0.880	Pk Hr Factor	0.855	0.792	0.000	0.000

VOLUME

Arden St btwn La Rosa Dr & Lower Azusa Rd

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_024

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,589	1,582	0	0	3,171	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1	0	0	1	12:00	26	23	0	0	49
00:15	2	4	0	0	6	12:15	22	21	0	0	43
00:30	2	0	0	0	2	12:30	14	15	0	0	29
00:45	3	7	0	5	3	12:45	28	90	20	79	48
01:00	0	0	0	0	0	13:00	22	20	0	0	42
01:15	0	0	0	0	0	13:15	18	28	0	0	46
01:30	1	1	0	0	2	13:30	27	30	0	0	57
01:45	3	4	0	1	3	13:45	29	96	19	97	48
02:00	2	2	0	0	4	14:00	24	24	0	0	48
02:15	2	0	0	0	2	14:15	14	21	0	0	35
02:30	0	2	0	0	2	14:30	26	30	0	0	56
02:45	2	6	0	4	2	14:45	25	89	20	95	45
03:00	0	0	0	0	0	15:00	33	40	0	0	73
03:15	0	1	0	0	1	15:15	46	28	0	0	74
03:30	0	1	0	0	1	15:30	55	45	0	0	100
03:45	0	2	4	0	2	15:45	38	172	30	143	68
04:00	0	0	0	0	0	16:00	20	29	0	0	49
04:15	1	2	0	0	3	16:15	32	26	0	0	58
04:30	2	2	0	0	4	16:30	33	24	0	0	57
04:45	5	8	4	8	9	16:45	28	113	23	102	51
05:00	5	2	0	0	7	17:00	37	21	0	0	58
05:15	9	4	0	0	13	17:15	30	33	0	0	63
05:30	7	3	0	0	10	17:30	47	28	0	0	75
05:45	8	29	7	16	15	17:45	44	158	33	115	77
06:00	10	4	0	0	14	18:00	38	28	0	0	66
06:15	11	3	0	0	14	18:15	34	30	0	0	64
06:30	16	16	0	0	32	18:30	34	20	0	0	54
06:45	27	64	17	40	44	18:45	28	134	14	92	42
07:00	16	33	0	0	49	19:00	20	17	0	0	37
07:15	15	33	0	0	48	19:15	12	15	0	0	27
07:30	23	53	0	0	76	19:30	20	14	0	0	34
07:45	44	98	58	177	102	19:45	11	63	18	64	29
08:00	40	41	0	0	81	20:00	16	16	0	0	32
08:15	25	44	0	0	69	20:15	18	9	0	0	27
08:30	11	31	0	0	42	20:30	10	10	0	0	20
08:45	24	100	31	147	55	20:45	12	56	7	42	19
09:00	12	28	0	0	40	21:00	11	11	0	0	22
09:15	21	24	0	0	45	21:15	10	9	0	0	19
09:30	18	15	0	0	33	21:30	12	6	0	0	18
09:45	19	70	24	91	43	21:45	15	48	8	34	23
10:00	19	19	0	0	38	22:00	5	6	0	0	11
10:15	10	28	0	0	38	22:15	3	5	0	0	8
10:30	6	18	0	0	24	22:30	12	2	0	0	14
10:45	22	57	28	93	50	22:45	11	31	7	20	18
11:00	15	16	0	0	31	23:00	8	16	0	0	24
11:15	21	23	0	0	44	23:15	3	10	0	0	13
11:30	18	21	0	0	39	23:30	3	5	0	0	8
11:45	24	78	20	80	44	23:45	4	18	2	33	6
TOTALS	521	666			1187	TOTALS	1068	916			1984
SPLIT %	43.9%	56.1%			37.4%	SPLIT %	53.8%	46.2%			62.6%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,589	1,582	0	0	3,171
AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	15:00	15:00		15:00
AM Pk Volume	132	196			328	PM Pk Volume	172	143		315
Pk Hr Factor	0.750	0.845			0.804	Pk Hr Factor	0.659	0.722		0.788
7 - 9 Volume	198	324	0	0	522	4 - 6 Volume	271	217	0	488
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00		17:00
7 - 9 Pk Volume	132	196	0	0	328	4 - 6 Pk Volume	158	115	0	273
Pk Hr Factor	0.750	0.845	0.000	0.000	0.804	Pk Hr Factor	0.840	0.871	0.000	0.000

VOLUME

Alessandro Ave btwn Wedgewood St & Broadway

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_033

DAILY TOTALS					NB	SB	EB	WB	Total		
					222	249	0	0	471		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	0	0	0	1	12:00	2	3	0	0	5
00:15	0	0	0	0		12:15	2	3	0	0	5
00:30	0	0	0	0		12:30	2	0	0	0	2
00:45	0	1	0	0	1	12:45	4	10	8	14	12
01:00	0	0	0	0		13:00	7	5	0	0	12
01:15	0	0	0	0		13:15	4	3	0	0	7
01:30	0	0	0	0		13:30	4	3	0	0	7
01:45	0	1	1	0	1	13:45	2	17	3	14	5
02:00	0	0	0	0		14:00	3	5	0	0	8
02:15	0	1	0	0	1	14:15	0	4	0	0	4
02:30	0	0	0	0		14:30	4	7	0	0	11
02:45	0	0	1	0	1	14:45	7	14	4	20	11
03:00	0	0	0	0		15:00	4	9	0	0	13
03:15	0	0	0	0		15:15	1	6	0	0	7
03:30	0	0	0	0		15:30	3	4	0	0	7
03:45	0	0	0	0		15:45	2	10	5	24	7
04:00	0	0	0	0		16:00	3	2	0	0	5
04:15	0	1	0	0	1	16:15	5	3	0	0	8
04:30	0	0	0	0		16:30	5	4	0	0	9
04:45	0	0	1	0	1	16:45	4	17	4	13	8
05:00	0	1	0	0	1	17:00	2	5	0	0	7
05:15	0	1	0	0	1	17:15	3	6	0	0	9
05:30	0	1	0	0	1	17:30	4	4	0	0	8
05:45	0	0	3	0	3	17:45	9	18	6	21	15
06:00	1	0	0	0	1	18:00	9	9	0	0	18
06:15	0	0	0	0		18:15	4	5	0	0	9
06:30	1	1	0	0	2	18:30	5	4	0	0	9
06:45	0	2	3	4	3	18:45	2	20	1	19	3
07:00	1	4	0	0	5	19:00	6	1	0	0	7
07:15	1	4	0	0	5	19:15	2	2	0	0	4
07:30	6	4	0	0	10	19:30	1	2	0	0	3
07:45	6	14	8	20	14	19:45	4	13	2	7	6
08:00	12	17	0	0	29	20:00	2	4	0	0	6
08:15	3	4	0	0	7	20:15	1	1	0	0	2
08:30	2	4	0	0	6	20:30	3	3	0	0	6
08:45	6	23	7	32	13	20:45	5	11	3	11	8
09:00	5	3	0	0	8	21:00	2	1	0	0	3
09:15	2	0	0	0	2	21:15	3	2	0	0	5
09:30	1	6	0	0	7	21:30	0	0	0	0	
09:45	3	11	4	13	7	21:45	2	7	2	5	4
10:00	4	4	0	0	8	22:00	1	0	0	0	1
10:15	1	4	0	0	5	22:15	3	1	0	0	4
10:30	6	1	0	0	7	22:30	2	1	0	0	3
10:45	4	15	1	10	5	22:45	0	6	0	2	8
11:00	2	1	0	0	3	23:00	1	0	0	0	1
11:15	3	4	0	0	7	23:15	2	0	0	0	2
11:30	2	3	0	0	5	23:30	1	4	0	0	5
11:45	2	9	2	10	4	23:45	0	4	0	4	8
TOTALS	75	95			170	TOTALS	147	154			301
SPLIT %	44.1%	55.9%			36.1%	SPLIT %	48.8%	51.2%			63.9%

DAILY TOTALS					NB	SB	EB	WB	Total
					222	249	0	0	471
AM Peak Hour	07:30	07:15		07:30	PM Peak Hour	17:45	14:30		17:45
AM Pk Volume	27	33		60	PM Pk Volume	27	26		51
Pk Hr Factor	0.563	0.485		0.517	Pk Hr Factor	0.708	0.667		0.708
7 - 9 Volume	37	52	0	89	4 - 6 Volume	35	34	0	69
7 - 9 Peak Hour	07:30	07:15		07:30	4 - 6 Peak Hour	17:00	17:00		17:00
7 - 9 Pk Volume	27	33	0	60	4 - 6 Pk Volume	18	21	0	39
Pk Hr Factor	0.563	0.485	0.000	0.517	Pk Hr Factor	0.500	0.875	0.000	0.650

VOLUME

Encinita Ave btwn Olive St & Broadway

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_012

DAILY TOTALS					NB	SB	EB	WB	Total		
					2,943	3,105	0	0	6,048		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	7	4	0	0	11	12:00	45	42	0	0	87
00:15	2	2	0	0	4	12:15	41	48	0	0	89
00:30	0	3	0	0	3	12:30	57	60	0	0	117
00:45	1	10	2	11	24	12:45	46	189	39	189	378
01:00	1	1	0	0	2	13:00	76	47	0	0	123
01:15	0	0	0	0	0	13:15	50	54	0	0	104
01:30	0	0	0	0	0	13:30	46	35	0	0	81
01:45	0	1	1	2	4	13:45	41	213	42	178	391
02:00	1	1	0	0	2	14:00	49	45	0	0	94
02:15	0	0	0	0	0	14:15	62	54	0	0	116
02:30	0	0	0	0	0	14:30	52	54	0	0	106
02:45	2	3	1	2	8	14:45	71	234	67	220	454
03:00	0	1	0	0	1	15:00	44	80	0	0	124
03:15	0	0	0	0	0	15:15	50	74	0	0	124
03:30	1	0	0	0	1	15:30	51	69	0	0	120
03:45	1	2	1	2	6	15:45	62	207	80	303	510
04:00	2	1	0	0	3	16:00	61	70	0	0	131
04:15	0	0	0	0	0	16:15	43	66	0	0	109
04:30	0	3	0	0	3	16:30	54	64	0	0	118
04:45	1	3	3	7	14	16:45	54	212	63	263	475
05:00	1	4	0	0	5	17:00	53	71	0	0	124
05:15	1	3	0	0	4	17:15	71	75	0	0	146
05:30	2	5	0	0	7	17:30	65	66	0	0	131
05:45	5	9	6	18	38	17:45	67	256	72	284	540
06:00	2	6	0	0	8	18:00	66	81	0	0	147
06:15	12	5	0	0	17	18:15	50	77	0	0	127
06:30	14	13	0	0	27	18:30	68	52	0	0	120
06:45	33	61	23	47	164	18:45	50	234	33	243	477
07:00	37	31	0	0	68	19:00	49	58	0	0	107
07:15	31	34	0	0	65	19:15	34	36	0	0	70
07:30	61	56	0	0	117	19:30	24	37	0	0	61
07:45	102	231	68	189	590	19:45	30	137	31	162	299
08:00	134	76	0	0	210	20:00	26	36	0	0	62
08:15	89	77	0	0	166	20:15	20	32	0	0	52
08:30	48	59	0	0	107	20:30	21	29	0	0	50
08:45	39	310	60	272	681	20:45	21	88	25	122	210
09:00	37	53	0	0	90	21:00	32	34	0	0	66
09:15	40	41	0	0	81	21:15	12	22	0	0	34
09:30	40	41	0	0	81	21:30	13	13	0	0	26
09:45	24	141	38	173	376	21:45	15	72	9	78	150
10:00	29	37	0	0	66	22:00	9	12	0	0	21
10:15	34	26	0	0	60	22:15	13	5	0	0	18
10:30	25	36	0	0	61	22:30	6	15	0	0	21
10:45	33	121	29	128	291	22:45	7	35	8	40	75
11:00	30	30	0	0	60	23:00	9	8	0	0	17
11:15	38	31	0	0	69	23:15	1	8	0	0	9
11:30	44	42	0	0	86	23:30	4	5	0	0	9
11:45	44	156	45	148	393	23:45	4	18	3	24	42
TOTALS	1048	999			2047	TOTALS	1895	2106			4001
SPLIT %	51.2%	48.8%			33.8%	SPLIT %	47.4%	52.6%			66.2%

DAILY TOTALS					NB	SB	EB	WB	Total
					2,943	3,105	0	0	6,048

AM Peak Hour	07:30	07:45		07:30	PM Peak Hour	17:15	15:00		17:15		
AM Pk Volume	386	280		663	PM Pk Volume	269	303		563		
Pk Hr Factor	0.720	0.909		0.789	Pk Hr Factor	0.923	0.891		0.957		
7 - 9 Volume	541	461	0	0	1002	4 - 6 Volume	468	547	0	0	1015
7 - 9 Peak Hour	07:30	07:45		07:30	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	386	280		663	4 - 6 Pk Volume	256	284		0	0	540
Pk Hr Factor	0.720	0.909	0.000	0.000	0.789	Pk Hr Factor	0.901	0.947	0.000	0.000	0.925

VOLUME

Gracewood Ave btwn Live Oak Ave & Daines Dr

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_035

DAILY TOTALS					NB	SB	EB	WB	Total		
					667	672	0	0	1,339		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	1	0	0	1	12:00	10	12	0	0	22
00:15	1	1	0	0	2	12:15	13	11	0	0	24
00:30	0	1	0	0	1	12:30	5	16	0	0	21
00:45	0	1	0	3	4	12:45	7	35	9	48	16
01:00	1	0	0	0	1	13:00	3	6	0	0	9
01:15	0	1	0	0	1	13:15	12	4	0	0	16
01:30	0	0	0	0	0	13:30	6	7	0	0	13
01:45	0	1	0	1	2	13:45	13	34	13	30	26
02:00	1	0	0	0	1	14:00	7	8	0	0	15
02:15	0	0	0	0	0	14:15	11	5	0	0	16
02:30	0	1	0	0	1	14:30	15	7	0	0	22
02:45	0	1	0	1	2	14:45	15	48	14	34	29
03:00	0	0	0	0	0	15:00	15	18	0	0	33
03:15	0	1	0	0	1	15:15	15	11	0	0	26
03:30	0	0	0	0	0	15:30	13	6	0	0	19
03:45	1	1	0	1	2	15:45	9	52	12	47	21
04:00	0	1	0	0	1	16:00	7	11	0	0	18
04:15	1	0	0	0	1	16:15	7	13	0	0	20
04:30	2	0	0	0	2	16:30	15	9	0	0	24
04:45	3	6	2	3	9	16:45	12	41	16	49	28
05:00	2	2	0	0	4	17:00	17	13	0	0	30
05:15	4	1	0	0	5	17:15	12	18	0	0	30
05:30	5	2	0	0	7	17:30	16	19	0	0	35
05:45	7	18	0	5	23	17:45	9	54	12	62	21
06:00	6	4	0	0	10	18:00	12	16	0	0	28
06:15	11	7	0	0	18	18:15	11	12	0	0	23
06:30	14	4	0	0	18	18:30	7	15	0	0	22
06:45	16	47	8	23	70	18:45	8	38	11	54	19
07:00	19	11	0	0	30	19:00	7	6	0	0	13
07:15	13	4	0	0	17	19:15	6	11	0	0	17
07:30	12	11	0	0	23	19:30	6	10	0	0	16
07:45	6	50	10	36	86	19:45	7	26	5	32	12
08:00	9	13	0	0	22	20:00	6	6	0	0	12
08:15	13	12	0	0	25	20:15	2	10	0	0	12
08:30	6	12	0	0	18	20:30	1	2	0	0	3
08:45	14	42	5	42	84	20:45	6	15	9	27	15
09:00	5	8	0	0	13	21:00	3	5	0	0	8
09:15	11	5	0	0	16	21:15	5	1	0	0	6
09:30	10	14	0	0	24	21:30	2	3	0	0	5
09:45	5	31	10	37	68	21:45	3	13	4	13	7
10:00	8	9	0	0	17	22:00	1	3	0	0	4
10:15	14	9	0	0	23	22:15	4	6	0	0	10
10:30	9	14	0	0	23	22:30	6	0	0	0	6
10:45	11	42	19	51	93	22:45	12	23	5	14	17
11:00	7	5	0	0	12	23:00	8	19	0	0	27
11:15	9	12	0	0	21	23:15	3	4	0	0	7
11:30	18	8	0	0	26	23:30	0	4	0	0	4
11:45	3	37	6	31	68	23:45	0	11	1	28	1
TOTALS	277	234			511	TOTALS	390	438			828
SPLIT %	54.2%	45.8%			38.2%	SPLIT %	47.1%	52.9%			61.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					667	672	0	0	1,339

AM Peak Hour	06:30	10:00		06:45	PM Peak Hour	14:30	16:45		16:45		
AM Pk Volume	62	51		94	PM Pk Volume	60	66		123		
Pk Hr Factor	0.816	0.671		0.783	Pk Hr Factor	0.867	0.855		0.879		
7 - 9 Volume	92	78	0	0	170	4 - 6 Volume	95	111	0	0	206
7 - 9 Peak Hour	07:00	07:45		07:00	4 - 6 Peak Hour	16:45	16:45				16:45
7 - 9 Pk Volume	50	47	0	0	86	4 - 6 Pk Volume	57	66	0	0	123
Pk Hr Factor	0.658	0.904	0.000	0.000	0.717	Pk Hr Factor	0.838	0.868	0.000	0.000	0.879

VOLUME

Freer St btwn McClintock Ave & Daleview Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_020

DAILY TOTALS						NB	SB					Total
						0	0	1,490	1,268		2,758	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	4	1	5	12:00	0	0	20	16	36	
00:15	0	0	1	1	2	12:15	0	0	11	15	26	
00:30	0	0	1	0	1	12:30	0	0	13	16	29	
00:45	0	0	1	7	2	12:45	0	0	12	56	64	
01:00	0	0	6	2	8	13:00	0	0	13	25	38	
01:15	0	0	1	1	2	13:15	0	0	18	20	38	
01:30	0	0	0	0	0	13:30	0	0	17	16	33	
01:45	0	0	1	8	4	13:45	0	0	22	70	92	
02:00	0	0	3	1	4	14:00	0	0	22	12	34	
02:15	0	0	1	1	2	14:15	0	0	12	13	25	
02:30	0	0	0	0	0	14:30	0	0	44	23	67	
02:45	0	0	0	4	3	14:45	0	0	36	114	150	
03:00	0	0	0	0	0	15:00	0	0	33	44	77	
03:15	0	0	1	0	1	15:15	0	0	30	17	47	
03:30	0	0	0	1	1	15:30	0	0	36	17	53	
03:45	0	0	2	3	3	15:45	0	0	30	129	159	
04:00	0	0	2	1	3	16:00	0	0	46	25	71	
04:15	0	0	0	0	0	16:15	0	0	26	10	36	
04:30	0	0	2	2	4	16:30	0	0	38	27	65	
04:45	0	0	3	7	4	16:45	0	0	44	154	198	
05:00	0	0	1	3	4	17:00	0	0	54	42	96	
05:15	0	0	4	4	8	17:15	0	0	47	30	77	
05:30	0	0	1	1	2	17:30	0	0	44	20	64	
05:45	0	0	2	8	7	17:45	0	0	55	200	255	
06:00	0	0	3	3	6	18:00	0	0	39	24	63	
06:15	0	0	6	6	12	18:15	0	0	30	19	49	
06:30	0	0	11	7	18	18:30	0	0	20	19	39	
06:45	0	0	10	30	8	18:45	0	0	26	115	141	
07:00	0	0	6	19	25	19:00	0	0	20	19	39	
07:15	0	0	17	21	38	19:15	0	0	11	14	25	
07:30	0	0	23	28	51	19:30	0	0	23	11	34	
07:45	0	0	46	92	43	19:45	0	0	14	68	82	
08:00	0	0	38	39	77	20:00	0	0	9	12	21	
08:15	0	0	33	30	63	20:15	0	0	7	6	13	
08:30	0	0	20	13	33	20:30	0	0	11	14	25	
08:45	0	0	18	109	24	20:45	0	0	10	37	47	
09:00	0	0	22	18	40	21:00	0	0	11	11	22	
09:15	0	0	16	27	43	21:15	0	0	9	7	16	
09:30	0	0	13	24	37	21:30	0	0	11	6	17	
09:45	0	0	15	66	21	21:45	0	0	10	41	51	
10:00	0	0	19	9	28	22:00	0	0	9	4	13	
10:15	0	0	20	17	37	22:15	0	0	6	8	14	
10:30	0	0	15	11	26	22:30	0	0	1	0	1	
10:45	0	0	11	65	11	22:45	0	0	3	19	22	
11:00	0	0	20	18	38	23:00	0	0	4	3	7	
11:15	0	0	11	21	32	23:15	0	0	5	1	6	
11:30	0	0	17	23	40	23:30	0	0	1	3	4	
11:45	0	0	25	73	24	23:45	0	0	5	15	20	
TOTALS			472	496	968	TOTALS			1018	772	1790	
SPLIT %			48.8%	51.2%	35.1%	SPLIT %			56.9%	43.1%	64.9%	

DAILY TOTALS						NB	SB					Total
						0	0	1,490	1,268		2,758	
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	16:30	17:00	
AM Pk Volume			140	140	280	PM Pk Volume			168	137	326	
Pk Hr Factor			0.761	0.814	0.787	Pk Hr Factor			0.764	0.750	0.849	
7 - 9 Volume	0	0	201	217	418	4 - 6 Volume	0	0	354	226	580	
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	16:30	17:00	
7 - 9 Pk Volume	0	0	140	140	280	4 - 6 Pk Volume	0	0	200	137	326	
Pk Hr Factor	0.000	0.000	0.761	0.814	0.787	Pk Hr Factor	0.000	0.000	0.909	0.815	0.849	

VOLUME

Grand Ave btwn El Monte Ave & Daleview Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_025

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	990	959	1,949	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	3	3	12:00	0	0	8	11	19
00:15	0	0	2	0	2	12:15	0	0	6	7	13
00:30	0	0	1	2	3	12:30	0	0	13	10	23
00:45	0	0	4	7	5	12:45	0	0	9	36	41
01:00	0	0	3	0	3	13:00	0	0	7	10	17
01:15	0	0	1	0	1	13:15	0	0	4	7	11
01:30	0	0	1	1	2	13:30	0	0	15	10	25
01:45	0	0	1	6	1	13:45	0	0	19	45	51
02:00	0	0	1	0	1	14:00	0	0	11	13	24
02:15	0	0	0	1	1	14:15	0	0	8	14	22
02:30	0	0	0	1	1	14:30	0	0	21	12	33
02:45	0	0	0	1	0	14:45	0	0	17	57	63
03:00	0	0	0	1	1	15:00	0	0	14	30	44
03:15	0	0	0	0	0	15:15	0	0	18	16	34
03:30	0	0	0	1	1	15:30	0	0	24	18	42
03:45	0	0	0	0	2	15:45	0	0	31	87	51
04:00	0	0	0	1	1	16:00	0	0	23	16	39
04:15	0	0	0	1	1	16:15	0	0	37	15	52
04:30	0	0	0	2	2	16:30	0	0	33	18	51
04:45	0	0	3	3	1	16:45	0	0	31	124	70
05:00	0	0	2	2	4	17:00	0	0	44	18	62
05:15	0	0	1	2	3	17:15	0	0	34	15	49
05:30	0	0	1	4	5	17:30	0	0	31	11	42
05:45	0	0	5	9	5	17:45	0	0	47	156	68
06:00	0	0	3	11	14	18:00	0	0	35	17	52
06:15	0	0	0	13	13	18:15	0	0	23	13	36
06:30	0	0	7	7	14	18:30	0	0	30	12	42
06:45	0	0	4	14	12	18:45	0	0	11	99	54
07:00	0	0	7	15	22	19:00	0	0	19	12	31
07:15	0	0	11	17	28	19:15	0	0	18	7	25
07:30	0	0	18	22	40	19:30	0	0	10	10	20
07:45	0	0	13	49	41	19:45	0	0	13	60	35
08:00	0	0	18	41	59	20:00	0	0	8	5	13
08:15	0	0	10	28	38	20:15	0	0	4	8	12
08:30	0	0	12	12	24	20:30	0	0	10	6	16
08:45	0	0	12	52	24	20:45	0	0	7	29	7
09:00	0	0	6	12	18	21:00	0	0	6	4	10
09:15	0	0	10	13	23	21:15	0	0	9	12	21
09:30	0	0	6	13	19	21:30	0	0	6	5	11
09:45	0	0	9	31	8	21:45	0	0	10	31	5
10:00	0	0	7	12	19	22:00	0	0	6	4	10
10:15	0	0	5	9	14	22:15	0	0	1	5	6
10:30	0	0	8	10	18	22:30	0	0	3	2	5
10:45	0	0	10	30	14	22:45	0	0	3	13	8
11:00	0	0	6	8	14	23:00	0	0	5	1	6
11:15	0	0	6	12	18	23:15	0	0	2	2	4
11:30	0	0	11	21	32	23:30	0	0	2	2	4
11:45	0	0	17	40	13	23:45	0	0	2	11	1
TOTALS			242	416	658	TOTALS			748	543	1291
SPLIT %			36.8%	63.2%	33.8%	SPLIT %			57.9%	42.1%	66.2%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	990	959	1,949	
AM Peak Hour			07:15	07:30	07:30	PM Peak Hour			17:00	14:45	17:00
AM Pk Volume			60	132	191	PM Pk Volume			136	88	224
Pk Hr Factor			0.833	0.805	0.809	Pk Hr Factor			0.723	0.875	0.789
7 - 9 Volume	0	0	101	200	301	4 - 6 Volume	0	0	280	138	418
7 - 9 Peak Hour			07:15	07:30	07:30	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	60	132	191	4 - 6 Pk Volume	0	0	156	72	224
Pk Hr Factor	0.000	0.000	0.833	0.805	0.809	Pk Hr Factor	0.000	0.000	0.830	0.857	0.789

VOLUME

Hart Ave btwn Garibaldi Ave & Longden Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_028

DAILY TOTALS					NB	SB	EB	WB	Total		
					229	227	0	0	456		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	3	0	0	3
00:15	0	2	0	0	2	12:15	5	3	0	0	8
00:30	0	1	0	0	1	12:30	0	1	0	0	1
00:45	0	1	4	0	1 4	12:45	4	9	1	8	5 17
01:00	1	0	0	0	1	13:00	1	2	0	0	3
01:15	0	0	0	0		13:15	4	2	0	0	6
01:30	0	0	0	0		13:30	3	3	0	0	6
01:45	0	1	0	0	1	13:45	1	9	3	10	4 19
02:00	0	0	0	0		14:00	4	4	0	0	8
02:15	0	0	0	0		14:15	2	4	0	0	6
02:30	0	1	0	0	1	14:30	9	6	0	0	15
02:45	0	0	1	0	1	14:45	9	24	8	22	17 46
03:00	0	0	0	0		15:00	5	7	0	0	12
03:15	0	1	0	0	1	15:15	3	6	0	0	9
03:30	1	0	0	0	1	15:30	2	3	0	0	5
03:45	0	1	0	1	2	15:45	8	18	2	18	10 36
04:00	0	1	0	0	1	16:00	1	8	0	0	9
04:15	0	0	0	0		16:15	0	4	0	0	4
04:30	0	0	0	0		16:30	7	3	0	0	10
04:45	0	0	1	0	1	16:45	4	12	2	17	6 29
05:00	0	0	0	0		17:00	5	3	0	0	8
05:15	0	0	0	0		17:15	2	8	0	0	10
05:30	0	0	0	0		17:30	6	6	0	0	12
05:45	0	0	0	0		17:45	7	20	2	19	9 39
06:00	1	2	0	0	3	18:00	6	5	0	0	11
06:15	3	1	0	0	4	18:15	8	4	0	0	12
06:30	0	0	0	0		18:30	4	5	0	0	9
06:45	2	6	4	7	6 13	18:45	3	21	7	21	10 42
07:00	6	3	0	0	9	19:00	8	5	0	0	13
07:15	1	1	0	0	2	19:15	1	2	0	0	3
07:30	3	3	0	0	6	19:30	3	4	0	0	7
07:45	8	18	6	13	14 31	19:45	2	14	1	12	3 26
08:00	14	13	0	0	27	20:00	3	5	0	0	8
08:15	7	8	0	0	15	20:15	1	2	0	0	3
08:30	5	2	0	0	7	20:30	5	1	0	0	6
08:45	1	27	5	28	6 55	20:45	2	11	1	9	3 20
09:00	2	4	0	0	6	21:00	5	0	0	0	5
09:15	2	3	0	0	5	21:15	0	4	0	0	4
09:30	3	2	0	0	5	21:30	4	1	0	0	5
09:45	1	8	2	11	3 19	21:45	1	10	1	6	2 16
10:00	1	4	0	0	5	22:00	2	0	0	0	2
10:15	2	1	0	0	3	22:15	1	2	0	0	3
10:30	4	1	0	0	5	22:30	0	0	0	0	
10:45	2	9	2	8	4 17	22:45	1	4	0	2	1 6
11:00	0	1	0	0	1	23:00	1	1	0	0	2
11:15	1	2	0	0	3	23:15	1	0	0	0	1
11:30	3	3	0	0	6	23:30	0	0	0	0	
11:45	1	5	2	8	3 13	23:45	0	2	0	1	0 3
TOTALS	75	82			157	TOTALS	154	145			299
SPLIT %	47.8%	52.2%			34.4%	SPLIT %	51.5%	48.5%			65.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					229	227	0	0	456		
AM Peak Hour	07:45	07:30			07:45			17:30	14:30	14:30	
AM Pk Volume	34	30			63			27	27	53	
Pk Hr Factor	0.607	0.577			0.583			0.656	0.643	0.779	
7 - 9 Volume	45	41	0	0	86	4 - 6 Volume	32	36	0	0	68
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	34	30	0	0	63	4 - 6 Pk Volume	20	19	0	0	39
Pk Hr Factor	0.607	0.577	0.000	0.000	0.583	Pk Hr Factor	0.714	0.594	0.000	0.000	0.813

VOLUME

Halifax Rd btwn Miloann St & Key W St

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_021

DAILY TOTALS						NB	SB	EB	WB	Total	
						711	708	0	0	1,419	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	1	0	0	2	12:00	14	11	0	0	25
00:15	1	0	0	0	1	12:15	8	12	0	0	20
00:30	1	1	0	0	2	12:30	19	12	0	0	31
00:45	2	5	0	2	7	12:45	7	48	17	52	100
01:00	1	0	0	0	1	13:00	8	14	0	0	22
01:15	1	1	0	0	2	13:15	15	12	0	0	27
01:30	0	0	0	0	0	13:30	12	10	0	0	22
01:45	0	2	0	1	3	13:45	10	45	6	42	87
02:00	0	0	0	0	0	14:00	13	11	0	0	24
02:15	0	1	0	0	1	14:15	8	9	0	0	17
02:30	0	0	0	0	0	14:30	17	14	0	0	31
02:45	0	0	1	0	1	14:45	10	48	12	46	94
03:00	0	0	0	0	0	15:00	11	17	0	0	28
03:15	1	0	0	0	1	15:15	10	8	0	0	18
03:30	0	0	0	0	0	15:30	9	11	0	0	20
03:45	0	1	0	0	1	15:45	12	42	9	45	87
04:00	1	0	0	0	1	16:00	13	12	0	0	25
04:15	1	1	0	0	2	16:15	14	11	0	0	25
04:30	2	1	0	0	3	16:30	19	6	0	0	25
04:45	3	7	1	3	10	16:45	6	52	16	45	97
05:00	0	1	0	0	1	17:00	16	12	0	0	28
05:15	1	1	0	0	2	17:15	16	13	0	0	29
05:30	3	2	0	0	5	17:30	10	8	0	0	18
05:45	2	6	7	11	17	17:45	10	52	14	47	99
06:00	0	7	0	0	7	18:00	14	14	0	0	28
06:15	3	3	0	0	6	18:15	12	10	0	0	22
06:30	2	7	0	0	9	18:30	9	9	0	0	18
06:45	5	10	5	22	32	18:45	12	47	13	46	93
07:00	5	13	0	0	18	19:00	12	3	0	0	15
07:15	13	11	0	0	24	19:15	8	13	0	0	21
07:30	11	12	0	0	23	19:30	8	5	0	0	13
07:45	12	41	16	52	93	19:45	9	37	4	25	62
08:00	17	19	0	0	36	20:00	6	10	0	0	16
08:15	11	21	0	0	32	20:15	6	7	0	0	13
08:30	11	15	0	0	26	20:30	3	5	0	0	8
08:45	12	51	17	72	123	20:45	9	24	6	28	52
09:00	7	8	0	0	15	21:00	4	12	0	0	16
09:15	12	8	0	0	20	21:15	4	2	0	0	6
09:30	15	16	0	0	31	21:30	3	3	0	0	6
09:45	14	48	13	45	93	21:45	7	18	8	25	43
10:00	8	10	0	0	18	22:00	10	6	0	0	16
10:15	12	7	0	0	19	22:15	4	5	0	0	9
10:30	12	13	0	0	25	22:30	2	4	0	0	6
10:45	12	44	9	39	83	22:45	4	20	2	17	37
11:00	8	12	0	0	20	23:00	7	3	0	0	10
11:15	14	7	0	0	21	23:15	4	0	0	0	4
11:30	11	8	0	0	19	23:30	1	0	0	0	1
11:45	17	50	10	37	87	23:45	1	13	2	5	18
TOTALS	265	285			550	TOTALS	446	423			869
SPLIT %	48.2%	51.8%			38.8%	SPLIT %	51.3%	48.7%			61.2%

DAILY TOTALS						NB	SB	EB	WB	Total
						711	708	0	0	1,419
AM Peak Hour	11:45	08:00			08:00	PM Peak Hour	15:45	12:15		12:30
AM Pk Volume	58	72			123	PM Pk Volume	58	55		104
Pk Hr Factor	0.456	0.857			0.854	Pk Hr Factor	0.724	0.779		0.839
7 - 9 Volume	92	124	0	0	216	4 - 6 Volume	104	92	0	196
7 - 9 Peak Hour	07:15	08:00			08:00	4 - 6 Peak Hour	16:30	16:45		16:30
7 - 9 Pk Volume	53	72	0	0	123	4 - 6 Pk Volume	57	49	0	104
Pk Hr Factor	0.779	0.857	0.000	0.000	0.854	Pk Hr Factor	0.750	0.766	0.000	0.897

VOLUME

Ivar Ave btwn Longden Ave & Garibaldi Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_040

DAILY TOTALS					NB	SB	EB	WB	Total		
					198	169	0	0	367		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	1	1	0	0	2
00:15	1	0	0	0	1	12:15	6	1	0	0	7
00:30	0	0	0	0		12:30	3	3	0	0	6
00:45	1	2	0	0	1 2	12:45	3	13	1	6	4 19
01:00	0	0	0	0		13:00	3	2	0	0	5
01:15	1	0	0	0	1	13:15	1	2	0	0	3
01:30	0	0	0	0		13:30	1	3	0	0	4
01:45	0	1	0	0	1	13:45	2	7	0	7	2 14
02:00	0	0	0	0		14:00	4	2	0	0	6
02:15	0	0	0	0		14:15	2	0	0	0	2
02:30	0	0	0	0		14:30	3	4	0	0	7
02:45	0	0	0	0		14:45	1	10	2	8	3 18
03:00	0	0	0	0		15:00	4	6	0	0	10
03:15	0	0	0	0		15:15	7	2	0	0	9
03:30	0	0	0	0		15:30	3	3	0	0	6
03:45	1	1	0	0	1 1	15:45	3	17	2	13	5 30
04:00	1	0	0	0	1	16:00	1	8	0	0	9
04:15	0	1	0	0	1	16:15	3	3	0	0	6
04:30	0	0	0	0		16:30	3	2	0	0	5
04:45	0	1	0	1	2	16:45	5	12	2	15	7 27
05:00	0	0	0	0		17:00	1	3	0	0	4
05:15	0	0	0	0		17:15	4	5	0	0	9
05:30	0	0	0	0		17:30	4	2	0	0	6
05:45	1	1	0	0	1 1	17:45	2	11	6	16	8 27
06:00	0	0	0	0		18:00	5	5	0	0	10
06:15	0	0	0	0		18:15	4	2	0	0	6
06:30	0	2	0	0	2	18:30	5	5	0	0	10
06:45	1	1	1	3	2 4	18:45	3	17	1	13	4 30
07:00	10	3	0	0	13	19:00	0	6	0	0	6
07:15	1	2	0	0	3	19:15	6	2	0	0	8
07:30	5	5	0	0	10	19:30	1	4	0	0	5
07:45	8	24	8	18	16 42	19:45	5	12	1	13	6 25
08:00	13	7	0	0	20	20:00	2	0	0	0	2
08:15	3	6	0	0	9	20:15	0	1	0	0	1
08:30	5	3	0	0	8	20:30	2	2	0	0	4
08:45	3	24	3	19	6 43	20:45	6	10	0	3	6 13
09:00	4	5	0	0	9	21:00	1	6	0	0	7
09:15	2	2	0	0	4	21:15	1	2	0	0	3
09:30	0	0	0	0		21:30	1	1	0	0	2
09:45	2	8	2	9	4 17	21:45	1	4	0	9	1 13
10:00	3	2	0	0	5	22:00	0	0	0	0	
10:15	3	0	0	0	3	22:15	0	0	0	0	
10:30	2	2	0	0	4	22:30	0	0	0	0	
10:45	4	12	1	5	5 17	22:45	1	1	0	0	1 1
11:00	3	4	0	0	7	23:00	0	2	0	0	2
11:15	1	2	0	0	3	23:15	0	0	0	0	
11:30	1	1	0	0	2	23:30	1	0	0	0	1
11:45	3	8	2	9	5 17	23:45	0	1	0	2	3
TOTALS	83	64			147	TOTALS	115	105			220
SPLIT %	56.5%	43.5%			40.1%	SPLIT %	52.3%	47.7%			59.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					198	169	0	0	367		
AM Peak Hour	07:30	07:30		07:30	PM Peak Hour	15:00	17:15		17:45		
AM Pk Volume	29	26		55	PM Pk Volume	17	18		34		
Pk Hr Factor	0.558	0.813		0.688	Pk Hr Factor	0.833	0.750		0.850		
7 - 9 Volume	48	37	0	0	85	4 - 6 Volume	23	31	0	0	54
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	16:45	17:00		16:00		
7 - 9 Pk Volume	29	26	0	0	55	4 - 6 Pk Volume	14	16	0	0	27
Pk Hr Factor	0.558	0.813	0.000	0.000	0.688	Pk Hr Factor	0.700	0.667	0.000	0.000	0.750

VOLUME

Oak Ave btwn Lemon Ave & Longden Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_027

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,422	1,566	0	0	2,988	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	2	1	0	0	3	12:00	16	20	0	0	36
00:15	1	2	0	0	3	12:15	11	16	0	0	27
00:30	0	2	0	0	2	12:30	15	9	0	0	24
00:45	0	3	1	6	1	12:45	16	58	16	61	32
01:00	1	1	0	0	2	13:00	9	9	0	0	18
01:15	0	1	0	0	1	13:15	9	20	0	0	29
01:30	1	0	0	0	1	13:30	13	9	0	0	22
01:45	0	2	0	2	4	13:45	17	48	14	52	31
02:00	0	0	0	0		14:00	20	35	0	0	55
02:15	1	0	0	0	1	14:15	20	22	0	0	42
02:30	2	0	0	0	2	14:30	53	30	0	0	83
02:45	0	3	0	0	3	14:45	69	162	74	161	143
03:00	0	0	0	0		15:00	52	77	0	0	129
03:15	1	0	0	0	1	15:15	28	56	0	0	84
03:30	0	0	0	0		15:30	17	36	0	0	53
03:45	0	1	0	0	1	15:45	26	123	20	189	46
04:00	0	0	0	0		16:00	27	48	0	0	75
04:15	0	1	0	0	1	16:15	26	39	0	0	65
04:30	1	0	0	0	1	16:30	20	18	0	0	38
04:45	2	3	2	3	4	16:45	26	99	21	126	47
05:00	0	0	0	0		17:00	19	31	0	0	50
05:15	2	2	0	0	4	17:15	30	23	0	0	53
05:30	0	3	0	0	3	17:30	29	31	0	0	60
05:45	1	3	3	8	4	17:45	31	109	30	115	61
06:00	3	3	0	0	6	18:00	25	28	0	0	53
06:15	0	3	0	0	3	18:15	35	24	0	0	59
06:30	4	7	0	0	11	18:30	28	27	0	0	55
06:45	10	17	15	28	25	18:45	15	103	24	103	39
07:00	78	74	0	0	152	19:00	16	11	0	0	27
07:15	16	27	0	0	43	19:15	17	16	0	0	33
07:30	27	20	0	0	47	19:30	19	17	0	0	36
07:45	70	191	69	190	139	19:45	14	66	18	62	32
08:00	104	34	0	0	138	20:00	9	14	0	0	23
08:15	54	59	0	0	113	20:15	6	10	0	0	16
08:30	11	25	0	0	36	20:30	11	19	0	0	30
08:45	7	176	18	136	25	20:45	12	38	11	54	23
09:00	15	14	0	0	29	21:00	10	12	0	0	22
09:15	11	14	0	0	25	21:15	8	11	0	0	19
09:30	7	23	0	0	30	21:30	7	8	0	0	15
09:45	12	45	13	64	25	21:45	7	32	3	34	10
10:00	11	19	0	0	30	22:00	3	8	0	0	11
10:15	16	13	0	0	29	22:15	4	5	0	0	9
10:30	17	9	0	0	26	22:30	2	5	0	0	7
10:45	16	60	16	57	32	22:45	1	10	1	19	2
11:00	15	29	0	0	44	23:00	3	2	0	0	5
11:15	11	21	0	0	32	23:15	3	0	0	0	3
11:30	19	20	0	0	39	23:30	2	1	0	0	3
11:45	17	62	18	88	35	23:45	0	8	5	8	5
TOTALS	566	582			1148	TOTALS	856	984			1840
SPLIT %	49.3%	50.7%			38.4%	SPLIT %	46.5%	53.5%			61.6%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,422	1,566	0	0	2,988

AM Peak Hour	07:30	07:00			07:30	PM Peak Hour	14:30	14:45			14:30
AM Pk Volume	255	190			437	PM Pk Volume	202	243			439
Pk Hr Factor	0.613	0.642			0.786	Pk Hr Factor	0.591	0.714			0.767
7 - 9 Volume	367	326	0	0	693	4 - 6 Volume	208	241	0	0	449
7 - 9 Peak Hour	07:30	07:00			07:30	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	255	190	0	0	437	4 - 6 Pk Volume	109	126	0	0	225
Pk Hr Factor	0.613	0.642	0.000	0.000	0.786	Pk Hr Factor	0.879	0.656	0.000	0.000	0.750

VOLUME

Oak Ave btwn Garibaldi Ave & Woodruff Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_005

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,531	1,681	0	0	3,212	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	1	2	0	0	3	12:00	29	21	0	0	50
00:15	3	0	0	0	3	12:15	37	28	0	0	65
00:30	0	0	0	0		12:30	48	21	0	0	69
00:45	0	4	0	2	6	12:45	32	146	14	84	230
01:00	0	3	0	0	3	13:00	25	13	0	0	38
01:15	3	2	0	0	5	13:15	17	18	0	0	35
01:30	0	0	0	0		13:30	26	25	0	0	51
01:45	0	3	0	5	8	13:45	28	96	27	83	179
02:00	0	2	0	0	2	14:00	29	35	0	0	64
02:15	0	0	0	0		14:15	30	50	0	0	80
02:30	0	1	0	0	1	14:30	38	48	0	0	86
02:45	0	0	3	0	3	14:45	30	127	48	181	308
03:00	2	1	0	0	3	15:00	50	80	0	0	130
03:15	0	1	0	0	1	15:15	30	59	0	0	89
03:30	1	0	0	0	1	15:30	28	39	0	0	67
03:45	0	3	0	2	5	15:45	28	136	38	216	352
04:00	0	0	0	0		16:00	41	33	0	0	74
04:15	0	0	0	0		16:15	27	33	0	0	60
04:30	0	1	0	0	1	16:30	30	31	0	0	61
04:45	0	0	1	0	1	16:45	23	121	40	137	258
05:00	0	0	0	0		17:00	25	33	0	0	58
05:15	1	2	0	0	3	17:15	32	30	0	0	62
05:30	0	0	0	0		17:30	31	35	0	0	66
05:45	0	1	8	10	8	17:45	31	119	26	124	243
06:00	1	4	0	0	5	18:00	35	35	0	0	70
06:15	4	5	0	0	9	18:15	37	22	0	0	59
06:30	2	10	0	0	12	18:30	23	33	0	0	56
06:45	7	14	3	22	10	18:45	26	121	17	107	228
07:00	5	13	0	0	18	19:00	20	20	0	0	40
07:15	13	15	0	0	28	19:15	14	6	0	0	20
07:30	22	21	0	0	43	19:30	14	17	0	0	31
07:45	69	109	38	87	107	19:45	7	55	11	54	109
08:00	83	70	0	0	153	20:00	16	10	0	0	26
08:15	31	73	0	0	104	20:15	10	7	0	0	17
08:30	11	26	0	0	37	20:30	11	10	0	0	21
08:45	11	136	22	191	33	20:45	19	56	9	36	92
09:00	24	20	0	0	44	21:00	17	36	0	0	53
09:15	16	31	0	0	47	21:15	6	10	0	0	16
09:30	14	26	0	0	40	21:30	4	6	0	0	10
09:45	10	64	20	97	30	21:45	8	35	6	58	93
10:00	11	20	0	0	31	22:00	6	5	0	0	11
10:15	17	23	0	0	40	22:15	5	6	0	0	11
10:30	20	16	0	0	36	22:30	2	5	0	0	7
10:45	17	65	17	76	34	22:45	1	14	0	16	30
11:00	21	20	0	0	41	23:00	5	2	0	0	7
11:15	20	21	0	0	41	23:15	4	3	0	0	7
11:30	26	22	0	0	48	23:30	3	2	0	0	5
11:45	24	91	17	80	41	23:45	3	15	2	9	24
TOTALS	490	576			1066	TOTALS	1041	1105			2146
SPLIT %	46.0%	54.0%			33.2%	SPLIT %	48.5%	51.5%			66.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,531	1,681	0	0	3,212	
AM Peak Hour	07:30	07:45			07:30	PM Peak Hour	14:15	14:30		14:30	
AM Pk Volume	205	207			407	PM Pk Volume	148	235		383	
Pk Hr Factor	0.617	0.709			0.665	Pk Hr Factor	0.690	0.675		0.737	
7 - 9 Volume	245	278	0	0	523	4 - 6 Volume	240	261	0	0	501
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	205	207	0	0	407	4 - 6 Pk Volume	121	138	0	0	258
Pk Hr Factor	0.617	0.709	0.000	0.000	0.665	Pk Hr Factor	0.738	0.863	0.000	0.000	0.872

VOLUME

Oak Ave btwn Camino Real & Emperor Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_026

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	1,767	0	0	1,767	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	3	0	0	3	12:00	0	19	0	0	19
00:15	0	3	0	0	3	12:15	0	18	0	0	18
00:30	0	1	0	0	1	12:30	0	18	0	0	18
00:45	0	0	7	0	7	12:45	0	19	74	0	19 74
01:00	0	0	0	0		13:00	0	19	0	0	19
01:15	0	1	0	0	1	13:15	0	15	0	0	15
01:30	0	2	0	0	2	13:30	0	23	0	0	23
01:45	0	0	3	0	3	13:45	0	15	72	0	15 72
02:00	0	2	0	0	2	14:00	0	21	0	0	21
02:15	0	1	0	0	1	14:15	0	19	0	0	19
02:30	0	1	0	0	1	14:30	0	46	0	0	46
02:45	0	0	4	0	4	14:45	0	68	154	0	68 154
03:00	0	2	0	0	2	15:00	0	74	0	0	74
03:15	0	0	0	0		15:15	0	35	0	0	35
03:30	0	0	0	0		15:30	0	22	0	0	22
03:45	0	0	2	0	2	15:45	0	30	161	0	30 161
04:00	0	0	0	0		16:00	0	29	0	0	29
04:15	0	0	0	0		16:15	0	43	0	0	43
04:30	0	1	0	0	1	16:30	0	35	0	0	35
04:45	0	2	3	0	3	16:45	0	35	142	0	35 142
05:00	0	2	0	0	2	17:00	0	29	0	0	29
05:15	0	3	0	0	3	17:15	0	40	0	0	40
05:30	0	2	0	0	2	17:30	0	40	0	0	40
05:45	0	1	8	0	8	17:45	0	41	150	0	41 150
06:00	0	7	0	0	7	18:00	0	36	0	0	36
06:15	0	3	0	0	3	18:15	0	39	0	0	39
06:30	0	10	0	0	10	18:30	0	43	0	0	43
06:45	0	5	25	0	25	18:45	0	25	143	0	25 143
07:00	0	53	0	0	53	19:00	0	16	0	0	16
07:15	0	17	0	0	17	19:15	0	26	0	0	26
07:30	0	33	0	0	33	19:30	0	27	0	0	27
07:45	0	42	145	0	145	19:45	0	24	93	0	24 93
08:00	0	70	0	0	70	20:00	0	21	0	0	21
08:15	0	71	0	0	71	20:15	0	11	0	0	11
08:30	0	19	0	0	19	20:30	0	17	0	0	17
08:45	0	23	183	0	183	20:45	0	19	68	0	19 68
09:00	0	27	0	0	27	21:00	0	22	0	0	22
09:15	0	14	0	0	14	21:15	0	18	0	0	18
09:30	0	13	0	0	13	21:30	0	11	0	0	11
09:45	0	20	74	0	74	21:45	0	11	62	0	11 62
10:00	0	20	0	0	20	22:00	0	6	0	0	6
10:15	0	21	0	0	21	22:15	0	5	0	0	5
10:30	0	20	0	0	20	22:30	0	3	0	0	3
10:45	0	27	88	0	88	22:45	0	3	17	0	3 17
11:00	0	20	0	0	20	23:00	0	4	0	0	4
11:15	0	24	0	0	24	23:15	0	1	0	0	1
11:30	0	18	0	0	18	23:30	0	1	0	0	1
11:45	0	18	80	0	80	23:45	0	3	9	0	3 9
TOTALS					622	TOTALS					1145
SPLIT %					35.2%	SPLIT %					64.8%

DAILY TOTALS						NB	SB	EB	WB	Total
						0	1,767	0	0	1,767

AM Peak Hour	07:30	07:30	PM Peak Hour	14:30	14:30
AM Pk Volume	216	216	PM Pk Volume	223	223
Pk Hr Factor	0.761	0.761	Pk Hr Factor	0.544	0.753
7 - 9 Volume	0	328	4 - 6 Volume	0	292
7 - 9 Peak Hour	07:30	07:30	4 - 6 Peak Hour	17:00	17:00
7 - 9 Pk Volume	0	216	4 - 6 Pk Volume	0	150
Pk Hr Factor	0.000	0.761	Pk Hr Factor	0.000	0.915

VOLUME

Longden Ave btwn Temple City Blvd & Golden West Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_003

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	3,392	3,026	6,418		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	3	6	9	12:00	0	0	46	41	87	
00:15	0	0	6	4	10	12:15	0	0	32	44	76	
00:30	0	0	5	2	7	12:30	0	0	42	51	93	
00:45	0	0	4	18	3	12:45	0	0	39	159	43	179
01:00	0	0	2	3	5	13:00	0	0	45	40	85	
01:15	0	0	2	1	3	13:15	0	0	44	44	88	
01:30	0	0	2	1	3	13:30	0	0	40	46	86	
01:45	0	0	1	7	2	13:45	0	0	29	158	40	170
02:00	0	0	0	2	2	14:00	0	0	53	54	107	
02:15	0	0	2	1	3	14:15	0	0	53	54	107	
02:30	0	0	1	1	2	14:30	0	0	55	53	108	
02:45	0	0	1	4	0	14:45	0	0	68	229	68	229
03:00	0	0	0	1	1	15:00	0	0	77	57	134	
03:15	0	0	0	3	3	15:15	0	0	72	50	122	
03:30	0	0	2	1	3	15:30	0	0	75	52	127	
03:45	0	0	0	2	0	15:45	0	0	87	311	44	203
04:00	0	0	0	0	0	16:00	0	0	110	42	152	
04:15	0	0	1	0	1	16:15	0	0	89	56	145	
04:30	0	0	1	1	2	16:30	0	0	100	56	156	
04:45	0	0	2	4	4	16:45	0	0	86	385	66	220
05:00	0	0	2	3	5	17:00	0	0	95	51	146	
05:15	0	0	0	2	2	17:15	0	0	119	68	187	
05:30	0	0	2	5	7	17:30	0	0	127	55	182	
05:45	0	0	9	13	7	17:45	0	0	131	472	70	244
06:00	0	0	12	12	24	18:00	0	0	115	59	174	
06:15	0	0	9	20	29	18:15	0	0	100	55	155	
06:30	0	0	7	22	29	18:30	0	0	96	37	133	
06:45	0	0	15	43	39	18:45	0	0	70	381	50	201
07:00	0	0	22	55	77	19:00	0	0	56	37	93	
07:15	0	0	23	62	85	19:15	0	0	52	33	85	
07:30	0	0	30	65	95	19:30	0	0	39	29	68	
07:45	0	0	34	109	64	19:45	0	0	43	190	23	122
08:00	0	0	58	90	148	20:00	0	0	22	26	48	
08:15	0	0	64	75	139	20:15	0	0	31	23	54	
08:30	0	0	38	67	105	20:30	0	0	30	21	51	
08:45	0	0	33	193	57	20:45	0	0	28	111	28	98
09:00	0	0	41	55	96	21:00	0	0	15	20	35	
09:15	0	0	24	47	71	21:15	0	0	20	23	43	
09:30	0	0	40	43	83	21:30	0	0	17	19	36	
09:45	0	0	45	150	44	21:45	0	0	18	70	12	74
10:00	0	0	33	40	73	22:00	0	0	20	15	35	
10:15	0	0	39	51	90	22:15	0	0	18	10	28	
10:30	0	0	34	37	71	22:30	0	0	8	8	16	
10:45	0	0	30	136	38	22:45	0	0	11	57	15	48
11:00	0	0	36	45	81	23:00	0	0	7	7	14	
11:15	0	0	36	46	82	23:15	0	0	6	6	12	
11:30	0	0	45	49	94	23:30	0	0	9	3	12	
11:45	0	0	46	163	42	23:45	0	0	5	27	4	20
TOTALS			842	1218	2060	TOTALS			2550	1808	4358	
SPLIT %			40.9%	59.1%	32.1%	SPLIT %			58.5%	41.5%	67.9%	

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	3,392	3,026	6,418

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			17:15	17:15	17:15
AM Pk Volume			194	296	490	PM Pk Volume			442	252	744
Pk Hr Factor			0.758	0.822	0.828	Pk Hr Factor			0.844	0.789	0.925
7 - 9 Volume	0	0	302	535	837	4 - 6 Volume	0	0	857	464	1321
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	194	296	490	4 - 6 Pk Volume	0	0	472	244	716
Pk Hr Factor	0.000	0.000	0.758	0.822	0.828	Pk Hr Factor	0.000	0.000	0.901	0.871	0.891

VOLUME

Longden Ave btwn Oak Ave & Temple City Blvd

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_002

DAILY TOTALS						NB	SB					Total			
						0	0					7,141			
								3,760	3,381						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	4	9	13	12:00	0	0	49	51	100				
00:15	0	0	6	3	9	12:15	0	0	42	43	85				
00:30	0	0	8	1	9	12:30	0	0	44	46	90				
00:45	0	0	6	24	4	17	12:45	0	0	45	180	48	188	93	368
01:00	0	0	3	3	6	13:00	0	0	46	46	92				
01:15	0	0	3	2	5	13:15	0	0	57	37	94				
01:30	0	0	3	1	4	13:30	0	0	44	48	92				
01:45	0	0	1	10	4	10	13:45	0	0	38	185	46	177	84	362
02:00	0	0	1	1	2	14:00	0	0	37	50	87				
02:15	0	0	2	2	4	14:15	0	0	65	45	110				
02:30	0	0	0	0	0	14:30	0	0	59	63	122				
02:45	0	0	0	3	2	5	14:45	0	0	90	251	91	249	181	500
03:00	0	0	1	0	1	15:00	0	0	81	70	151				
03:15	0	0	0	2	2	15:15	0	0	75	67	142				
03:30	0	0	2	0	2	15:30	0	0	75	51	126				
03:45	0	0	0	3	1	3	15:45	0	0	92	323	58	246	150	569
04:00	0	0	0	0	0	16:00	0	0	85	46	131				
04:15	0	0	2	0	2	16:15	0	0	88	59	147				
04:30	0	0	3	1	4	16:30	0	0	95	71	166				
04:45	0	0	2	7	2	3	16:45	0	0	88	356	60	236	148	592
05:00	0	0	1	2	3	17:00	0	0	108	67	175				
05:15	0	0	1	1	2	17:15	0	0	113	89	202				
05:30	0	0	5	3	8	17:30	0	0	122	69	191				
05:45	0	0	17	24	2	8	17:45	0	0	122	465	68	293	190	758
06:00	0	0	10	18	28	18:00	0	0	122	70	192				
06:15	0	0	11	14	25	18:15	0	0	97	70	167				
06:30	0	0	11	16	27	18:30	0	0	82	56	138				
06:45	0	0	18	50	28	76	18:45	0	0	73	374	58	254	131	628
07:00	0	0	29	78	107	19:00	0	0	55	41	96				
07:15	0	0	28	56	84	19:15	0	0	48	49	97				
07:30	0	0	33	52	85	19:30	0	0	39	29	68				
07:45	0	0	75	165	83	269	19:45	0	0	37	179	28	147	65	326
08:00	0	0	124	123	247	20:00	0	0	21	33	54				
08:15	0	0	55	103	158	20:15	0	0	34	29	63				
08:30	0	0	43	67	110	20:30	0	0	32	28	60				
08:45	0	0	58	280	60	353	20:45	0	0	30	117	26	116	56	233
09:00	0	0	55	57	112	21:00	0	0	24	21	45				
09:15	0	0	38	50	88	21:15	0	0	28	23	51				
09:30	0	0	45	48	93	21:30	0	0	23	21	44				
09:45	0	0	46	184	51	206	21:45	0	0	24	99	16	81	40	180
10:00	0	0	40	44	84	22:00	0	0	26	14	40				
10:15	0	0	41	50	91	22:15	0	0	16	8	24				
10:30	0	0	34	37	71	22:30	0	0	15	17	32				
10:45	0	0	49	164	39	170	22:45	0	0	14	71	12	51	26	122
11:00	0	0	54	50	104	23:00	0	0	7	11	18				
11:15	0	0	55	53	108	23:15	0	0	10	6	16				
11:30	0	0	55	53	108	23:30	0	0	7	6	13				
11:45	0	0	53	217	42	198	23:45	0	0	5	29	2	25	7	54
TOTALS			1131	1318	2449	TOTALS			2629	2063	4692				
SPLIT %			46.2%	53.8%	34.3%	SPLIT %			56.0%	44.0%	65.7%				

DAILY TOTALS						NB	SB					Total
						0	0					7,141
								3,760	3,381			

AM Peak Hour		07:45	07:45	07:45	PM Peak Hour		17:15	17:15	17:15		
AM Pk Volume		297	376	673	PM Pk Volume		423	296	775		
Pk Hr Factor		0.599	0.764	0.681	Pk Hr Factor		0.867	0.943	0.959		
7 - 9 Volume	0	0	445	622	1067	4 - 6 Volume	0	0	821	529	1350
7 - 9 Peak Hour		07:45	07:45	07:45	4 - 6 Peak Hour		17:00	17:00	17:00		
7 - 9 Pk Volume	0	0	297	376	673	4 - 6 Pk Volume	0	0	465	293	758
Pk Hr Factor	0.000	0.000	0.599	0.764	0.681	Pk Hr Factor	0.000	0.000	0.953	0.823	0.938

VOLUME

Loma Ave btwn Olive St & Broadway

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_036

DAILY TOTALS					NB	SB	EB	WB	Total		
					221	191	0	0	412		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	2	0	0	2
00:15	0	1	0	0	1	12:15	0	1	0	0	1
00:30	0	0	0	0		12:30	3	1	0	0	4
00:45	0	0	1	0	1	12:45	4	7	4	8	15
01:00	0	0	0	0		13:00	2	4	0	0	6
01:15	0	0	0	0		13:15	1	1	0	0	2
01:30	0	0	0	0		13:30	4	5	0	0	9
01:45	0	1	1	0	1	13:45	2	9	5	15	24
02:00	2	0	0	0	2	14:00	0	1	0	0	1
02:15	0	0	0	0		14:15	2	3	0	0	5
02:30	0	0	0	0		14:30	9	4	0	0	13
02:45	0	2	0	0	2	14:45	5	16	2	10	26
03:00	0	0	0	0		15:00	5	7	0	0	12
03:15	0	0	0	0		15:15	5	7	0	0	12
03:30	0	0	0	0		15:30	7	6	0	0	13
03:45	0	0	0	0		15:45	8	25	3	23	48
04:00	0	0	0	0		16:00	3	4	0	0	7
04:15	1	0	0	0	1	16:15	4	6	0	0	10
04:30	0	0	0	0		16:30	5	4	0	0	9
04:45	1	2	0	0	1	16:45	7	19	2	16	35
05:00	1	0	0	0	1	17:00	3	1	0	0	4
05:15	0	0	0	0		17:15	4	5	0	0	9
05:30	1	0	0	0	1	17:30	4	5	0	0	9
05:45	0	2	0	0	2	17:45	6	17	1	12	29
06:00	0	2	0	0	2	18:00	3	8	0	0	11
06:15	0	1	0	0	1	18:15	5	4	0	0	9
06:30	2	0	0	0	2	18:30	4	1	0	0	5
06:45	5	7	0	3	5	18:45	3	15	2	15	30
07:00	2	2	0	0	4	19:00	1	6	0	0	7
07:15	1	1	0	0	2	19:15	4	3	0	0	7
07:30	4	1	0	0	5	19:30	2	3	0	0	5
07:45	7	14	5	9	12	19:45	1	8	4	16	24
08:00	6	17	0	0	23	20:00	1	2	0	0	3
08:15	9	5	0	0	14	20:15	2	0	0	0	2
08:30	4	7	0	0	11	20:30	0	3	0	0	3
08:45	4	23	1	30	5	20:45	1	4	0	5	9
09:00	4	1	0	0	5	21:00	1	2	0	0	3
09:15	1	4	0	0	5	21:15	1	1	0	0	2
09:30	6	1	0	0	7	21:30	0	0	0	0	
09:45	9	20	1	7	10	21:45	0	2	0	3	5
10:00	5	2	0	0	7	22:00	1	1	0	0	2
10:15	2	4	0	0	6	22:15	1	1	0	0	2
10:30	2	1	0	0	3	22:30	0	0	0	0	
10:45	3	12	1	8	4	22:45	0	2	0	2	4
11:00	3	3	0	0	6	23:00	1	0	0	0	1
11:15	4	1	0	0	5	23:15	0	0	0	0	
11:30	3	2	0	0	5	23:30	0	1	0	0	1
11:45	4	14	0	6	4	23:45	0	1	0	1	2
TOTALS	96	65			161	TOTALS	125	126			251
SPLIT %	59.6%	40.4%			39.1%	SPLIT %	49.8%	50.2%			60.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					221	191	0	0	412		
AM Peak Hour	07:30	07:45		07:45	PM Peak Hour	15:00	15:00		15:00		
AM Pk Volume	26	34		60	PM Pk Volume	25	23		48		
Pk Hr Factor	0.722	0.500		0.652	Pk Hr Factor	0.688	0.792		0.923		
7 - 9 Volume	37	39	0	0	76	4 - 6 Volume	36	28	0	0	64
7 - 9 Peak Hour	07:30	07:45		07:45	4 - 6 Peak Hour	16:00	16:00			16:00	
7 - 9 Pk Volume	26	34	0	0	60	4 - 6 Pk Volume	19	16	0	0	35
Pk Hr Factor	0.722	0.500	0.000	0.000	0.652	Pk Hr Factor	0.679	0.667	0.000	0.000	0.875

VOLUME

Loma Ave btwn Garibaldi Ave & Longden Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_030

DAILY TOTALS					NB	SB	EB	WB	Total		
					244	209	0	0	453		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	1	0	0	3
00:15	0	0	0	0		12:15	3	2	0	0	5
00:30	0	2	0	0	2	12:30	3	4	0	0	7
00:45	0	0	2	0	2	12:45	3	11	5	12	23
01:00	0	0	0	0		13:00	8	6	0	0	14
01:15	0	0	0	0		13:15	2	2	0	0	4
01:30	0	0	0	0		13:30	0	1	0	0	1
01:45	0	0	0	0		13:45	4	14	5	14	28
02:00	0	0	0	0		14:00	3	2	0	0	5
02:15	1	0	0	0	1	14:15	3	5	0	0	8
02:30	0	0	0	0		14:30	3	3	0	0	6
02:45	0	1	0	0	1	14:45	5	14	1	11	25
03:00	0	0	0	0		15:00	6	7	0	0	13
03:15	0	0	0	0		15:15	4	6	0	0	10
03:30	0	1	0	0	1	15:30	5	5	0	0	10
03:45	0	0	1	0	1	15:45	6	21	2	20	41
04:00	0	0	0	0		16:00	7	3	0	0	10
04:15	0	0	0	0		16:15	5	0	0	0	5
04:30	0	0	0	0		16:30	10	6	0	0	16
04:45	0	0	0	0		16:45	3	25	2	11	36
05:00	0	0	0	0		17:00	4	6	0	0	10
05:15	1	2	0	0	3	17:15	5	6	0	0	11
05:30	0	0	0	0		17:30	14	7	0	0	21
05:45	1	2	0	2	4	17:45	6	29	2	21	50
06:00	0	0	0	0		18:00	3	4	0	0	7
06:15	2	0	0	0	2	18:15	1	5	0	0	6
06:30	2	1	0	0	3	18:30	4	3	0	0	7
06:45	2	6	0	1	7	18:45	5	13	5	17	30
07:00	1	1	0	0	2	19:00	2	6	0	0	8
07:15	0	2	0	0	2	19:15	5	3	0	0	8
07:30	5	0	0	0	5	19:30	0	2	0	0	2
07:45	5	11	4	7	18	19:45	1	8	3	14	22
08:00	9	10	0	0	19	20:00	1	4	0	0	5
08:15	4	6	0	0	10	20:15	5	3	0	0	8
08:30	4	3	0	0	7	20:30	3	0	0	0	3
08:45	6	23	1	20	43	20:45	2	11	0	7	18
09:00	4	5	0	0	9	21:00	2	0	0	0	2
09:15	3	3	0	0	6	21:15	3	1	0	0	4
09:30	5	6	0	0	11	21:30	1	0	0	0	1
09:45	3	15	3	17	32	21:45	1	7	4	5	12
10:00	6	3	0	0	9	22:00	0	1	0	0	1
10:15	2	1	0	0	3	22:15	0	3	0	0	3
10:30	0	3	0	0	3	22:30	1	0	0	0	1
10:45	2	10	3	10	20	22:45	1	2	0	4	6
11:00	8	3	0	0	11	23:00	1	0	0	0	1
11:15	5	3	0	0	8	23:15	0	0	0	0	0
11:30	4	4	0	0	8	23:30	1	0	0	0	1
11:45	2	19	2	12	31	23:45	0	2	1	1	3
TOTALS	87	72			159	TOTALS	157	137			294
SPLIT %	54.7%	45.3%			35.1%	SPLIT %	53.4%	46.6%			64.9%

DAILY TOTALS					NB	SB	EB	WB	Total		
					244	209	0	0	453		
AM Peak Hour	07:30	07:45		07:45	PM Peak Hour	17:00	16:45		17:00		
AM Pk Volume	23	23		45	PM Pk Volume	29	21		50		
Pk Hr Factor	0.639	0.575		0.592	Pk Hr Factor	0.429	0.679		0.595		
7 - 9 Volume	34	27	0	0	61	4 - 6 Volume	54	32	0	0	86
7 - 9 Peak Hour	07:30	07:45		07:45	4 - 6 Peak Hour	17:00	16:45		17:00		
7 - 9 Pk Volume	23	23		45	4 - 6 Pk Volume	29	21		50		
Pk Hr Factor	0.639	0.575	0.000	0.000	0.592	Pk Hr Factor	0.518	0.750	0.000	0.000	0.595

VOLUME

Live Oak Ave btwn Halifax Rd & Pal Mal Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_011

DAILY TOTALS						NB	SB					Total			
						0	0					6,845			
								3,818	WB		3,027				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	4	3	7	12:00	0	0	56	32	88				
00:15	0	0	6	3	9	12:15	0	0	40	43	83				
00:30	0	0	5	5	10	12:30	0	0	37	34	71				
00:45	0	0	5	20	2	13	12:45	0	0	48	181	36	145	84	326
01:00	0	0	4	2	6	13:00	0	0	59	36	95				
01:15	0	0	2	3	5	13:15	0	0	43	47	90				
01:30	0	0	4	4	8	13:30	0	0	50	34	84				
01:45	0	0	2	12	0	9	13:45	0	0	36	188	39	156	75	344
02:00	0	0	1	2	3	14:00	0	0	46	40	86				
02:15	0	0	1	1	2	14:15	0	0	52	40	92				
02:30	0	0	2	0	2	14:30	0	0	57	49	106				
02:45	0	0	3	7	1	4	14:45	0	0	84	239	63	192	147	431
03:00	0	0	2	2	4	15:00	0	0	112	65	177				
03:15	0	0	1	1	2	15:15	0	0	73	75	148				
03:30	0	0	0	2	2	15:30	0	0	57	54	111				
03:45	0	0	2	5	1	6	15:45	0	0	91	333	51	245	142	578
04:00	0	0	2	0	2	16:00	0	0	98	54	152				
04:15	0	0	1	0	1	16:15	0	0	79	54	133				
04:30	0	0	4	3	7	16:30	0	0	84	41	125				
04:45	0	0	3	10	3	6	16:45	0	0	113	374	54	203	167	577
05:00	0	0	2	7	9	17:00	0	0	136	62	198				
05:15	0	0	7	8	15	17:15	0	0	117	60	177				
05:30	0	0	8	11	19	17:30	0	0	103	50	153				
05:45	0	0	10	27	12	38	17:45	0	0	123	479	57	229	180	708
06:00	0	0	8	16	24	18:00	0	0	122	60	182				
06:15	0	0	14	18	32	18:15	0	0	91	52	143				
06:30	0	0	14	27	41	18:30	0	0	96	40	136				
06:45	0	0	35	71	46	107	18:45	0	0	80	389	34	186	114	575
07:00	0	0	37	48	85	19:00	0	0	64	52	116				
07:15	0	0	44	63	107	19:15	0	0	53	31	84				
07:30	0	0	58	79	137	19:30	0	0	51	37	88				
07:45	0	0	79	218	96	286	19:45	0	0	28	196	28	148	56	344
08:00	0	0	60	118	178	20:00	0	0	29	36	65				
08:15	0	0	63	86	149	20:15	0	0	24	22	46				
08:30	0	0	57	69	126	20:30	0	0	34	25	59				
08:45	0	0	49	229	51	324	20:45	0	0	18	105	19	102	37	207
09:00	0	0	50	59	109	21:00	0	0	36	17	53				
09:15	0	0	38	49	87	21:15	0	0	35	11	46				
09:30	0	0	43	50	93	21:30	0	0	34	13	47				
09:45	0	0	48	179	31	189	21:45	0	0	20	125	13	54	33	179
10:00	0	0	43	42	85	22:00	0	0	18	16	34				
10:15	0	0	48	29	77	22:15	0	0	20	14	34				
10:30	0	0	33	33	66	22:30	0	0	14	13	27				
10:45	0	0	40	164	35	139	22:45	0	0	13	65	11	54	24	119
11:00	0	0	37	42	79	23:00	0	0	24	10	34				
11:15	0	0	46	43	89	23:15	0	0	8	5	13				
11:30	0	0	35	48	83	23:30	0	0	18	11	29				
11:45	0	0	23	141	30	163	23:45	0	0	11	61	3	29	14	90
TOTALS			1083	1284	2367	TOTALS			2735	1743	4478				
SPLIT %			45.8%	54.2%	34.6%	SPLIT %			61.1%	38.9%	65.4%				

DAILY TOTALS						NB	SB					Total
						0	0					6,845
								3,818	WB		3,027	

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	14:45	17:00
AM Pk Volume			260	379	639	PM Pk Volume			439	257	708
Pk Hr Factor			0.823	0.803	0.897	Pk Hr Factor			0.892	0.780	0.894
7 - 9 Volume	0	0	447	610	1057	4 - 6 Volume	0	0	853	432	1285
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	260	379	639	4 - 6 Pk Volume	0	0	479	229	708
Pk Hr Factor	0.000	0.000	0.823	0.803	0.897	Pk Hr Factor	0.000	0.000	0.881	0.923	0.894

VOLUME

Live Oak Ave btwn Baldwin Ave & Gracewood Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_010

DAILY TOTALS					NB	SB						Total			
					0	0						7,173			
							3,730			3,443					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	9	7	16		12:00	0	0	47	31	78			
00:15	0	0	6	5	11		12:15	0	0	38	50	88			
00:30	0	0	5	5	10		12:30	0	0	41	46	87			
00:45	0	0	4	24	3	20	12:45	0	0	48	174	43	170	91	344
01:00	0	0	4	1	5		13:00	0	0	69	54	123			
01:15	0	0	1	1	2		13:15	0	0	48	42	90			
01:30	0	0	4	3	7		13:30	0	0	50	40	90			
01:45	0	0	1	10	1	6	13:45	0	0	44	211	48	184	92	395
02:00	0	0	0	3	3		14:00	0	0	49	51	100			
02:15	0	0	0	1	1		14:15	0	0	49	36	85			
02:30	0	0	2	0	2		14:30	0	0	62	56	118			
02:45	0	0	2	4	0	4	14:45	0	0	93	253	61	204	154	457
03:00	0	0	1	1	2		15:00	0	0	102	85	187			
03:15	0	0	1	1	2		15:15	0	0	61	83	144			
03:30	0	0	0	1	1		15:30	0	0	60	54	114			
03:45	0	0	1	3	4	7	15:45	0	0	72	295	58	280	130	575
04:00	0	0	3	1	4		16:00	0	0	102	61	163			
04:15	0	0	3	0	3		16:15	0	0	85	53	138			
04:30	0	0	5	3	8		16:30	0	0	90	49	139			
04:45	0	0	3	14	6	10	16:45	0	0	112	389	69	232	181	621
05:00	0	0	4	8	12		17:00	0	0	117	77	194			
05:15	0	0	7	9	16		17:15	0	0	107	70	177			
05:30	0	0	8	15	23		17:30	0	0	103	64	167			
05:45	0	0	11	30	12	44	17:45	0	0	109	436	69	280	178	716
06:00	0	0	6	18	24		18:00	0	0	115	54	169			
06:15	0	0	12	17	29		18:15	0	0	95	56	151			
06:30	0	0	15	30	45		18:30	0	0	106	51	157			
06:45	0	0	30	63	44	109	18:45	0	0	76	392	52	213	128	605
07:00	0	0	31	56	87		19:00	0	0	72	61	133			
07:15	0	0	34	70	104		19:15	0	0	59	38	97			
07:30	0	0	49	71	120		19:30	0	0	40	42	82			
07:45	0	0	74	188	119	316	19:45	0	0	35	206	23	164	58	370
08:00	0	0	52	114	166		20:00	0	0	25	26	51			
08:15	0	0	72	80	152		20:15	0	0	29	28	57			
08:30	0	0	42	83	125		20:30	0	0	33	25	58			
08:45	0	0	50	216	64	341	20:45	0	0	22	109	21	100	43	209
09:00	0	0	51	78	129		21:00	0	0	35	26	61			
09:15	0	0	37	64	101		21:15	0	0	34	11	45			
09:30	0	0	39	58	97		21:30	0	0	28	10	38			
09:45	0	0	43	170	54	254	21:45	0	0	16	113	14	61	30	174
10:00	0	0	38	47	85		22:00	0	0	15	16	31			
10:15	0	0	34	49	83		22:15	0	0	25	13	38			
10:30	0	0	36	42	78		22:30	0	0	13	13	26			
10:45	0	0	46	154	49	187	22:45	0	0	15	68	15	57	30	125
11:00	0	0	34	36	70		23:00	0	0	14	12	26			
11:15	0	0	41	40	81		23:15	0	0	12	6	18			
11:30	0	0	38	52	90		23:30	0	0	19	12	31			
11:45	0	0	39	152	38	166	23:45	0	0	11	56	4	34	15	90
TOTALS			1028	1464	2492		TOTALS			2702	1979	4681			
SPLIT %			41.3%	58.7%	34.7%		SPLIT %			57.7%	42.3%	65.3%			

DAILY TOTALS					NB	SB						Total
					0	0						7,173
							3,730			3,443		

AM Peak Hour			07:30	07:45	07:45	PM Peak Hour			16:45	14:30	16:45
AM Pk Volume			247	396	636	PM Pk Volume			434	285	719
Pk Hr Factor			0.834	0.832	0.824	Pk Hr Factor			0.943	0.824	0.927
7 - 9 Volume	0	0	404	657	1061	4 - 6 Volume	0	0	825	512	1337
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	247	396	636	4 - 6 Pk Volume	0	0	439	280	719
Pk Hr Factor	0.000	0.000	0.834	0.832	0.824	Pk Hr Factor	0.000	0.000	0.938	0.909	0.927

VOLUME

Live Oak Ave btwn Alessandro Ave & Oak Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_009

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1	1,634	1,635		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	2	2	12:00	0	0	0	29	29
00:15	0	0	0	1	1	12:15	0	0	0	24	24
00:30	0	0	0	3	3	12:30	0	0	0	21	21
00:45	0	0	0	1 7	1 7	12:45	0	0	0	16 90	16 90
01:00	0	0	0	0		13:00	0	0	0	26	26
01:15	0	0	0	1	1	13:15	0	0	0	31	31
01:30	0	0	0	2	2	13:30	0	0	0	24	24
01:45	0	0	0	0 3	0 3	13:45	0	0	0	20 101	20 101
02:00	0	0	0	2	2	14:00	0	0	0	28	28
02:15	0	0	0	2	2	14:15	0	0	0	26	26
02:30	0	0	0	0		14:30	0	0	0	23	23
02:45	0	0	0	0 4	0 4	14:45	0	0	0	29 106	29 106
03:00	0	0	0	1	1	15:00	0	0	0	49	49
03:15	0	0	0	0		15:15	0	0	0	45	45
03:30	0	0	0	0		15:30	0	0	0	27	27
03:45	0	0	0	0 1	0 1	15:45	0	0	0	34 155	34 155
04:00	0	0	0	0		16:00	0	0	0	29	29
04:15	0	0	0	1	1	16:15	0	0	0	23	23
04:30	0	0	0	0		16:30	0	0	0	35	35
04:45	0	0	0	2 3	2 3	16:45	0	0	0	25 112	25 112
05:00	0	0	0	1	1	17:00	0	0	0	22	22
05:15	0	0	0	1	1	17:15	0	0	0	39	39
05:30	0	0	0	0		17:30	0	0	0	27	27
05:45	0	0	0	1 3	1 3	17:45	0	0	0	35 123	35 123
06:00	0	0	0	2	2	18:00	0	0	0	35	35
06:15	0	0	0	4	4	18:15	0	0	0	27	27
06:30	0	0	0	15	15	18:30	0	0	0	25	25
06:45	0	0	0	13 34	13 34	18:45	0	0	0	17 104	17 104
07:00	0	0	0	23	23	19:00	0	0	0	26	26
07:15	0	0	0	17	17	19:15	0	0	0	18	18
07:30	0	0	0	33	33	19:30	0	0	0	25	25
07:45	0	0	0	58 131	58 131	19:45	0	0	0	14 83	14 83
08:00	0	0	0	46	46	20:00	0	0	0	16	16
08:15	0	0	0	40	40	20:15	0	0	0	10	10
08:30	0	0	0	36	36	20:30	0	0	0	7	7
08:45	0	0	0	36 158	36 158	20:45	0	0	0	14 47	14 47
09:00	0	0	0	31	31	21:00	0	0	0	16	16
09:15	0	0	0	18	18	21:15	0	0	0	15	15
09:30	0	0	0	33	33	21:30	0	0	0	9	9
09:45	0	0	0	38 120	38 120	21:45	0	0	0	6 46	6 46
10:00	0	0	0	23	23	22:00	0	0	0	8	8
10:15	0	0	0	19	19	22:15	0	0	0	4	4
10:30	0	0	0	18	18	22:30	0	0	0	5	5
10:45	0	0	0	18 78	18 78	22:45	0	0	0	5 22	5 22
11:00	0	0	0	24	24	23:00	0	0	0	2	2
11:15	0	0	1	18	19	23:15	0	0	0	4	4
11:30	0	0	0	25	25	23:30	0	0	0	4	4
11:45	0	0	0	1 24 91	24 92	23:45	0	0	0	2 12	2 12
TOTALS			1	633	634	TOTALS				1001	1001
SPLIT %			0.2%	99.8%	38.8%	SPLIT %				100.0%	61.2%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1	1,634	1,635		
AM Peak Hour			10:30	07:45	07:45	PM Peak Hour			15:00	15:00	
AM Pk Volume			1	180	180	PM Pk Volume			155	155	
Pk Hr Factor			0.250	0.776	0.776	Pk Hr Factor			0.831	0.791	
7 - 9 Volume	0	0	0	289	289	4 - 6 Volume	0	0	0	235	235
7 - 9 Peak Hour				07:45	07:45	4 - 6 Peak Hour				17:00	17:00
7 - 9 Pk Volume	0	0	0	180	180	4 - 6 Pk Volume	0	0	0	123	123
Pk Hr Factor	0.000	0.000	0.000	0.776	0.776	Pk Hr Factor	0.000	0.000	0.000	0.788	0.788

VOLUME

Las Tunas Dr btwn Camellia Ave & Kauffman Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_007

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	10,536	11,562	22,098					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	26	22	48	12:00	0	0	149	169	318			
00:15	0	0	23	20	43	12:15	0	0	145	165	310			
00:30	0	0	18	8	26	12:30	0	0	143	174	317			
00:45	0	0	10	77	12	62	22	139	156	593	193	701	349	1294
01:00	0	0	9	8	17	13:00	0	0	149	185	334			
01:15	0	0	9	8	17	13:15	0	0	176	177	353			
01:30	0	0	13	9	22	13:30	0	0	177	152	329			
01:45	0	0	8	39	7	32	15	71	182	684	134	648	316	1332
02:00	0	0	10	3	13	14:00	0	0	164	171	335			
02:15	0	0	8	5	13	14:15	0	0	149	161	310			
02:30	0	0	6	4	10	14:30	0	0	167	174	341			
02:45	0	0	8	32	4	16	12	48	138	618	196	702	334	1320
03:00	0	0	4	4	8	15:00	0	0	188	182	370			
03:15	0	0	7	3	10	15:15	0	0	195	153	348			
03:30	0	0	6	8	14	15:30	0	0	188	162	350			
03:45	0	0	5	22	9	24	14	46	197	768	175	672	372	1440
04:00	0	0	5	4	9	16:00	0	0	232	184	416			
04:15	0	0	7	14	21	16:15	0	0	289	205	494			
04:30	0	0	9	17	26	16:30	0	0	279	172	451			
04:45	0	0	18	39	16	51	34	90	281	1081	183	744	464	1825
05:00	0	0	12	28	40	17:00	0	0	258	212	470			
05:15	0	0	12	17	29	17:15	0	0	298	200	498			
05:30	0	0	24	56	80	17:30	0	0	302	221	523			
05:45	0	0	31	79	52	153	83	232	276	1134	226	859	502	1993
06:00	0	0	29	66	95	18:00	0	0	242	174	416			
06:15	0	0	41	102	143	18:15	0	0	223	156	379			
06:30	0	0	45	145	190	18:30	0	0	190	180	370			
06:45	0	0	50	165	150	463	200	628	177	832	168	678	345	1510
07:00	0	0	70	216	286	19:00	0	0	174	144	318			
07:15	0	0	55	255	310	19:15	0	0	172	125	297			
07:30	0	0	105	315	420	19:30	0	0	145	136	281			
07:45	0	0	129	359	317	1103	446	1462	144	635	95	500	239	1135
08:00	0	0	164	320	484	20:00	0	0	130	100	230			
08:15	0	0	173	295	468	20:15	0	0	100	80	180			
08:30	0	0	139	306	445	20:30	0	0	122	104	226			
08:45	0	0	124	600	257	1178	381	1778	121	473	89	373	210	846
09:00	0	0	148	180	328	21:00	0	0	114	78	192			
09:15	0	0	118	192	310	21:15	0	0	120	57	177			
09:30	0	0	114	205	319	21:30	0	0	90	80	170			
09:45	0	0	110	490	188	765	298	1255	85	409	74	289	159	698
10:00	0	0	118	153	271	22:00	0	0	80	63	143			
10:15	0	0	126	154	280	22:15	0	0	71	53	124			
10:30	0	0	115	162	277	22:30	0	0	49	37	86			
10:45	0	0	119	478	134	603	253	1081	52	252	39	192	91	444
11:00	0	0	138	157	295	23:00	0	0	42	29	71			
11:15	0	0	121	161	282	23:15	0	0	40	30	70			
11:30	0	0	129	169	298	23:30	0	0	27	22	49			
11:45	0	0	151	539	166	653	317	1192	29	138	20	101	49	239
TOTALS			2919	5103	8022	TOTALS			7617	6459	14076			
SPLIT %			36.4%	63.6%	36.3%	SPLIT %			54.1%	45.9%	63.7%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	10,536	11,562	22,098

AM Peak Hour			07:45	07:30	07:45	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			605	1247	1843	PM Pk Volume			1118	859	1993
Pk Hr Factor			0.874	0.974	0.952	Pk Hr Factor			0.925	0.860	0.953
7 - 9 Volume	0	0	959	2281	3240	4 - 6 Volume	0	0	2215	1603	3818
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	605	1247	1843	4 - 6 Pk Volume	0	0	1139	859	1993
Pk Hr Factor	0.000	0.000	0.874	0.974	0.952	Pk Hr Factor	0.000	0.000	0.943	0.950	0.953

VOLUME

Las Tunas Dr btwn Alessandro Ave & Oak Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_006

DAILY TOTALS					NB	SB	EB	WB	Total					
					0	0	13,378	12,478	25,856					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	26	23	49	12:00	0	0	187	177	364			
00:15	0	0	25	18	43	12:15	0	0	211	172	383			
00:30	0	0	22	5	27	12:30	0	0	222	184	406			
00:45	0	0	12	85	14	60	26	145	221	841	192	725	1566	
01:00	0	0	11	14	25	13:00	0	0	157	184	341			
01:15	0	0	13	7	20	13:15	0	0	226	194	420			
01:30	0	0	9	8	17	13:30	0	0	231	176	407			
01:45	0	0	11	44	11	40	22	84	224	838	171	725	1563	
02:00	0	0	8	10	18	14:00	0	0	208	178	386			
02:15	0	0	5	6	11	14:15	0	0	230	190	420			
02:30	0	0	6	6	12	14:30	0	0	233	187	420			
02:45	0	0	11	30	4	26	15	56	245	916	198	753	1669	
03:00	0	0	4	4	8	15:00	0	0	267	179	446			
03:15	0	0	5	2	7	15:15	0	0	270	184	454			
03:30	0	0	8	7	15	15:30	0	0	273	194	467			
03:45	0	0	7	24	8	21	15	45	283	1093	198	755	1848	
04:00	0	0	3	4	7	16:00	0	0	272	192	464			
04:15	0	0	6	12	18	16:15	0	0	316	223	539			
04:30	0	0	7	13	20	16:30	0	0	278	220	498			
04:45	0	0	11	27	16	45	27	72	314	1180	194	829	2009	
05:00	0	0	18	24	42	17:00	0	0	307	228	535			
05:15	0	0	12	17	29	17:15	0	0	328	234	562			
05:30	0	0	29	50	79	17:30	0	0	341	213	554			
05:45	0	0	31	90	57	148	88	238	329	1305	226	901	2206	
06:00	0	0	40	69	109	18:00	0	0	330	227	557			
06:15	0	0	45	111	156	18:15	0	0	309	214	523			
06:30	0	0	58	131	189	18:30	0	0	263	185	448			
06:45	0	0	44	187	143	454	187	641	271	1173	183	809	1982	
07:00	0	0	63	203	266	19:00	0	0	244	174	418			
07:15	0	0	73	260	333	19:15	0	0	255	150	405			
07:30	0	0	106	295	401	19:30	0	0	199	149	348			
07:45	0	0	183	425	316	1074	499	1499	199	897	127	600	326	1497
08:00	0	0	198	337	535	20:00	0	0	175	129	304			
08:15	0	0	192	327	519	20:15	0	0	132	127	259			
08:30	0	0	153	258	411	20:30	0	0	144	107	251			
08:45	0	0	174	717	241	1163	415	1880	143	594	83	446	226	1040
09:00	0	0	159	218	377	21:00	0	0	131	111	242			
09:15	0	0	139	184	323	21:15	0	0	146	110	256			
09:30	0	0	166	198	364	21:30	0	0	115	113	228			
09:45	0	0	141	605	220	820	361	1425	89	481	88	422	177	903
10:00	0	0	152	161	313	22:00	0	0	99	76	175			
10:15	0	0	147	170	317	22:15	0	0	74	52	126			
10:30	0	0	151	139	290	22:30	0	0	63	52	115			
10:45	0	0	172	622	153	623	325	1245	56	292	48	228	104	520
11:00	0	0	179	170	349	23:00	0	0	46	37	83			
11:15	0	0	195	169	364	23:15	0	0	46	33	79			
11:30	0	0	181	165	346	23:30	0	0	28	23	51			
11:45	0	0	221	776	183	687	404	1463	16	136	31	124	47	260
TOTALS			3632	5161	8793	TOTALS			9746	7317	17063			
SPLIT %			41.3%	58.7%	34.0%	SPLIT %			57.1%	42.9%	66.0%			

DAILY TOTALS					NB	SB	EB	WB	Total
					0	0	13,378	12,478	25,856

AM Peak Hour		11:45	07:30	07:45	PM Peak Hour		17:15	17:00	17:15		
AM Pk Volume		841	1275	1964	PM Pk Volume		1231	901	2228		
Pk Hr Factor		0.462	0.946	0.918	Pk Hr Factor		0.933	0.969	0.991		
7 - 9 Volume	0	0	1142	2237	3379	4 - 6 Volume	0	0	2485	1730	4215
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	726	1275	1964	4 - 6 Pk Volume	0	0	1305	901	2206
Pk Hr Factor	0.000	0.000	0.917	0.946	0.918	Pk Hr Factor	0.000	0.000	0.957	0.963	0.981

VOLUME

La Rosa Dr btwn Temple City Blvd & S Baldwin Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_043

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	506	494	1,000	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	0	0	8	2	10
00:15	0	0	0	0		12:15	0	0	8	12	20
00:30	0	0	1	0	1	12:30	0	0	10	6	16
00:45	0	0	0	1	1	12:45	0	0	4	30	28
01:00	0	0	0	0		13:00	0	0	8	4	12
01:15	0	0	1	0	1	13:15	0	0	9	8	17
01:30	0	0	0	0		13:30	0	0	10	7	17
01:45	0	0	0	1	1	13:45	0	0	5	32	23
02:00	0	0	0	1	1	14:00	0	0	4	8	12
02:15	0	0	1	0	1	14:15	0	0	4	4	8
02:30	0	0	1	1	2	14:30	0	0	8	2	10
02:45	0	0	0	2	2	14:45	0	0	8	24	22
03:00	0	0	0	0		15:00	0	0	7	5	12
03:15	0	0	0	1	1	15:15	0	0	8	5	13
03:30	0	0	1	0	1	15:30	0	0	9	7	16
03:45	0	0	0	1	1	15:45	0	0	9	33	20
04:00	0	0	1	1	2	16:00	0	0	11	9	12
04:15	0	0	0	0		16:15	0	0	5	7	12
04:30	0	0	0	0		16:30	0	0	11	4	15
04:45	0	0	0	1	1	16:45	0	0	6	33	28
05:00	0	0	0	0		17:00	0	0	5	45	50
05:15	0	0	1	1	2	17:15	0	0	8	52	60
05:30	0	0	2	0	2	17:30	0	0	12	31	43
05:45	0	0	0	3	3	17:45	0	0	10	35	2
06:00	0	0	1	3	4	18:00	0	0	9	8	17
06:15	0	0	3	5	8	18:15	0	0	10	7	17
06:30	0	0	2	1	3	18:30	0	0	5	6	11
06:45	0	0	7	13	20	18:45	0	0	15	39	26
07:00	0	0	3	4	7	19:00	0	0	10	3	13
07:15	0	0	7	5	12	19:15	0	0	11	8	19
07:30	0	0	11	14	25	19:30	0	0	5	4	9
07:45	0	0	9	30	39	19:45	0	0	10	36	4
08:00	0	0	14	18	32	20:00	0	0	5	5	10
08:15	0	0	14	8	22	20:15	0	0	5	4	9
08:30	0	0	15	14	29	20:30	0	0	6	3	9
08:45	0	0	7	50	57	20:45	0	0	3	19	3
09:00	0	0	6	3	9	21:00	0	0	11	0	11
09:15	0	0	5	2	7	21:15	0	0	4	3	7
09:30	0	0	9	6	15	21:30	0	0	7	7	14
09:45	0	0	7	27	34	21:45	0	0	4	26	4
10:00	0	0	11	9	20	22:00	0	0	5	2	7
10:15	0	0	6	3	9	22:15	0	0	2	1	3
10:30	0	0	6	8	14	22:30	0	0	4	1	5
10:45	0	0	8	31	39	22:45	0	0	2	13	1
11:00	0	0	4	2	6	23:00	0	0	2	2	4
11:15	0	0	6	6	12	23:15	0	0	1	2	3
11:30	0	0	7	2	9	23:30	0	0	0	3	3
11:45	0	0	5	22	27	23:45	0	0	1	4	1
TOTALS			182	156	338	TOTALS			324	338	662
SPLIT %			53.8%	46.2%	33.8%	SPLIT %			48.9%	51.1%	66.2%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	506	494	1,000	
AM Peak Hour			07:45	07:30	07:45	PM Peak Hour			17:30	16:45	16:45
AM Pk Volume			52	52	104	PM Pk Volume			39	136	167
Pk Hr Factor			0.867	0.722	0.813	Pk Hr Factor			0.650	0.447	0.696
7 - 9 Volume	0	0	80	78	158	4 - 6 Volume	0	0	68	158	226
7 - 9 Peak Hour			07:45	07:30	07:45	4 - 6 Peak Hour			17:00	16:45	16:45
7 - 9 Pk Volume	0	0	52	52	104	4 - 6 Pk Volume	0	0	35	136	167
Pk Hr Factor	0.000	0.000	0.867	0.722	0.813	Pk Hr Factor	0.000	0.000	0.729	0.654	0.696

VOLUME

La Rosa Dr btwn Temple City Blvd & Arden Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_044

DAILY TOTALS						NB	SB	EB	WB	Total					
						0	0	409	371	780					
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	1	2	3	12:00	0	0	4	4	8				
00:15	0	0	0	1	1	12:15	0	0	6	4	10				
00:30	0	0	1	1	2	12:30	0	0	7	4	11				
00:45	0	0	0	2	4	12:45	0	0	5	22	13	25	18	47	
01:00	0	0	0	1	1	13:00	0	0	13	5	18				
01:15	0	0	0	1	1	13:15	0	0	5	7	12				
01:30	0	0	0	1	1	13:30	0	0	7	3	10				
01:45	0	0	1	1	0	3	13:45	0	0	8	33	6	21	14	54
02:00	0	0	0	1	1	14:00	0	0	4	6	10				
02:15	0	0	0	0	0	14:15	0	0	6	7	13				
02:30	0	0	0	0	0	14:30	0	0	12	4	16				
02:45	0	0	0	0	1	14:45	0	0	7	29	2	19	9	48	
03:00	0	0	0	0	0	15:00	0	0	3	9	12				
03:15	0	0	0	0	0	15:15	0	0	5	4	9				
03:30	0	0	0	0	0	15:30	0	0	9	9	18				
03:45	0	0	0	0	0	15:45	0	0	6	23	3	25	9	48	
04:00	0	0	0	0	0	16:00	0	0	9	3	12				
04:15	0	0	1	0	1	16:15	0	0	7	8	15				
04:30	0	0	0	0	0	16:30	0	0	4	7	11				
04:45	0	0	1	2	1	1	16:45	0	0	7	27	6	24	13	51
05:00	0	0	1	0	1	17:00	0	0	3	12	15				
05:15	0	0	1	1	2	17:15	0	0	5	8	13				
05:30	0	0	2	0	2	17:30	0	0	6	9	15				
05:45	0	0	2	6	2	3	17:45	0	0	9	23	7	36	16	59
06:00	0	0	2	1	3	18:00	0	0	9	7	16				
06:15	0	0	2	3	5	18:15	0	0	6	13	19				
06:30	0	0	3	1	4	18:30	0	0	6	4	10				
06:45	0	0	5	12	2	7	18:45	0	0	7	28	11	35	18	63
07:00	0	0	8	1	9	19:00	0	0	7	6	13				
07:15	0	0	4	1	5	19:15	0	0	4	6	10				
07:30	0	0	14	8	22	19:30	0	0	8	8	16				
07:45	0	0	7	33	9	19	19:45	0	0	4	23	4	24	8	47
08:00	0	0	9	11	20	20:00	0	0	4	6	10				
08:15	0	0	15	9	24	20:15	0	0	4	2	6				
08:30	0	0	10	4	14	20:30	0	0	4	6	10				
08:45	0	0	12	46	5	29	20:45	0	0	1	13	2	16	3	29
09:00	0	0	9	2	11	21:00	0	0	8	3	11				
09:15	0	0	6	4	10	21:15	0	0	1	6	7				
09:30	0	0	3	8	11	21:30	0	0	3	2	5				
09:45	0	0	10	28	3	17	21:45	0	0	0	12	4	15	4	27
10:00	0	0	7	5	12	22:00	0	0	0	0	0				
10:15	0	0	4	5	9	22:15	0	0	3	6	9				
10:30	0	0	2	7	9	22:30	0	0	2	1	3				
10:45	0	0	5	18	2	19	22:45	0	0	0	5	4	11	4	16
11:00	0	0	8	5	13	23:00	0	0	1	0	1				
11:15	0	0	3	2	5	23:15	0	0	1	3	4				
11:30	0	0	3	2	5	23:30	0	0	0	0	0				
11:45	0	0	7	21	5	14	23:45	0	0	0	2	0	3	5	
TOTALS					169	117	286	TOTALS					240	254	494
SPLIT %					59.1%	40.9%	36.7%	SPLIT %					48.6%	51.4%	63.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	409	371	780	
AM Peak Hour	08:00		07:30	07:30	PM Peak Hour	13:00		17:00	17:30		
AM Pk Volume	46		37	82	PM Pk Volume	25		36	66		
Pk Hr Factor	0.767		0.841	0.854	Pk Hr Factor	0.781		0.692	0.868		
7 - 9 Volume	0	0	79	48	127	4 - 6 Volume	0	0	50	60	110
7 - 9 Peak Hour	08:00		07:30	07:30	4 - 6 Peak Hour	16:00		17:00	17:00		
7 - 9 Pk Volume	0		46	37	82	4 - 6 Pk Volume	0		27	36	59
Pk Hr Factor	0.000		0.767	0.841	0.854	Pk Hr Factor	0.000		0.750	0.750	0.922

VOLUME

La Rosa Dr btwn Fratus Dr & Temple City Blvd

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_042

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	752	748	1,500		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	1	1	12:00	0	0	5	7	12
00:15	0	0	0	1	1	12:15	0	0	12	24	36
00:30	0	0	1	0	1	12:30	0	0	18	13	31
00:45	0	0	0	1	1	12:45	0	0	6	41	32
					4				76		117
01:00	0	0	1	0	1	13:00	0	0	57	12	69
01:15	0	0	0	1	1	13:15	0	0	16	14	30
01:30	0	0	0	0	0	13:30	0	0	11	6	17
01:45	0	0	0	1	1	13:45	0	0	8	92	9
					2				41		133
02:00	0	0	0	0	0	14:00	0	0	16	10	26
02:15	0	0	0	0	0	14:15	0	0	6	10	16
02:30	0	0	0	1	1	14:30	0	0	10	8	18
02:45	0	0	0	0	0	14:45	0	0	7	39	9
					1				37		76
03:00	0	0	0	0	0	15:00	0	0	12	12	24
03:15	0	0	0	0	0	15:15	0	0	9	27	36
03:30	0	0	1	1	2	15:30	0	0	30	13	43
03:45	0	0	0	1	1	15:45	0	0	14	65	7
					2				59		124
04:00	0	0	0	1	1	16:00	0	0	10	8	18
04:15	0	0	1	0	1	16:15	0	0	7	8	15
04:30	0	0	2	0	2	16:30	0	0	15	11	26
04:45	0	0	0	3	3	16:45	0	0	7	39	10
					4				37		76
05:00	0	0	1	0	1	17:00	0	0	17	7	24
05:15	0	0	1	0	1	17:15	0	0	14	19	33
05:30	0	0	1	0	1	17:30	0	0	20	18	38
05:45	0	0	0	3	3	17:45	0	0	26	77	15
					3				59		136
06:00	0	0	1	2	3	18:00	0	0	13	11	24
06:15	0	0	3	4	7	18:15	0	0	9	6	15
06:30	0	0	2	1	3	18:30	0	0	5	8	13
06:45	0	0	3	9	12	18:45	0	0	7	34	7
					22				32		66
07:00	0	0	12	2	14	19:00	0	0	8	5	13
07:15	0	0	11	10	21	19:15	0	0	13	3	16
07:30	0	0	13	20	33	19:30	0	0	2	7	9
07:45	0	0	28	64	92	19:45	0	0	2	25	8
					140				23		48
08:00	0	0	71	106	177	20:00	0	0	2	4	6
08:15	0	0	34	29	63	20:15	0	0	2	4	6
08:30	0	0	16	12	28	20:30	0	0	3	6	9
08:45	0	0	8	129	13	20:45	0	0	3	10	2
					280				16		26
09:00	0	0	10	7	17	21:00	0	0	4	5	9
09:15	0	0	9	5	14	21:15	0	0	1	5	6
09:30	0	0	8	7	15	21:30	0	0	3	4	7
09:45	0	0	6	33	13	21:45	0	0	3	11	2
					59				16		27
10:00	0	0	6	5	11	22:00	0	0	1	5	6
10:15	0	0	7	8	15	22:15	0	0	2	1	3
10:30	0	0	6	6	12	22:30	0	0	3	2	5
10:45	0	0	8	27	17	22:45	0	0	1	7	2
					55				10		17
11:00	0	0	11	8	19	23:00	0	0	4	3	7
11:15	0	0	6	10	16	23:15	0	0	0	0	0
11:30	0	0	12	10	22	23:30	0	0	0	0	0
11:45	0	0	7	36	15	23:45	0	0	1	5	2
					72				5		10
TOTALS			307	337	644	TOTALS			445	411	856
SPLIT %			47.7%	52.3%	42.9%	SPLIT %			52.0%	48.0%	57.1%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	752	748	1,500		
AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			12:30	12:15	12:15
AM Pk Volume			149	199	345	PM Pk Volume			92	81	174
Pk Hr Factor			0.525	0.469	0.487	Pk Hr Factor			0.404	0.500	0.630
7 - 9 Volume	0	0	193	227	420	4 - 6 Volume	0	0	116	96	212
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	149	199	345	4 - 6 Pk Volume	0	0	77	59	136
Pk Hr Factor	0.000	0.000	0.525	0.469	0.487	Pk Hr Factor	0.000	0.000	0.740	0.776	0.829

VOLUME

Oak Ave btwn Longden Ave & Garibaldi Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_004

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,688	1,814	0	0	3,502	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	3	0	0	3	12:00	10	17	0	0	27
00:15	1	2	0	0	3	12:15	21	23	0	0	44
00:30	0	0	0	0	0	12:30	22	27	0	0	49
00:45	3	4	1	6	4	12:45	35	88	27	94	62
01:00	0	0	0	0	0	13:00	44	39	0	0	83
01:15	0	1	0	0	1	13:15	27	35	0	0	62
01:30	1	1	0	0	2	13:30	18	20	0	0	38
01:45	1	2	0	2	1	13:45	30	119	25	119	55
02:00	1	0	0	0	1	14:00	31	22	0	0	53
02:15	1	0	0	0	1	14:15	33	45	0	0	78
02:30	0	0	0	0	0	14:30	26	26	0	0	52
02:45	0	2	0	0	2	14:45	52	142	58	151	110
03:00	0	0	0	0	0	15:00	63	87	0	0	150
03:15	0	0	0	0	0	15:15	37	59	0	0	96
03:30	1	0	0	0	1	15:30	24	38	0	0	62
03:45	1	2	0	0	1	15:45	30	154	37	221	67
04:00	0	0	0	0	0	16:00	31	42	0	0	73
04:15	0	0	0	0	0	16:15	34	38	0	0	72
04:30	0	0	0	0	0	16:30	28	39	0	0	67
04:45	0	0	0	0	0	16:45	28	121	40	159	68
05:00	1	0	0	0	1	17:00	27	38	0	0	65
05:15	0	2	0	0	2	17:15	38	35	0	0	73
05:30	2	2	0	0	4	17:30	29	34	0	0	63
05:45	3	6	6	10	9	17:45	45	139	39	146	84
06:00	1	0	0	0	1	18:00	30	35	0	0	65
06:15	2	2	0	0	4	18:15	33	42	0	0	75
06:30	6	6	0	0	12	18:30	27	23	0	0	50
06:45	8	17	3	11	11	18:45	24	114	14	114	38
07:00	10	5	0	0	15	19:00	30	25	0	0	55
07:15	18	13	0	0	31	19:15	23	17	0	0	40
07:30	40	9	0	0	49	19:30	19	16	0	0	35
07:45	62	130	36	63	98	19:45	11	83	8	66	19
08:00	78	59	0	0	137	20:00	10	11	0	0	21
08:15	59	65	0	0	124	20:15	9	19	0	0	28
08:30	24	39	0	0	63	20:30	9	9	0	0	18
08:45	41	202	52	215	93	20:45	7	35	6	45	13
09:00	30	63	0	0	93	21:00	20	14	0	0	34
09:15	25	27	0	0	52	21:15	12	10	0	0	22
09:30	47	52	0	0	99	21:30	6	9	0	0	15
09:45	20	122	42	184	62	21:45	3	41	7	40	10
10:00	15	14	0	0	29	22:00	4	3	0	0	7
10:15	14	23	0	0	37	22:15	2	1	0	0	3
10:30	17	15	0	0	32	22:30	1	1	0	0	2
10:45	20	66	26	78	46	22:45	4	11	3	8	7
11:00	18	10	0	0	28	23:00	4	2	0	0	6
11:15	27	19	0	0	46	23:15	2	1	0	0	3
11:30	17	25	0	0	42	23:30	2	5	0	0	7
11:45	17	79	19	73	36	23:45	1	9	1	9	2
TOTALS	632	642			1274	TOTALS	1056	1172			2228
SPLIT %	49.6%	50.4%			36.4%	SPLIT %	47.4%	52.6%			63.6%

DAILY TOTALS						NB	SB	EB	WB	Total
						1,688	1,814	0	0	3,502

AM Peak Hour	07:30	08:15			07:45	PM Peak Hour	14:30	14:45			14:45
AM Pk Volume	239	219			422	PM Pk Volume	178	242			418
Pk Hr Factor	0.766	0.842			0.770	Pk Hr Factor	0.611	0.746			0.697
7 - 9 Volume	332	278	0	0	610	4 - 6 Volume	260	305	0	0	565
7 - 9 Peak Hour	07:30	08:00			07:45	4 - 6 Peak Hour	17:00	16:00			17:00
7 - 9 Pk Volume	239	215	0	0	422	4 - 6 Pk Volume	139	159	0	0	285
Pk Hr Factor	0.766	0.827	0.000	0.000	0.770	Pk Hr Factor	0.772	0.946	0.000	0.000	0.848

VOLUME

Woodruff Ave btwn Cloverly Ave & Primrose Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_031

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			2,288
								1,134	1,154			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	1	1	12:00	0	0	24	22	46	
00:15	0	0	0	0		12:15	0	0	22	19	41	
00:30	0	0	1	0	1	12:30	0	0	15	23	38	
00:45	0	0	0	1	1	12:45	0	0	27	88	115	
01:00	0	0	0	0		13:00	0	0	28	20	48	
01:15	0	0	0	2	2	13:15	0	0	19	22	41	
01:30	0	0	0	0		13:30	0	0	23	24	47	
01:45	0	0	0	1	1	13:45	0	0	20	90	110	
02:00	0	0	0	0		14:00	0	0	19	25	44	
02:15	0	0	0	1	1	14:15	0	0	15	21	36	
02:30	0	0	0	0		14:30	0	0	26	20	46	
02:45	0	0	0	0		14:45	0	0	30	90	120	
03:00	0	0	0	0		15:00	0	0	28	28	56	
03:15	0	0	0	0		15:15	0	0	20	33	53	
03:30	0	0	0	0		15:30	0	0	35	27	62	
03:45	0	0	0	0		15:45	0	0	20	103	123	
04:00	0	0	0	1	1	16:00	0	0	25	21	46	
04:15	0	0	0	0		16:15	0	0	19	21	40	
04:30	0	0	0	0		16:30	0	0	27	23	50	
04:45	0	0	0	0		16:45	0	0	27	98	125	
05:00	0	0	0	0		17:00	0	0	22	27	49	
05:15	0	0	2	1	3	17:15	0	0	27	24	51	
05:30	0	0	1	1	2	17:30	0	0	37	19	56	
05:45	0	0	2	5	7	17:45	0	0	24	110	134	
06:00	0	0	1	3	4	18:00	0	0	26	35	61	
06:15	0	0	1	2	3	18:15	0	0	32	26	58	
06:30	0	0	3	4	7	18:30	0	0	22	19	41	
06:45	0	0	6	11	17	18:45	0	0	19	99	118	
07:00	0	0	13	4	17	19:00	0	0	20	13	33	
07:15	0	0	11	10	21	19:15	0	0	11	12	23	
07:30	0	0	8	15	23	19:30	0	0	10	9	19	
07:45	0	0	16	48	64	19:45	0	0	5	46	51	
08:00	0	0	18	31	49	20:00	0	0	8	10	18	
08:15	0	0	16	19	35	20:15	0	0	8	16	24	
08:30	0	0	20	17	37	20:30	0	0	4	6	10	
08:45	0	0	18	72	90	20:45	0	0	3	23	26	
09:00	0	0	21	18	39	21:00	0	0	3	6	9	
09:15	0	0	17	19	36	21:15	0	0	7	2	9	
09:30	0	0	16	20	36	21:30	0	0	13	5	18	
09:45	0	0	20	74	94	21:45	0	0	6	29	35	
10:00	0	0	14	11	25	22:00	0	0	2	6	8	
10:15	0	0	19	19	38	22:15	0	0	3	3	6	
10:30	0	0	12	23	35	22:30	0	0	1	3	4	
10:45	0	0	15	60	75	22:45	0	0	1	7	8	
11:00	0	0	15	13	28	23:00	0	0	0	1	1	
11:15	0	0	25	15	40	23:15	0	0	1	3	4	
11:30	0	0	17	21	38	23:30	0	0	0	0	0	
11:45	0	0	20	77	97	23:45	0	0	2	3	5	
TOTALS			348	366	714	TOTALS			786	788	1574	
SPLIT %			48.7%	51.3%	31.2%	SPLIT %			49.9%	50.1%	68.8%	

DAILY TOTALS						NB	SB					Total
						0	0	EB	WB			2,288
								1,134	1,154			
AM Peak Hour			11:15	07:45	11:30	PM Peak Hour			17:30	15:00	15:00	
AM Pk Volume			86	87	166	PM Pk Volume			99	124	227	
Pk Hr Factor			0.860	0.702	0.679	Pk Hr Factor			0.773	0.729	0.915	
7 - 9 Volume	0	0	120	128	248	4 - 6 Volume	0	0	208	176	384	
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:45	17:00	17:00	
7 - 9 Pk Volume	0	0	72	87	157	4 - 6 Pk Volume	0	0	113	96	206	
Pk Hr Factor	0.000	0.000	0.900	0.702	0.801	Pk Hr Factor	0.000	0.000	0.764	0.889	0.920	

VOLUME

Temple City Blvd btwn El Camino Real & Lemon Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_001

DAILY TOTALS					NB	SB	EB	WB	Total							
					9,408	10,875	0	0	20,283							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	28	38	0	0	66	12:00	111	145	0	0	256					
00:15	15	15	0	0	30	12:15	119	135	0	0	254					
00:30	17	14	0	0	31	12:30	132	130	0	0	262					
00:45	11	71	18	85	0	0	29	156	131	493	131	541	0	0	262	1034
01:00	1	12	0	0	13	13:00	130	145	0	0	275					
01:15	9	7	0	0	16	13:15	127	140	0	0	267					
01:30	5	0	0	0	5	13:30	113	143	0	0	256					
01:45	3	18	6	25	0	0	9	43	117	487	136	564	0	0	253	1051
02:00	12	4	0	0	16	14:00	134	140	0	0	274					
02:15	3	11	0	0	14	14:15	121	159	0	0	280					
02:30	3	8	0	0	11	14:30	152	166	0	0	318					
02:45	1	19	7	30	0	0	8	49	174	581	219	684	0	0	393	1265
03:00	4	5	0	0	9	15:00	169	231	0	0	400					
03:15	2	6	0	0	8	15:15	167	210	0	0	377					
03:30	4	1	0	0	5	15:30	155	206	0	0	361					
03:45	2	12	6	18	0	0	8	30	154	645	177	824	0	0	331	1469
04:00	3	5	0	0	8	16:00	164	243	0	0	407					
04:15	5	7	0	0	12	16:15	166	186	0	0	352					
04:30	8	6	0	0	14	16:30	160	245	0	0	405					
04:45	12	28	20	38	0	0	32	66	143	633	242	916	0	0	385	1549
05:00	23	22	0	0	45	17:00	163	269	0	0	432					
05:15	26	20	0	0	46	17:15	153	271	0	0	424					
05:30	25	23	0	0	48	17:30	203	265	0	0	468					
05:45	43	117	26	91	0	0	69	208	199	718	290	1095	0	0	489	1813
06:00	56	40	0	0	96	18:00	195	282	0	0	477					
06:15	59	29	0	0	88	18:15	180	237	0	0	417					
06:30	82	41	0	0	123	18:30	163	208	0	0	371					
06:45	122	319	64	174	0	0	186	493	156	694	190	917	0	0	346	1611
07:00	173	181	0	0	354	19:00	155	172	0	0	327					
07:15	207	116	0	0	323	19:15	122	171	0	0	293					
07:30	200	157	0	0	357	19:30	103	166	0	0	269					
07:45	240	820	234	688	0	0	474	1508	101	481	133	642	0	0	234	1123
08:00	289	320	0	0	609	20:00	95	108	0	0	203					
08:15	281	175	0	0	456	20:15	83	116	0	0	199					
08:30	166	157	0	0	323	20:30	94	100	0	0	194					
08:45	171	907	158	810	0	0	329	1717	82	354	99	423	0	0	181	777
09:00	127	152	0	0	279	21:00	67	122	0	0	189					
09:15	122	120	0	0	242	21:15	78	94	0	0	172					
09:30	163	112	0	0	275	21:30	61	74	0	0	135					
09:45	139	551	133	517	0	0	272	1068	57	263	86	376	0	0	143	639
10:00	120	105	0	0	225	22:00	62	75	0	0	137					
10:15	113	152	0	0	265	22:15	57	76	0	0	133					
10:30	100	107	0	0	207	22:30	49	62	0	0	111					
10:45	114	447	121	485	0	0	235	932	27	195	45	258	0	0	72	453
11:00	106	119	0	0	225	23:00	27	42	0	0	69					
11:15	125	137	0	0	262	23:15	17	47	0	0	64					
11:30	120	130	0	0	250	23:30	25	29	0	0	54					
11:45	122	473	137	523	0	0	259	996	13	82	33	151	0	0	46	233
TOTALS	3782	3484			7266	TOTALS	5626	7391			13017					
SPLIT %	52.1%	47.9%			35.8%	SPLIT %	43.2%	56.8%			64.2%					

DAILY TOTALS					NB	SB	EB	WB	Total
					9,408	10,875	0	0	20,283

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	17:30	17:15			17:15
AM Pk Volume	1010	886			1896	PM Pk Volume	777	1108			1858
Pk Hr Factor	0.874	0.692			0.778	Pk Hr Factor	0.890	0.877			0.950
7 - 9 Volume	1727	1498	0	0	3225	4 - 6 Volume	1351	2011	0	0	3362
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	1010	886			1896	4 - 6 Pk Volume	718	1095			1813
Pk Hr Factor	0.874	0.692	0.000	0.000	0.778	Pk Hr Factor	0.884	0.944	0.000	0.000	0.927

VOLUME

Sultana Ave btwn Garibaldi Ave & Longden Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_029

DAILY TOTALS					NB	SB	EB	WB	Total		
					288	322	0	0	610		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	3	5	0	0	8
00:15	0	0	0	0		12:15	3	4	0	0	7
00:30	0	1	0	0	1	12:30	5	8	0	0	13
00:45	0	0	1	0	1	12:45	6	17	7	24	41
01:00	2	1	0	0	3	13:00	5	5	0	0	10
01:15	0	0	0	0		13:15	2	7	0	0	9
01:30	0	0	0	0		13:30	5	4	0	0	9
01:45	0	2	1	2	1	13:45	3	15	10	26	41
02:00	0	0	0	0		14:00	1	6	0	0	7
02:15	0	0	0	0		14:15	5	10	0	0	15
02:30	1	0	0	0	1	14:30	2	2	0	0	4
02:45	0	1	0	0	1	14:45	6	14	5	23	37
03:00	0	0	0	0		15:00	4	9	0	0	13
03:15	1	0	0	0	1	15:15	2	5	0	0	7
03:30	1	0	0	0	1	15:30	8	1	0	0	9
03:45	0	2	0	0	2	15:45	4	18	3	18	36
04:00	0	1	0	0	1	16:00	1	3	0	0	4
04:15	1	1	0	0	2	16:15	4	4	0	0	8
04:30	0	0	0	0		16:30	2	2	0	0	4
04:45	2	3	1	3	3	16:45	8	15	8	17	32
05:00	0	1	0	0	1	17:00	4	7	0	0	11
05:15	0	0	0	0		17:15	7	2	0	0	9
05:30	1	2	0	0	3	17:30	11	7	0	0	18
05:45	0	1	2	5	2	17:45	8	30	1	17	47
06:00	1	0	0	0	1	18:00	3	10	0	0	13
06:15	0	3	0	0	3	18:15	10	6	0	0	16
06:30	4	1	0	0	5	18:30	11	7	0	0	18
06:45	0	5	3	7	3	18:45	6	30	4	27	57
07:00	2	4	0	0	6	19:00	5	3	0	0	8
07:15	3	3	0	0	6	19:15	3	3	0	0	6
07:30	4	7	0	0	11	19:30	6	0	0	0	6
07:45	7	16	10	24	17	19:45	6	20	3	9	29
08:00	8	13	0	0	21	20:00	5	4	0	0	9
08:15	12	16	0	0	28	20:15	4	1	0	0	5
08:30	0	5	0	0	5	20:30	2	1	0	0	3
08:45	3	23	7	41	10	20:45	3	14	3	9	23
09:00	2	4	0	0	6	21:00	5	4	0	0	9
09:15	3	7	0	0	10	21:15	3	0	0	0	3
09:30	4	5	0	0	9	21:30	2	0	0	0	2
09:45	2	11	1	17	3	21:45	3	13	1	5	18
10:00	4	4	0	0	8	22:00	1	2	0	0	3
10:15	7	5	0	0	12	22:15	1	2	0	0	3
10:30	1	6	0	0	7	22:30	0	1	0	0	1
10:45	1	13	5	20	6	22:45	2	4	4	9	13
11:00	3	5	0	0	8	23:00	2	0	0	0	2
11:15	5	3	0	0	8	23:15	1	0	0	0	1
11:30	2	4	0	0	6	23:30	2	0	0	0	2
11:45	4	14	5	17	9	23:45	2	7	1	1	8
TOTALS	91	137			228	TOTALS	197	185			382
SPLIT %	39.9%	60.1%			37.4%	SPLIT %	51.6%	48.4%			62.6%

DAILY TOTALS					NB	SB	EB	WB	Total		
					288	322	0	0	610		
AM Peak Hour	07:30	07:30		07:30	PM Peak Hour	17:30	13:30		18:00		
AM Pk Volume	31	46		77	PM Pk Volume	32	30		57		
Pk Hr Factor	0.646	0.719		0.688	Pk Hr Factor	0.682	0.575		0.792		
7 - 9 Volume	39	65	0	0	104	4 - 6 Volume	45	34	0	79	
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	16:45	16:45		16:45		
7 - 9 Pk Volume	31	46		77	4 - 6 Pk Volume	30	24		54		
Pk Hr Factor	0.646	0.719	0.000	0.000	0.688	Pk Hr Factor	0.682	0.750	0.000	0.000	0.750

VOLUME

Sereno Dr btwn Acaso Dr & Sultana Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_023

DAILY TOTALS						NB	SB	EB	WB	Total			
						489	551	0	0	1,040			
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	2	1	0	0	3	12:00	6	8	0	0	14		
00:15	1	0	0	0	1	12:15	4	7	0	0	11		
00:30	1	0	0	0	1	12:30	4	10	0	0	14		
00:45	0	4	2	3	0	12:45	6	20	13	38	0	19	58
01:00	0	0	0	0	0	13:00	6	12	0	0	18		
01:15	0	0	0	0	0	13:15	10	6	0	0	16		
01:30	1	0	0	0	1	13:30	4	4	0	0	8		
01:45	0	1	0	0	0	13:45	4	24	8	30	0	12	54
02:00	0	0	0	0	0	14:00	8	11	0	0	19		
02:15	0	0	0	0	0	14:15	6	7	0	0	13		
02:30	0	0	0	0	0	14:30	6	12	0	0	18		
02:45	1	1	0	0	0	14:45	11	31	8	38	0	19	69
03:00	0	0	0	0	0	15:00	4	7	0	0	11		
03:15	0	0	0	0	0	15:15	10	7	0	0	17		
03:30	0	0	0	0	0	15:30	4	9	0	0	13		
03:45	0	1	1	0	0	15:45	4	22	12	35	0	16	57
04:00	0	1	0	0	0	16:00	16	12	0	0	28		
04:15	0	1	0	0	0	16:15	13	6	0	0	19		
04:30	0	1	0	0	0	16:30	5	10	0	0	15		
04:45	1	1	1	4	0	16:45	10	44	12	40	0	22	84
05:00	1	1	0	0	0	17:00	6	8	0	0	14		
05:15	0	0	0	0	0	17:15	4	13	0	0	17		
05:30	1	0	0	0	0	17:30	3	11	0	0	14		
05:45	1	3	1	2	0	17:45	9	22	9	41	0	18	63
06:00	5	2	0	0	0	18:00	10	5	0	0	15		
06:15	1	2	0	0	0	18:15	13	12	0	0	25		
06:30	8	1	0	0	0	18:30	15	12	0	0	27		
06:45	5	19	5	10	0	18:45	10	48	12	41	0	22	89
07:00	6	3	0	0	0	19:00	4	11	0	0	15		
07:15	13	9	0	0	0	19:15	8	6	0	0	14		
07:30	7	16	0	0	0	19:30	6	4	0	0	10		
07:45	14	40	15	43	0	19:45	3	21	7	28	0	10	49
08:00	20	16	0	0	0	20:00	8	7	0	0	15		
08:15	13	17	0	0	0	20:15	2	9	0	0	11		
08:30	8	12	0	0	0	20:30	7	6	0	0	13		
08:45	8	49	6	51	0	20:45	7	24	8	30	0	15	54
09:00	9	6	0	0	0	21:00	3	4	0	0	7		
09:15	14	7	0	0	0	21:15	4	6	0	0	10		
09:30	17	6	0	0	0	21:30	4	4	0	0	8		
09:45	5	45	4	23	0	21:45	3	14	6	20	0	9	34
10:00	4	2	0	0	0	22:00	3	5	0	0	8		
10:15	4	8	0	0	0	22:15	1	2	0	0	3		
10:30	7	5	0	0	0	22:30	1	3	0	0	4		
10:45	5	20	7	22	0	22:45	4	9	4	14	0	8	23
11:00	3	9	0	0	0	23:00	0	0	0	0	0		
11:15	5	8	0	0	0	23:15	0	2	0	0	2		
11:30	8	9	0	0	0	23:30	1	1	0	0	2		
11:45	9	25	7	33	0	23:45	1	2	1	4	0	2	6
TOTALS	208	192			400	TOTALS	281	359			640		
SPLIT %	52.0%	48.0%			38.5%	SPLIT %	43.9%	56.1%			61.5%		

DAILY TOTALS						NB	SB	EB	WB	Total
						489	551	0	0	1,040

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	18:00	18:15			18:00
AM Pk Volume	55	64			118	PM Pk Volume	48	47			89
Pk Hr Factor	0.688	0.941			0.819	Pk Hr Factor	0.617	0.688			0.824
7 - 9 Volume	89	94	0	0	183	4 - 6 Volume	66	81	0	0	147
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	55	64	0	0	118	4 - 6 Pk Volume	44	44	0	0	84
Pk Hr Factor	0.688	0.941	0.000	0.000	0.819	Pk Hr Factor	0.688	0.846	0.000	0.000	0.750

VOLUME

Santa Anita Ave btwn Live Oak Ave & Daines Dr

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_015

DAILY TOTALS					NB	SB	EB	WB	Total		
					10,636	10,740	0	0	21,376		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	33	15	0	0	48	12:00	147	154	0	0	301
00:15	31	20	0	0	51	12:15	162	143	0	0	305
00:30	25	18	0	0	43	12:30	141	149	0	0	290
00:45	15	104	16	69	31	12:45	151	601	154	600	305
01:00	22	12	0	0	34	13:00	146	155	0	0	301
01:15	12	12	0	0	24	13:15	175	141	0	0	316
01:30	11	9	0	0	20	13:30	140	154	0	0	294
01:45	7	52	8	41	15	13:45	169	630	176	626	345
02:00	11	9	0	0	20	14:00	155	170	0	0	325
02:15	15	6	0	0	21	14:15	169	170	0	0	339
02:30	0	3	0	0	3	14:30	150	161	0	0	311
02:45	7	33	5	23	12	14:45	172	646	176	677	348
03:00	6	4	0	0	10	15:00	203	173	0	0	376
03:15	7	8	0	0	15	15:15	205	180	0	0	385
03:30	8	9	0	0	17	15:30	191	183	0	0	374
03:45	7	28	11	32	18	15:45	183	782	184	720	367
04:00	8	11	0	0	19	16:00	203	194	0	0	397
04:15	7	18	0	0	25	16:15	230	190	0	0	420
04:30	6	27	0	0	33	16:30	238	211	0	0	449
04:45	18	39	38	94	56	16:45	230	901	192	787	422
05:00	23	23	0	0	46	17:00	250	190	0	0	440
05:15	33	33	0	0	66	17:15	233	215	0	0	448
05:30	41	42	0	0	83	17:30	246	206	0	0	452
05:45	46	143	48	146	94	17:45	226	955	205	816	431
06:00	55	66	0	0	121	18:00	218	195	0	0	413
06:15	49	87	0	0	136	18:15	221	192	0	0	413
06:30	64	104	0	0	168	18:30	195	177	0	0	372
06:45	68	236	155	412	223	18:45	180	814	176	740	356
07:00	100	132	0	0	232	19:00	157	163	0	0	320
07:15	106	184	0	0	290	19:15	152	160	0	0	312
07:30	117	209	0	0	326	19:30	141	145	0	0	286
07:45	140	463	175	700	315	19:45	131	581	123	591	254
08:00	146	193	0	0	339	20:00	119	105	0	0	224
08:15	150	198	0	0	348	20:15	123	99	0	0	222
08:30	150	189	0	0	339	20:30	111	102	0	0	213
08:45	143	589	165	745	308	20:45	117	470	90	396	207
09:00	151	166	0	0	317	21:00	101	69	0	0	170
09:15	137	139	0	0	276	21:15	98	79	0	0	177
09:30	128	180	0	0	308	21:30	96	84	0	0	180
09:45	163	579	147	632	310	21:45	91	386	63	295	154
10:00	137	147	0	0	284	22:00	86	65	0	0	151
10:15	140	129	0	0	269	22:15	81	60	0	0	141
10:30	119	166	0	0	285	22:30	74	55	0	0	129
10:45	153	549	140	582	293	22:45	60	301	46	226	106
11:00	122	134	0	0	256	23:00	59	38	0	0	97
11:15	154	174	0	0	328	23:15	38	54	0	0	92
11:30	152	172	0	0	324	23:30	41	31	0	0	72
11:45	151	579	169	649	320	23:45	37	175	18	141	55
TOTALS	3394	4125			7519	TOTALS	7242	6615			13857
SPLIT %	45.1%	54.9%			35.2%	SPLIT %	52.3%	47.7%			64.8%

DAILY TOTALS					NB	SB	EB	WB	Total
					10,636	10,740	0	0	21,376

AM Peak Hour	11:30	07:30			07:45	PM Peak Hour	16:45	17:15			17:00
AM Pk Volume	612	775			1341	PM Pk Volume	959	821			1771
Pk Hr Factor	0.740	0.927			0.963	Pk Hr Factor	0.938	0.938			0.980
7 - 9 Volume	1052	1445	0	0	2497	4 - 6 Volume	1856	1603	0	0	3459
7 - 9 Peak Hour	08:00	07:30			07:45	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	589	775			1341	4 - 6 Pk Volume	959	816			1771
Pk Hr Factor	0.982	0.927	0.000	0.000	0.963	Pk Hr Factor	0.959	0.949	0.000	0.000	0.980

VOLUME

Reno Ave btwn Longden Ave & Garibaldi Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_041

DAILY TOTALS					NB	SB	EB	WB	Total		
					299	236	0	0	535		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	7	0	0	9
00:15	2	0	0	0	2	12:15	6	6	0	0	12
00:30	2	0	0	0	2	12:30	3	4	0	0	7
00:45	0	4	0	0	4	12:45	9	20	5	22	14
01:00	0	0	0	0		13:00	6	5	0	0	11
01:15	0	1	0	0	1	13:15	2	6	0	0	8
01:30	0	0	0	0		13:30	3	3	0	0	6
01:45	0	0	1	0	1	13:45	3	14	4	18	7
02:00	0	0	0	0		14:00	2	4	0	0	6
02:15	0	0	0	0		14:15	2	3	0	0	5
02:30	0	0	0	0		14:30	3	4	0	0	7
02:45	0	0	0	0		14:45	4	11	5	16	9
03:00	1	1	0	0	2	15:00	4	5	0	0	9
03:15	0	0	0	0		15:15	4	4	0	0	8
03:30	0	0	0	0		15:30	4	1	0	0	5
03:45	0	1	0	1	2	15:45	6	18	4	14	10
04:00	0	1	0	0	1	16:00	4	7	0	0	11
04:15	0	0	0	0		16:15	4	5	0	0	9
04:30	0	0	0	0		16:30	2	3	0	0	5
04:45	0	0	1	0	1	16:45	4	14	2	17	6
05:00	0	0	0	0		17:00	5	4	0	0	9
05:15	0	1	0	0	1	17:15	4	4	0	0	8
05:30	1	0	0	0	1	17:30	9	1	0	0	10
05:45	0	1	0	1	2	17:45	10	28	2	11	12
06:00	1	0	0	0	1	18:00	7	5	0	0	12
06:15	0	2	0	0	2	18:15	10	4	0	0	14
06:30	0	1	0	0	1	18:30	3	8	0	0	11
06:45	4	5	1	4	5	18:45	3	23	3	20	6
07:00	4	5	0	0	9	19:00	3	2	0	0	5
07:15	0	2	0	0	2	19:15	4	4	0	0	8
07:30	7	3	0	0	10	19:30	3	2	0	0	5
07:45	21	32	7	17	28	19:45	5	15	3	11	8
08:00	10	15	0	0	25	20:00	3	4	0	0	7
08:15	9	5	0	0	14	20:15	5	0	0	0	5
08:30	4	3	0	0	7	20:30	0	1	0	0	1
08:45	7	30	3	26	10	20:45	4	12	1	6	5
09:00	5	3	0	0	8	21:00	4	3	0	0	7
09:15	5	3	0	0	8	21:15	4	3	0	0	7
09:30	3	5	0	0	8	21:30	1	1	0	0	2
09:45	5	18	0	11	5	21:45	3	12	2	9	5
10:00	0	5	0	0	5	22:00	4	1	0	0	5
10:15	7	3	0	0	10	22:15	1	1	0	0	2
10:30	4	3	0	0	7	22:30	2	0	0	0	2
10:45	8	19	3	14	11	22:45	0	7	0	2	9
11:00	2	5	0	0	7	23:00	0	1	0	0	1
11:15	4	1	0	0	5	23:15	0	1	0	0	1
11:30	3	3	0	0	6	23:30	1	0	0	0	1
11:45	5	14	3	12	8	23:45	0	1	0	2	3
TOTALS	124	88			212	TOTALS	175	148			323
SPLIT %	58.5%	41.5%			39.6%	SPLIT %	54.2%	45.8%			60.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					299	236	0	0	535		
AM Peak Hour	07:30	07:30		07:30	PM Peak Hour	17:30	12:00		17:45		
AM Pk Volume	47	30		77	PM Pk Volume	36	22		49		
Pk Hr Factor	0.560	0.500		0.688	Pk Hr Factor	0.575	0.786		0.875		
7 - 9 Volume	62	43	0	0	105	4 - 6 Volume	42	28	0	0	70
7 - 9 Peak Hour	07:30	07:30		07:30	4 - 6 Peak Hour	17:00	16:00			17:00	
7 - 9 Pk Volume	47	30	0	0	77	4 - 6 Pk Volume	28	17	0	0	39
Pk Hr Factor	0.560	0.500	0.000	0.000	0.688	Pk Hr Factor	0.700	0.607	0.000	0.000	0.813

VOLUME

Pentland St btwn Encinita Ave & Alessandro Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_038

DAILY TOTALS						NB	SB	EB	WB	Total				
						0	0	518	261	779				
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	1	1	2	12:00	0	0	10	7	17			
00:15	0	0	0	0		12:15	0	0	8	1	9			
00:30	0	0	0	0		12:30	0	0	16	5	21			
00:45	0	0	0	1	1	12:45	0	0	21	55	7	20	28	75
01:00	0	0	2	0	2	13:00	0	0	25	18	43			
01:15	0	0	0	0		13:15	0	0	11	5	16			
01:30	0	0	0	0		13:30	0	0	5	0	5			
01:45	0	0	0	2	2	13:45	0	0	0	41	2	25	2	66
02:00	0	0	0	0		14:00	0	0	4	1	5			
02:15	0	0	0	0		14:15	0	0	4	5	9			
02:30	0	0	0	0		14:30	0	0	7	0	7			
02:45	0	0	0	0		14:45	0	0	3	18	8	14	11	32
03:00	0	0	0	0		15:00	0	0	10	6	16			
03:15	0	0	0	0		15:15	0	0	6	3	9			
03:30	0	0	0	0		15:30	0	0	11	4	15			
03:45	0	0	0	0		15:45	0	0	10	37	1	14	11	51
04:00	0	0	0	0		16:00	0	0	5	1	6			
04:15	0	0	0	0		16:15	0	0	8	5	13			
04:30	0	0	0	0		16:30	0	0	6	1	7			
04:45	0	0	0	1	1	16:45	0	0	7	26	3	10	10	36
05:00	0	0	1	1	2	17:00	0	0	13	4	17			
05:15	0	0	0	0		17:15	0	0	8	5	13			
05:30	0	0	0	1	1	17:30	0	0	9	3	12			
05:45	0	0	0	1	2	17:45	0	0	13	43	2	14	15	57
06:00	0	0	0	1	1	18:00	0	0	8	2	10			
06:15	0	0	0	5	5	18:15	0	0	3	6	9			
06:30	0	0	0	2	2	18:30	0	0	4	3	7			
06:45	0	0	1	1	3	18:45	0	0	2	17	1	12	3	29
07:00	0	0	3	5	8	19:00	0	0	5	1	6			
07:15	0	0	5	5	10	19:15	0	0	1	1	2			
07:30	0	0	12	8	20	19:30	0	0	1	0	1			
07:45	0	0	19	39	8	19:45	0	0	4	11	1	3	5	14
08:00	0	0	90	18	108	20:00	0	0	3	0	3			
08:15	0	0	28	17	45	20:15	0	0	1	1	2			
08:30	0	0	3	7	10	20:30	0	0	2	1	3			
08:45	0	0	3	124	3	20:45	0	0	2	8	1	3	3	11
09:00	0	0	7	4	11	21:00	0	0	11	2	13			
09:15	0	0	4	1	5	21:15	0	0	6	0	6			
09:30	0	0	5	8	13	21:30	0	0	2	2	4			
09:45	0	0	6	22	4	21:45	0	0	0	19	0	4	23	
10:00	0	0	4	3	7	22:00	0	0	2	2	4			
10:15	0	0	6	3	9	22:15	0	0	0	3	3			
10:30	0	0	4	1	5	22:30	0	0	2	0	2			
10:45	0	0	5	19	4	22:45	0	0	1	5	0	5	1	10
11:00	0	0	7	4	11	23:00	0	0	0	0	2			
11:15	0	0	6	5	11	23:15	0	0	2	0	2			
11:30	0	0	9	5	14	23:30	0	0	0	0	2			
11:45	0	0	3	25	6	23:45	0	0	2	4	1	1	3	5
TOTALS			234	136	370	TOTALS			284	125	409			
SPLIT %			63.2%	36.8%	47.5%	SPLIT %			69.4%	30.6%	52.5%			

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	518	261	779	
AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			12:30	12:30	12:30
AM Pk Volume			149	51	200	PM Pk Volume			41	35	108
Pk Hr Factor			0.414	0.708	0.463	Pk Hr Factor			0.410	0.347	0.628
7 - 9 Volume	0	0	163	71	234	4 - 6 Volume	0	0	69	24	93
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	149	51	200	4 - 6 Pk Volume	0	0	43	15	57
Pk Hr Factor	0.000	0.000	0.414	0.708	0.463	Pk Hr Factor	0.000	0.000	0.827	0.750	0.838

VOLUME

Pal Mal Ave btwn Live Oak Ave & Freer St

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_046

DAILY TOTALS					NB	SB	EB	WB	Total		
					205	214	0	0	419		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	2	2	0	0	4
00:15	0	1	0	0	1	12:15	2	6	0	0	8
00:30	1	0	0	0	1	12:30	2	2	0	0	4
00:45	0	1	2	0	3	12:45	3	9	1	11	20
01:00	0	0	0	0		13:00	3	7	0	0	10
01:15	0	0	0	0		13:15	2	4	0	0	6
01:30	0	0	0	0		13:30	4	1	0	0	5
01:45	0	0	0	0		13:45	2	11	2	14	25
02:00	0	0	0	0		14:00	2	2	0	0	4
02:15	0	0	0	0		14:15	10	3	0	0	13
02:30	0	0	0	0		14:30	3	4	0	0	7
02:45	0	0	0	0		14:45	6	21	6	15	36
03:00	0	0	0	0		15:00	2	4	0	0	6
03:15	0	0	0	0		15:15	2	4	0	0	6
03:30	0	0	0	0		15:30	0	5	0	0	5
03:45	0	0	0	0		15:45	5	9	4	17	26
04:00	1	0	0	0	1	16:00	2	2	0	0	4
04:15	0	0	0	0		16:15	4	5	0	0	9
04:30	0	0	0	0		16:30	6	5	0	0	11
04:45	1	2	0	0	2	16:45	3	15	6	18	33
05:00	0	1	0	0	1	17:00	1	3	0	0	4
05:15	0	0	0	0		17:15	5	5	0	0	10
05:30	1	0	0	0	1	17:30	3	4	0	0	7
05:45	0	1	0	1	2	17:45	5	14	3	15	29
06:00	2	2	0	0	4	18:00	1	1	0	0	2
06:15	2	0	0	0	2	18:15	3	5	0	0	8
06:30	1	2	0	0	3	18:30	1	5	0	0	6
06:45	3	8	2	6	14	18:45	7	12	4	15	27
07:00	7	2	0	0	9	19:00	5	2	0	0	7
07:15	8	2	0	0	10	19:15	3	3	0	0	6
07:30	5	4	0	0	9	19:30	4	6	0	0	10
07:45	2	22	3	11	33	19:45	0	12	1	12	24
08:00	11	10	0	0	21	20:00	2	2	0	0	4
08:15	2	2	0	0	4	20:15	1	2	0	0	3
08:30	5	6	0	0	11	20:30	0	4	0	0	4
08:45	3	21	5	23	44	20:45	2	5	0	8	13
09:00	1	4	0	0	5	21:00	3	4	0	0	7
09:15	5	3	0	0	8	21:15	1	2	0	0	3
09:30	3	2	0	0	5	21:30	1	2	0	0	3
09:45	4	13	0	9	22	21:45	2	7	0	8	15
10:00	1	8	0	0	9	22:00	0	0	0	0	
10:15	2	4	0	0	6	22:15	0	0	0	0	
10:30	2	3	0	0	5	22:30	1	1	0	0	2
10:45	3	8	1	16	24	22:45	0	1	0	1	2
11:00	6	1	0	0	7	23:00	2	0	0	0	2
11:15	1	4	0	0	5	23:15	1	0	0	0	1
11:30	2	5	0	0	7	23:30	0	0	0	0	
11:45	1	10	1	11	21	23:45	0	3	1	1	4
TOTALS	86	79			165	TOTALS	119	135			254
SPLIT %	52.1%	47.9%			39.4%	SPLIT %	46.9%	53.1%			60.6%

DAILY TOTALS					NB	SB	EB	WB	Total
					205	214	0	0	419
AM Peak Hour	07:15	08:00			07:15	PM Peak Hour	14:00	14:45	14:15
AM Pk Volume	26	23			45	PM Pk Volume	21	19	38
Pk Hr Factor	0.591	0.575			0.536	Pk Hr Factor	0.542	0.750	0.731
7 - 9 Volume	43	34	0	0	77	4 - 6 Volume	29	33	62
7 - 9 Peak Hour	07:15	08:00			07:15	4 - 6 Peak Hour	16:00	16:15	16:30
7 - 9 Pk Volume	26	23	0	0	45	4 - 6 Pk Volume	15	19	34
Pk Hr Factor	0.591	0.575	0.000	0.000	0.536	Pk Hr Factor	0.625	0.792	0.773

VOLUME

Pal Mal Ave btwn Freer St & Lower Azusa Rd

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_045

DAILY TOTALS					NB	SB	EB	WB	Total		
					328	316	0	0	644		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	3	0	0	0	3	12:00	5	7	0	0	12
00:15	1	0	0	0	1	12:15	2	3	0	0	5
00:30	1	0	0	0	1	12:30	2	5	0	0	7
00:45	1	6	1	1	2	12:45	3	12	3	18	6
01:00	1	0	0	0	1	13:00	6	7	0	0	13
01:15	1	0	0	0	1	13:15	4	4	0	0	8
01:30	0	0	0	0	0	13:30	8	3	0	0	11
01:45	0	2	0	0	2	13:45	5	23	4	18	9
02:00	0	0	0	0	0	14:00	1	5	0	0	6
02:15	0	2	0	0	2	14:15	8	5	0	0	13
02:30	1	0	0	0	1	14:30	8	3	0	0	11
02:45	0	1	0	2	3	14:45	9	26	6	19	15
03:00	0	0	0	0	0	15:00	5	6	0	0	11
03:15	1	0	0	0	1	15:15	4	6	0	0	10
03:30	1	0	0	0	1	15:30	7	7	0	0	14
03:45	0	2	0	0	2	15:45	7	23	3	22	10
04:00	2	0	0	0	2	16:00	7	11	0	0	18
04:15	0	0	0	0	0	16:15	5	6	0	0	11
04:30	0	1	0	0	1	16:30	10	8	0	0	18
04:45	1	3	0	1	1	16:45	2	24	8	33	10
05:00	0	1	0	0	1	17:00	8	5	0	0	13
05:15	3	1	0	0	4	17:15	10	9	0	0	19
05:30	0	1	0	0	1	17:30	8	8	0	0	16
05:45	0	3	2	5	2	17:45	9	35	6	28	15
06:00	1	2	0	0	3	18:00	4	5	0	0	9
06:15	1	1	0	0	2	18:15	13	4	0	0	17
06:30	3	3	0	0	6	18:30	1	3	0	0	4
06:45	1	6	3	9	4	18:45	6	24	6	18	12
07:00	4	3	0	0	7	19:00	7	4	0	0	11
07:15	6	6	0	0	12	19:15	10	5	0	0	15
07:30	3	8	0	0	11	19:30	6	8	0	0	14
07:45	8	21	4	21	12	19:45	3	26	6	23	9
08:00	8	6	0	0	14	20:00	2	5	0	0	7
08:15	4	7	0	0	11	20:15	4	3	0	0	7
08:30	7	7	0	0	14	20:30	3	2	0	0	5
08:45	5	24	5	25	10	20:45	3	12	2	12	5
09:00	4	1	0	0	5	21:00	1	2	0	0	3
09:15	5	5	0	0	10	21:15	5	4	0	0	9
09:30	4	3	0	0	7	21:30	4	2	0	0	6
09:45	6	19	6	15	12	21:45	4	14	2	10	6
10:00	3	5	0	0	8	22:00	1	2	0	0	3
10:15	3	3	0	0	6	22:15	1	0	0	0	1
10:30	1	1	0	0	2	22:30	0	3	0	0	3
10:45	1	8	2	11	3	22:45	1	3	1	6	2
11:00	3	5	0	0	8	23:00	2	0	0	0	2
11:15	2	3	0	0	5	23:15	0	1	0	0	1
11:30	2	5	0	0	7	23:30	0	2	0	0	2
11:45	2	9	3	16	5	23:45	0	2	0	3	5
TOTALS	104	106			210	TOTALS	224	210			434
SPLIT %	49.5%	50.5%			32.6%	SPLIT %	51.6%	48.4%			67.4%

DAILY TOTALS					NB	SB	EB	WB	Total
					328	316	0	0	644
AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	17:00	16:00	17:00
AM Pk Volume	27	25			51	PM Pk Volume	35	33	63
Pk Hr Factor	0.844	0.781			0.911	Pk Hr Factor	0.654	0.833	0.829
7 - 9 Volume	45	46	0	0	91	4 - 6 Volume	59	61	120
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	16:00	17:00
7 - 9 Pk Volume	27	25	0	0	51	4 - 6 Pk Volume	35	33	63
Pk Hr Factor	0.844	0.781	0.000	0.000	0.911	Pk Hr Factor	0.875	0.750	0.829

VOLUME

Olive St btwn Zadell Dr & Glickman Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_016

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	1,767	1,663	3,430						
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL				
00:00	0	0	6	4	10	12:00	0	0	22	30	52				
00:15	0	0	6	2	8	12:15	0	0	21	22	43				
00:30	0	0	0	2	2	12:30	0	0	22	15	37				
00:45	0	0	3	15	1	9	12:45	0	0	19	84	23	90	42	174
01:00	0	0	1	0	1	13:00	0	0	25	30	55				
01:15	0	0	2	1	3	13:15	0	0	20	20	40				
01:30	0	0	0	2	2	13:30	0	0	26	14	40				
01:45	0	0	1	4	1	4	13:45	0	0	17	88	23	87	40	175
02:00	0	0	1	0	1	14:00	0	0	29	22	51				
02:15	0	0	1	0	1	14:15	0	0	29	24	53				
02:30	0	0	1	0	1	14:30	0	0	42	29	71				
02:45	0	0	2	5	0	2	14:45	0	0	22	122	28	103	50	225
03:00	0	0	0	0	0	15:00	0	0	29	31	60				
03:15	0	0	0	2	2	15:15	0	0	30	41	71				
03:30	0	0	0	1	1	15:30	0	0	55	35	90				
03:45	0	0	1	1	0	3	15:45	0	0	41	155	37	144	78	299
04:00	0	0	2	1	3	16:00	0	0	32	18	50				
04:15	0	0	0	2	2	16:15	0	0	36	36	72				
04:30	0	0	1	1	2	16:30	0	0	26	22	48				
04:45	0	0	1	4	6	10	16:45	0	0	42	136	34	110	76	246
05:00	0	0	1	2	3	17:00	0	0	50	28	78				
05:15	0	0	2	3	5	17:15	0	0	42	27	69				
05:30	0	0	2	6	8	17:30	0	0	52	32	84				
05:45	0	0	4	9	7	18	17:45	0	0	54	198	27	114	81	312
06:00	0	0	3	8	11	18:00	0	0	51	32	83				
06:15	0	0	3	7	10	18:15	0	0	50	17	67				
06:30	0	0	8	13	21	18:30	0	0	39	23	62				
06:45	0	0	15	29	17	45	18:45	0	0	44	184	26	98	70	282
07:00	0	0	8	25	33	19:00	0	0	31	21	52				
07:15	0	0	26	41	67	19:15	0	0	43	15	58				
07:30	0	0	23	51	74	19:30	0	0	32	19	51				
07:45	0	0	35	92	61	178	19:45	0	0	20	126	10	65	30	191
08:00	0	0	23	56	79	20:00	0	0	13	11	24				
08:15	0	0	37	38	75	20:15	0	0	22	19	41				
08:30	0	0	20	33	53	20:30	0	0	19	14	33				
08:45	0	0	21	101	43	170	20:45	0	0	21	75	6	50	27	125
09:00	0	0	21	24	45	21:00	0	0	17	11	28				
09:15	0	0	10	27	37	21:15	0	0	14	10	24				
09:30	0	0	15	33	48	21:30	0	0	19	12	31				
09:45	0	0	13	59	29	113	21:45	0	0	13	63	7	40	20	103
10:00	0	0	15	28	43	22:00	0	0	16	6	22				
10:15	0	0	19	23	42	22:15	0	0	11	6	17				
10:30	0	0	21	20	41	22:30	0	0	4	4	8				
10:45	0	0	19	74	22	93	22:45	0	0	8	39	4	20	12	59
11:00	0	0	20	23	43	23:00	0	0	8	2	10				
11:15	0	0	23	22	45	23:15	0	0	5	5	10				
11:30	0	0	14	18	32	23:30	0	0	6	7	13				
11:45	0	0	21	78	21	84	23:45	0	0	7	26	1	15	8	41
TOTALS			471	727	1198	TOTALS			1296	936	2232				
SPLIT %			39.3%	60.7%	34.9%	SPLIT %			58.1%	41.9%	65.1%				

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	1,767	1,663	3,430		
AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:30	15:00	17:15
AM Pk Volume			118	209	324	PM Pk Volume			184	144	317
Pk Hr Factor			0.797	0.857	0.844	Pk Hr Factor			0.902	0.851	0.943
7 - 9 Volume	0	0	193	348	541	4 - 6 Volume	0	0	334	224	558
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	118	209	324	4 - 6 Pk Volume	0	0	198	121	312
Pk Hr Factor	0.000	0.000	0.797	0.857	0.844	Pk Hr Factor	0.000	0.000	0.917	0.890	0.929

VOLUME

Olive St btwn Rosemead Blvd & Encinita Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_037

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	690	661	1,351		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	0	1	12:00	0	0	5	7	12
00:15	0	0	0	0		12:15	0	0	8	6	14
00:30	0	0	0	1	1	12:30	0	0	12	13	25
00:45	0	0	0	1	1	12:45	0	0	19	44	26
01:00	0	0	2	2	4	13:00	0	0	11	17	28
01:15	0	0	2	2	4	13:15	0	0	10	13	23
01:30	0	0	1	0	1	13:30	0	0	10	7	17
01:45	0	0	0	5	4	13:45	0	0	6	37	19
02:00	0	0	1	0	1	14:00	0	0	5	5	10
02:15	0	0	2	0	2	14:15	0	0	5	7	12
02:30	0	0	2	0	2	14:30	0	0	11	14	25
02:45	0	0	0	5	5	14:45	0	0	12	33	21
03:00	0	0	0	0		15:00	0	0	14	19	33
03:15	0	0	0	0		15:15	0	0	11	8	19
03:30	0	0	0	0		15:30	0	0	20	12	32
03:45	0	0	0	0		15:45	0	0	15	60	26
04:00	0	0	0	1	1	16:00	0	0	15	7	22
04:15	0	0	1	1	2	16:15	0	0	19	15	34
04:30	0	0	0	0		16:30	0	0	14	11	25
04:45	0	0	0	1	2	16:45	0	0	14	62	23
05:00	0	0	0	1	1	17:00	0	0	12	10	22
05:15	0	0	0	3	3	17:15	0	0	21	9	30
05:30	0	0	2	5	7	17:30	0	0	13	10	23
05:45	0	0	1	3	7	17:45	0	0	9	55	20
06:00	0	0	3	6	9	18:00	0	0	13	10	23
06:15	0	0	2	6	8	18:15	0	0	10	8	18
06:30	0	0	2	13	15	18:30	0	0	11	11	22
06:45	0	0	4	11	12	18:45	0	0	8	42	12
07:00	0	0	3	16	19	19:00	0	0	6	9	15
07:15	0	0	5	13	18	19:15	0	0	10	9	19
07:30	0	0	9	14	23	19:30	0	0	7	7	14
07:45	0	0	23	40	45	19:45	0	0	8	31	18
08:00	0	0	38	35	73	20:00	0	0	13	7	20
08:15	0	0	17	13	30	20:15	0	0	15	3	18
08:30	0	0	7	4	11	20:30	0	0	7	5	12
08:45	0	0	10	72	17	20:45	0	0	8	43	12
09:00	0	0	7	8	15	21:00	0	0	7	7	14
09:15	0	0	9	7	16	21:15	0	0	8	1	9
09:30	0	0	6	10	16	21:30	0	0	5	4	9
09:45	0	0	6	28	15	21:45	0	0	5	25	9
10:00	0	0	9	10	19	22:00	0	0	8	3	11
10:15	0	0	6	6	12	22:15	0	0	3	1	4
10:30	0	0	8	7	15	22:30	0	0	4	3	7
10:45	0	0	12	35	23	22:45	0	0	10	25	12
11:00	0	0	5	11	16	23:00	0	0	5	1	6
11:15	0	0	7	9	16	23:15	0	0	1	3	4
11:30	0	0	7	9	16	23:30	0	0	1	1	2
11:45	0	0	5	24	18	23:45	0	0	1	8	2
TOTALS			225	293	518	TOTALS			465	368	833
SPLIT %			43.4%	56.6%	38.3%	SPLIT %			55.8%	44.2%	61.7%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	690	661	1,351		
AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			15:30	12:30	15:30
AM Pk Volume			87	84	171	PM Pk Volume			62	50	114
Pk Hr Factor			0.572	0.600	0.586	Pk Hr Factor			0.816	0.735	0.838
7 - 9 Volume	0	0	112	124	236	4 - 6 Volume	0	0	117	82	199
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	87	84	171	4 - 6 Pk Volume	0	0	62	45	104
Pk Hr Factor	0.000	0.000	0.572	0.600	0.586	Pk Hr Factor	0.000	0.000	0.816	0.750	0.765

VOLUME

Olive St btwn Halifax Rd & Pal Mal Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_017

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	1,238	875	2,113	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	3	1	4	12:00	0	0	16	16	32
00:15	0	0	4	0	4	12:15	0	0	18	12	30
00:30	0	0	1	2	3	12:30	0	0	18	9	27
00:45	0	0	3	11	14	12:45	0	0	28	80	108
01:00	0	0	1	2	3	13:00	0	0	21	12	33
01:15	0	0	1	0	1	13:15	0	0	16	12	28
01:30	0	0	1	0	1	13:30	0	0	17	17	34
01:45	0	0	0	3	3	13:45	0	0	18	72	90
02:00	0	0	0	1	1	14:00	0	0	17	17	34
02:15	0	0	1	1	2	14:15	0	0	18	17	35
02:30	0	0	0	0	0	14:30	0	0	24	13	37
02:45	0	0	0	1	1	14:45	0	0	29	88	117
03:00	0	0	0	0	0	15:00	0	0	21	15	36
03:15	0	0	0	0	0	15:15	0	0	18	20	38
03:30	0	0	0	0	0	15:30	0	0	17	9	26
03:45	0	0	1	1	2	15:45	0	0	28	84	112
04:00	0	0	1	1	2	16:00	0	0	34	15	49
04:15	0	0	0	0	0	16:15	0	0	35	13	48
04:30	0	0	2	2	4	16:30	0	0	26	9	35
04:45	0	0	1	4	5	16:45	0	0	23	118	141
05:00	0	0	2	1	3	17:00	0	0	28	16	44
05:15	0	0	2	2	4	17:15	0	0	31	17	48
05:30	0	0	3	4	7	17:30	0	0	39	9	48
05:45	0	0	1	8	9	17:45	0	0	51	149	200
06:00	0	0	4	2	6	18:00	0	0	24	17	41
06:15	0	0	4	9	13	18:15	0	0	24	12	36
06:30	0	0	6	10	16	18:30	0	0	19	7	26
06:45	0	0	11	25	36	18:45	0	0	18	85	103
07:00	0	0	12	9	21	19:00	0	0	13	11	24
07:15	0	0	12	19	31	19:15	0	0	8	13	21
07:30	0	0	33	19	52	19:30	0	0	18	9	27
07:45	0	0	31	88	119	19:45	0	0	12	51	63
08:00	0	0	28	29	57	20:00	0	0	17	15	32
08:15	0	0	26	19	45	20:15	0	0	8	8	16
08:30	0	0	20	9	29	20:30	0	0	11	6	17
08:45	0	0	11	85	96	20:45	0	0	12	48	60
09:00	0	0	11	12	23	21:00	0	0	16	11	27
09:15	0	0	11	13	24	21:15	0	0	9	5	14
09:30	0	0	7	15	22	21:30	0	0	5	10	15
09:45	0	0	12	41	53	21:45	0	0	3	33	36
10:00	0	0	16	10	26	22:00	0	0	6	2	8
10:15	0	0	12	12	24	22:15	0	0	7	4	11
10:30	0	0	15	12	27	22:30	0	0	8	1	9
10:45	0	0	15	58	73	22:45	0	0	3	24	27
11:00	0	0	17	18	35	23:00	0	0	2	2	4
11:15	0	0	21	10	31	23:15	0	0	2	1	3
11:30	0	0	21	8	29	23:30	0	0	3	2	5
11:45	0	0	14	73	87	23:45	0	0	1	8	9
TOTALS			398	364	762	TOTALS			840	511	1351
SPLIT %			52.2%	47.8%	36.1%	SPLIT %			62.2%	37.8%	63.9%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	1,238	875	2,113	
AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:00	13:30	17:00
AM Pk Volume			118	103	221	PM Pk Volume			138	66	204
Pk Hr Factor			0.894	0.715	0.825	Pk Hr Factor			0.676	0.838	0.723
7 - 9 Volume	0	0	173	163	336	4 - 6 Volume	0	0	267	121	388
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	118	103	221	4 - 6 Pk Volume	0	0	149	65	214
Pk Hr Factor	0.000	0.000	0.894	0.715	0.825	Pk Hr Factor	0.000	0.000	0.730	0.707	0.723

VOLUME

Woodruff Ave btwn Golden West Ave & Agnes Ave

Day: Thursday
 Date: 1/12/2012

City: Temple City
 Project #: CA11_5468_032

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	643	576	1,219	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	1	1	12:00	0	0	8	13	21
00:15	0	0	1	1	2	12:15	0	0	14	11	25
00:30	0	0	0	1	1	12:30	0	0	17	13	30
00:45	0	0	1	2	3	12:45	0	0	16	55	71
01:00	0	0	0	0	0	13:00	0	0	14	10	24
01:15	0	0	0	2	2	13:15	0	0	9	5	14
01:30	0	0	0	0	0	13:30	0	0	11	5	16
01:45	0	0	0	0	2	13:45	0	0	12	46	58
02:00	0	0	0	1	1	14:00	0	0	8	17	25
02:15	0	0	1	0	1	14:15	0	0	14	11	25
02:30	0	0	0	2	2	14:30	0	0	18	9	27
02:45	0	0	0	1	3	14:45	0	0	13	53	66
03:00	0	0	0	0	0	15:00	0	0	19	5	24
03:15	0	0	0	0	0	15:15	0	0	10	10	20
03:30	0	0	1	0	1	15:30	0	0	11	12	23
03:45	0	0	1	2	3	15:45	0	0	8	48	56
04:00	0	0	0	0	0	16:00	0	0	11	5	16
04:15	0	0	0	1	1	16:15	0	0	10	7	17
04:30	0	0	1	0	1	16:30	0	0	16	9	25
04:45	0	0	0	1	1	16:45	0	0	13	50	63
05:00	0	0	3	0	3	17:00	0	0	9	11	20
05:15	0	0	1	0	1	17:15	0	0	14	8	22
05:30	0	0	1	1	2	17:30	0	0	11	7	18
05:45	0	0	2	7	9	17:45	0	0	13	47	60
06:00	0	0	1	0	1	18:00	0	0	9	15	24
06:15	0	0	4	0	4	18:15	0	0	7	9	16
06:30	0	0	3	0	3	18:30	0	0	10	5	15
06:45	0	0	7	15	22	18:45	0	0	8	34	42
07:00	0	0	9	7	16	19:00	0	0	9	4	13
07:15	0	0	10	10	20	19:15	0	0	12	8	20
07:30	0	0	9	11	20	19:30	0	0	8	6	14
07:45	0	0	11	39	50	19:45	0	0	5	34	39
08:00	0	0	9	24	33	20:00	0	0	8	6	14
08:15	0	0	7	20	27	20:15	0	0	7	5	12
08:30	0	0	10	13	23	20:30	0	0	11	2	13
08:45	0	0	11	37	48	20:45	0	0	3	29	32
09:00	0	0	9	8	17	21:00	0	0	6	6	12
09:15	0	0	7	11	18	21:15	0	0	7	5	12
09:30	0	0	9	8	17	21:30	0	0	2	8	10
09:45	0	0	9	34	43	21:45	0	0	1	16	17
10:00	0	0	9	12	21	22:00	0	0	5	0	5
10:15	0	0	8	10	18	22:15	0	0	2	1	3
10:30	0	0	10	7	17	22:30	0	0	0	0	0
10:45	0	0	10	37	47	22:45	0	0	2	9	11
11:00	0	0	8	10	18	23:00	0	0	1	4	5
11:15	0	0	7	7	14	23:15	0	0	0	2	2
11:30	0	0	12	6	18	23:30	0	0	0	0	0
11:45	0	0	17	44	61	23:45	0	0	2	3	5
TOTALS			219	240	459	TOTALS			424	336	760
SPLIT %			47.7%	52.3%	37.7%	SPLIT %			55.8%	44.2%	62.3%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	643	576	1,219	
AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			14:15	14:00	12:15
AM Pk Volume			56	74	111	PM Pk Volume			53	48	102
Pk Hr Factor			0.368	0.771	0.841	Pk Hr Factor			0.697	0.795	0.850
7 - 9 Volume	0	0	76	116	192	4 - 6 Volume	0	0	97	71	168
7 - 9 Peak Hour			07:00	07:45	07:45	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	39	74	111	4 - 6 Pk Volume	0	0	52	40	92
Pk Hr Factor	0.000	0.000	0.886	0.771	0.841	Pk Hr Factor	0.000	0.000	0.813	0.833	0.920

Appendix B: TRAFFIC CALMING DESIGN SHEETS

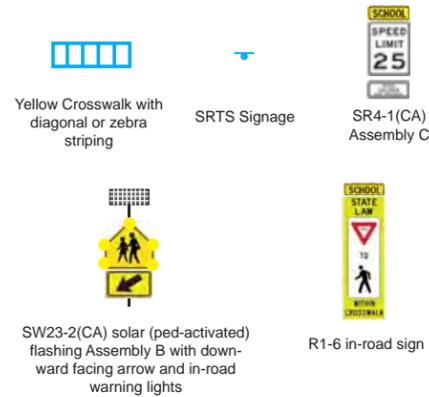


LEGEND

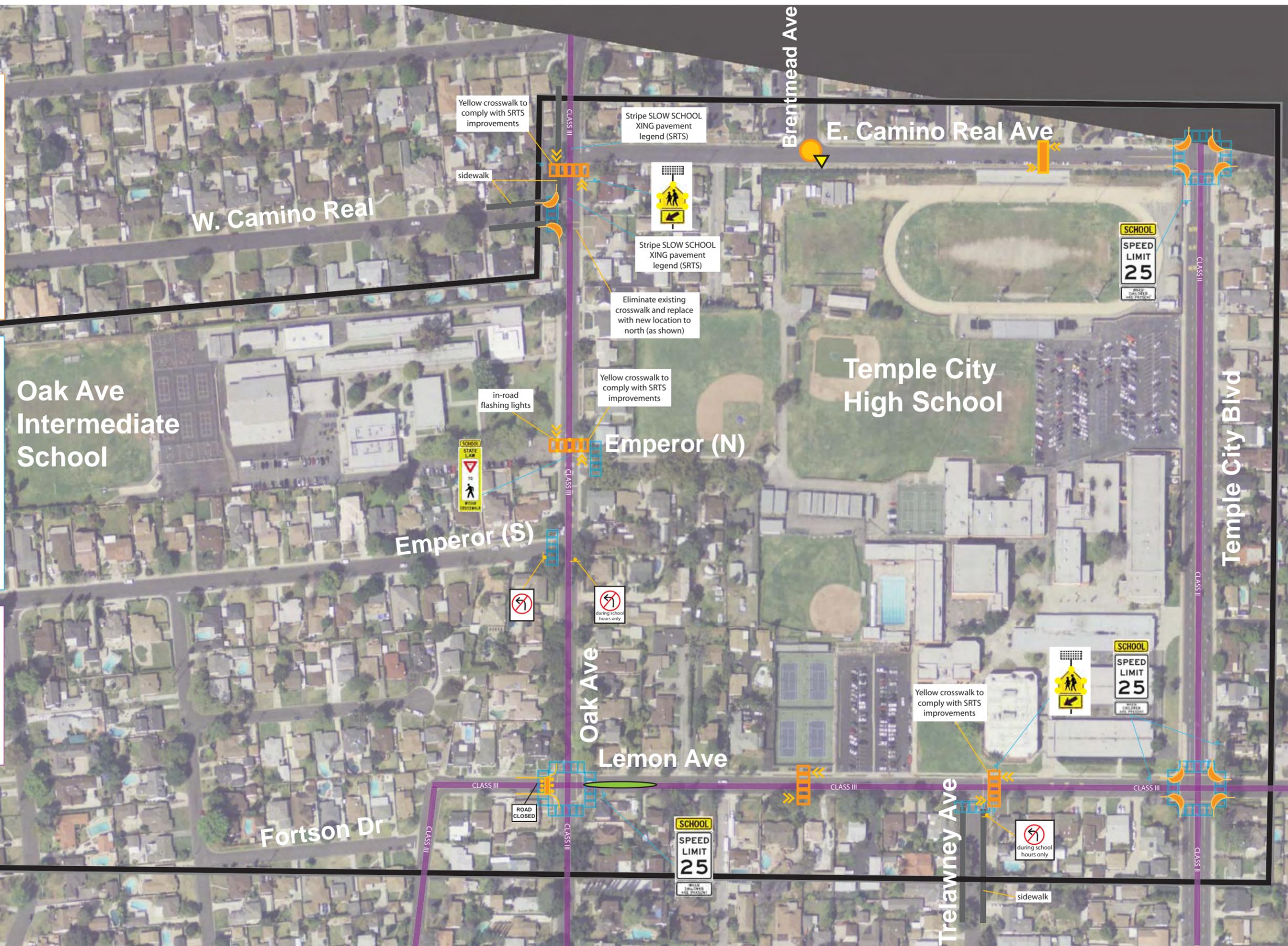
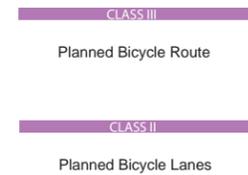
RECOMMENDED TRAFFIC CALMING DEVICES



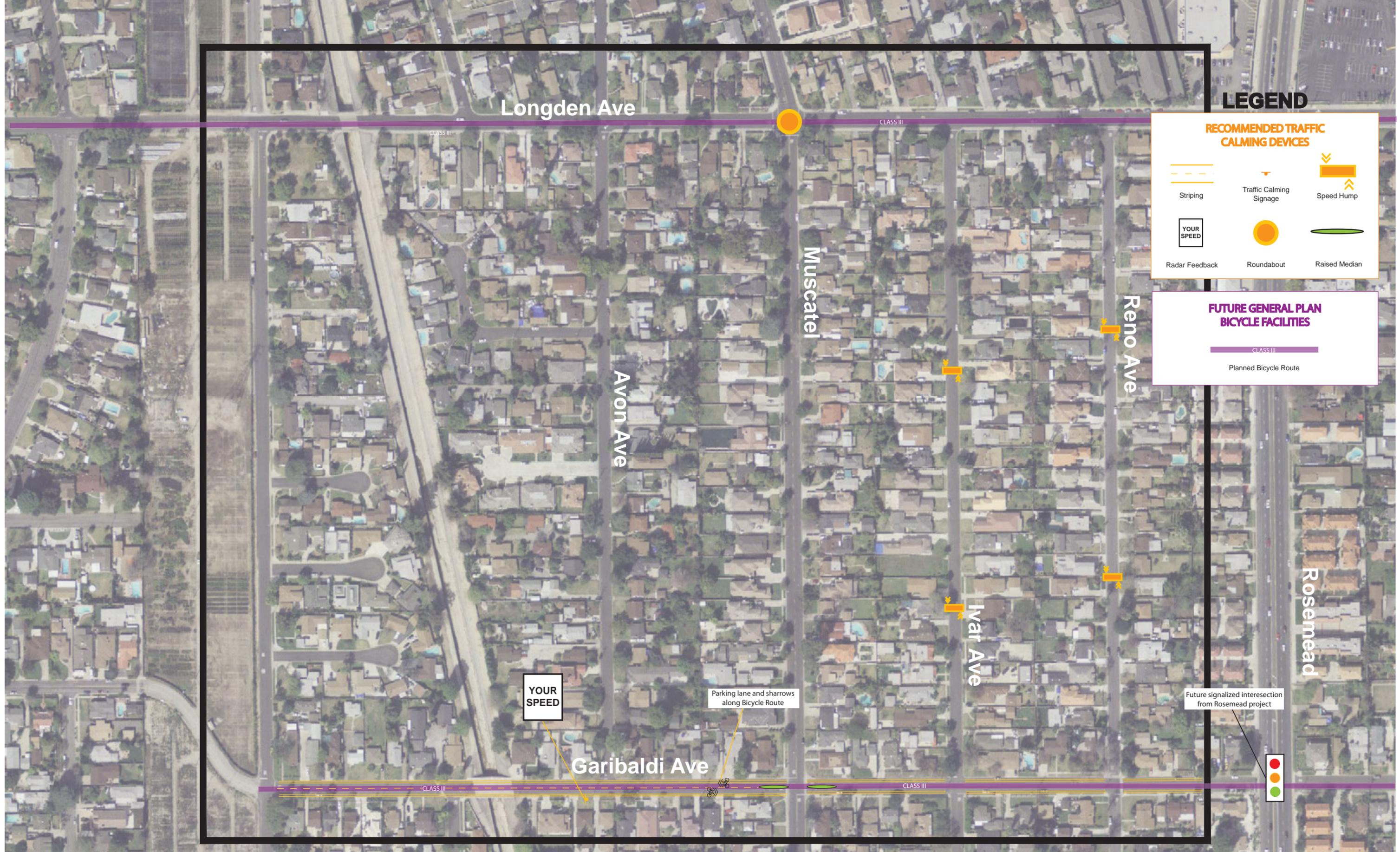
PROPOSED SRTS IMPROVEMENTS



FUTURE GENERAL PLAN BICYCLE FACILITIES

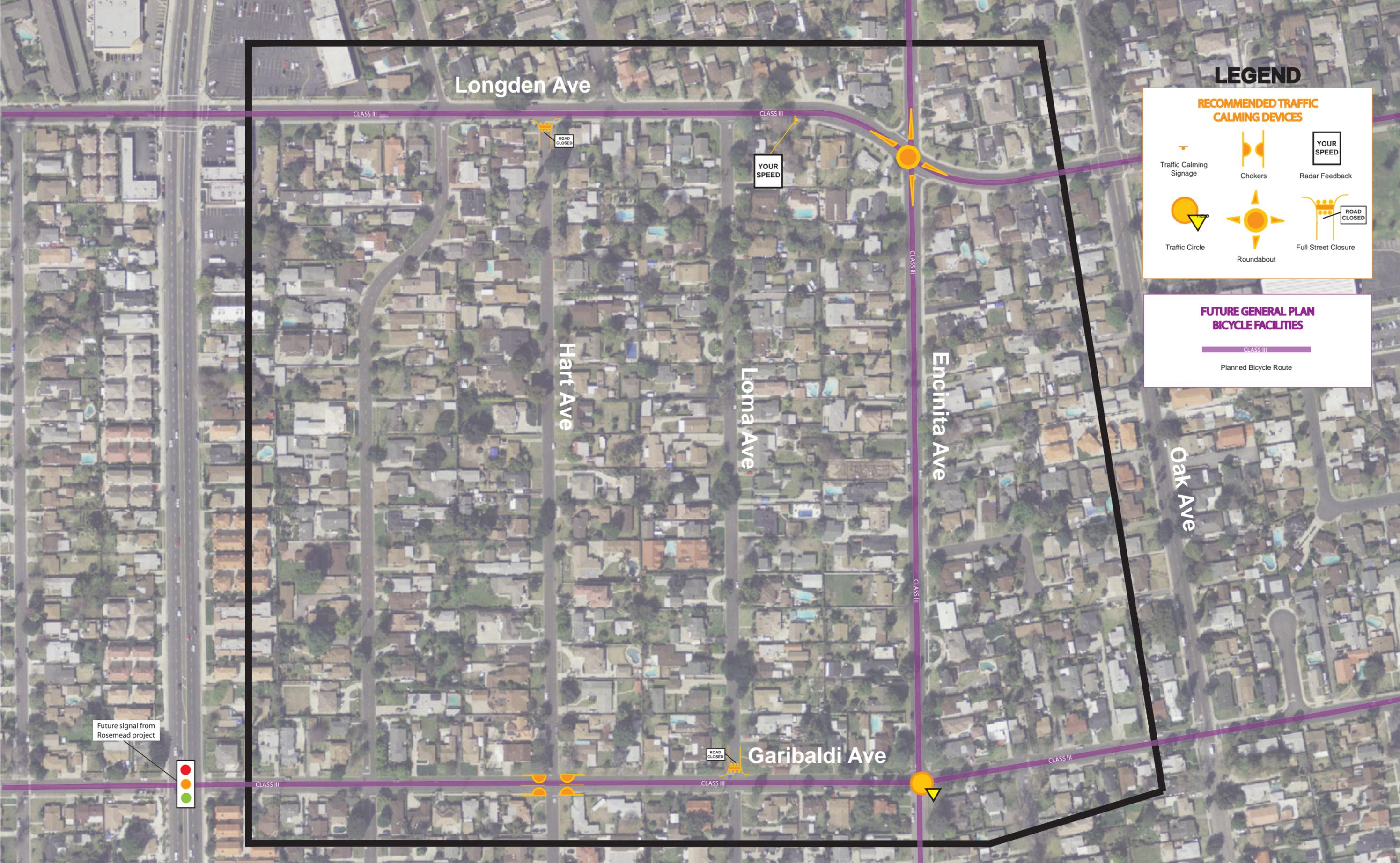


AREA A - TEMPLE CITY HIGH SCHOOL



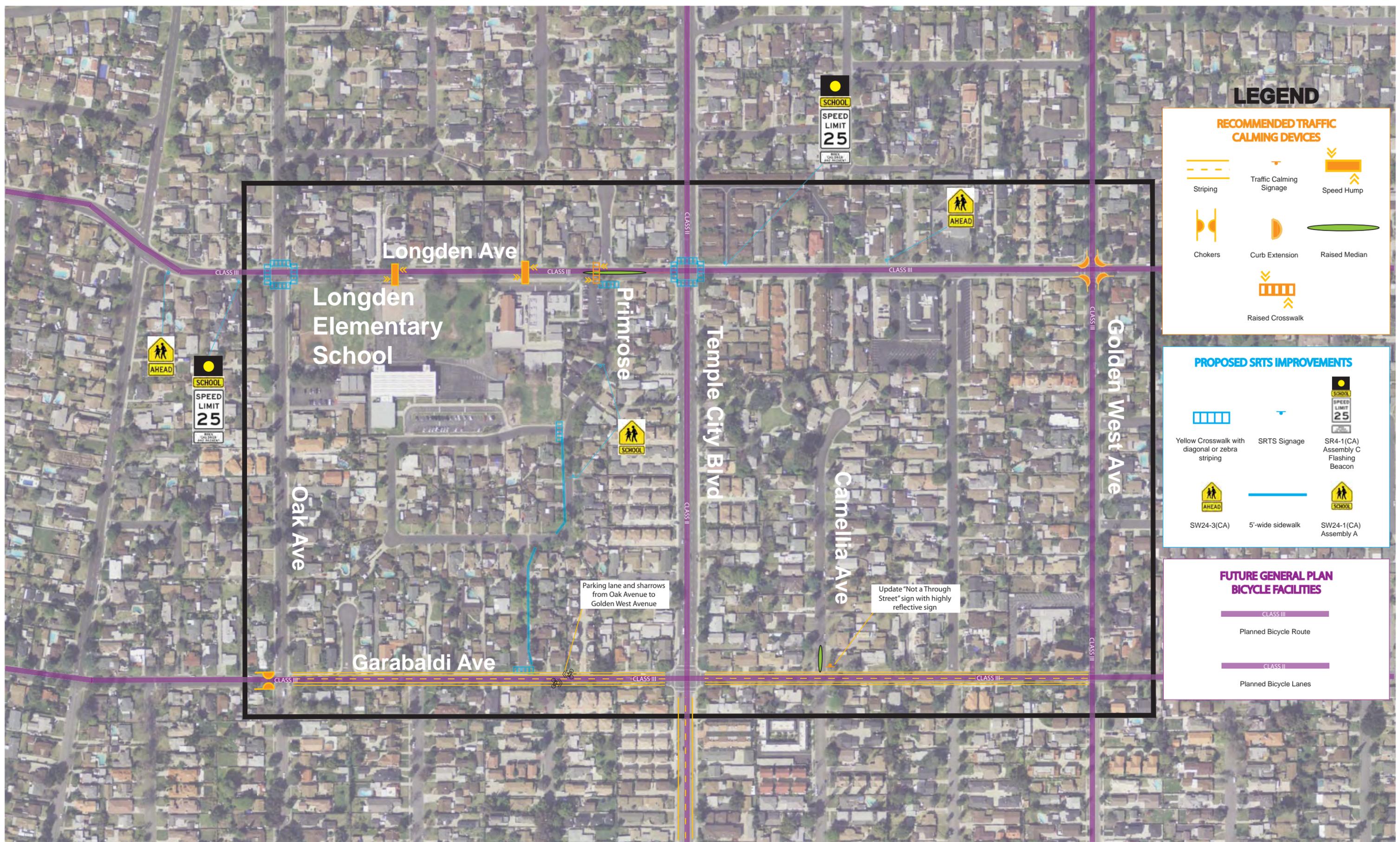
NOT TO SCALE

AREA B - RENO AND IVAR AVE



NOT TO SCALE

AREA C - HART, LOMA, AND ENCINITA AVE



LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

- Striping
- Traffic Calming Signage
- Speed Hump
- Chokers
- Curb Extension
- Raised Median
- Raised Crosswalk

PROPOSED SRTS IMPROVEMENTS

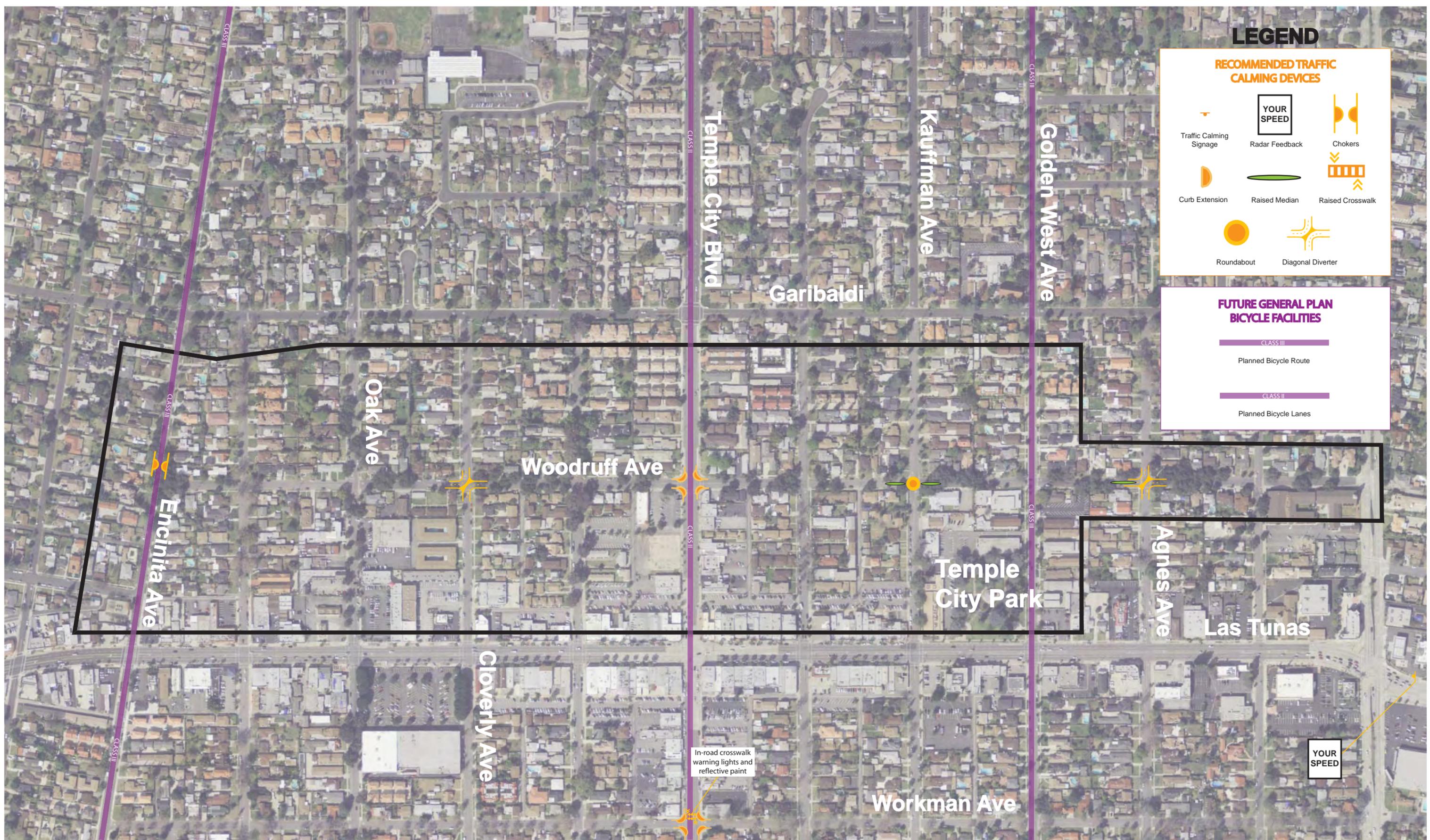
- Yellow Crosswalk with diagonal or zebra striping
- SRTS Signage
- SR4-1(CA) Assembly C Flashing Beacon
- SW24-3(CA)
- 5'-wide sidewalk
- SW24-1(CA) Assembly A

FUTURE GENERAL PLAN BICYCLE FACILITIES

- CLASS III
- Planned Bicycle Route
- CLASS II
- Planned Bicycle Lanes



AREA D - LONGDEN ELEMENTARY SCHOOL



LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

-  Traffic Calming Signage
-  Radar Feedback
-  Chokers
-  Curb Extension
-  Raised Median
-  Raised Crosswalk
-  Roundabout
-  Diagonal Diverter

FUTURE GENERAL PLAN BICYCLE FACILITIES

-  CLASS III
Planned Bicycle Route
-  CLASS II
Planned Bicycle Lanes

In-road crosswalk warning lights and reflective paint

YOUR SPEED



NOT TO SCALE

AREA E - WOODRUFF AVE

Rosemead Blvd

LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

- Speed Hump
- Curb Extension
- Striping
- Raised Crosswalk
- Raised Median
- Full Street Closure

PROPOSED SRTS IMPROVEMENTS

- Yellow Crosswalk with diagonal or zebra striping
- SRTS Signage
- SW23-2(CA) solar (ped-activated) flashing Assembly B with downward facing arrow and in-road warning lights
- Raised RPM (Reflective Pavement Marker)

FUTURE GENERAL PLAN BICYCLE FACILITIES

- CLASS III
Planned Bicycle Route
- BIKE BOULEVARD
Planned Bicycle Boulevard

Sultana Ave

Broadway

Noel Dr

First Lutheran School

Loma Ave

Encinita Ave

Live Oak Ave

Olive St

Yellow crosswalk to comply with SRTS improvements

sidewalk

CLASS III

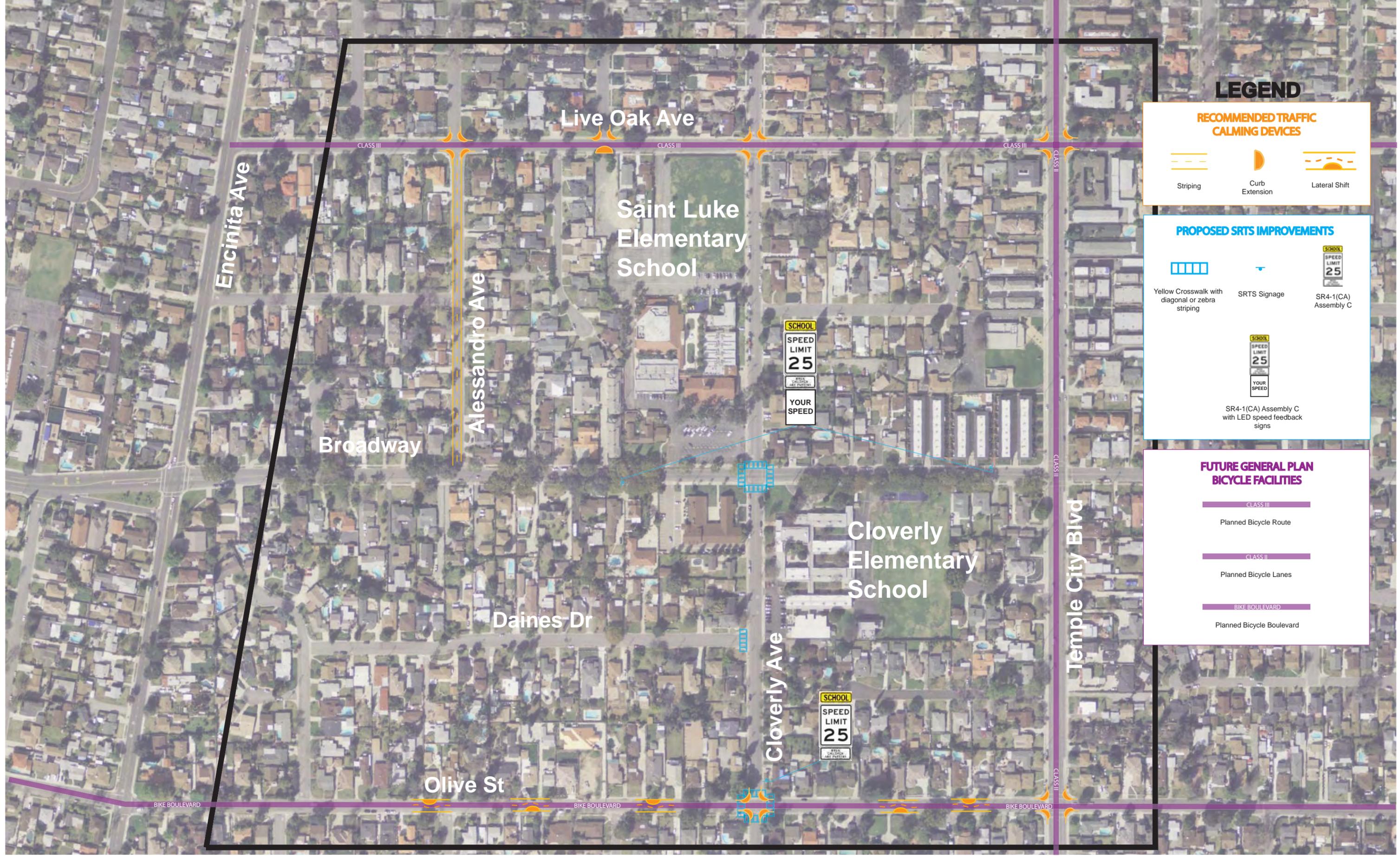
CLASS III

CLASS III



NOT TO SCALE

AREA F - FIRST LUTHERAN SCHOOL



LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

- Striping
- Curb Extension
- Lateral Shift

PROPOSED SRTS IMPROVEMENTS

- Yellow Crosswalk with diagonal or zebra striping
- SRTS Signage
- SR4-1(CA) Assembly C
- SR4-1(CA) Assembly C with LED speed feedback signs

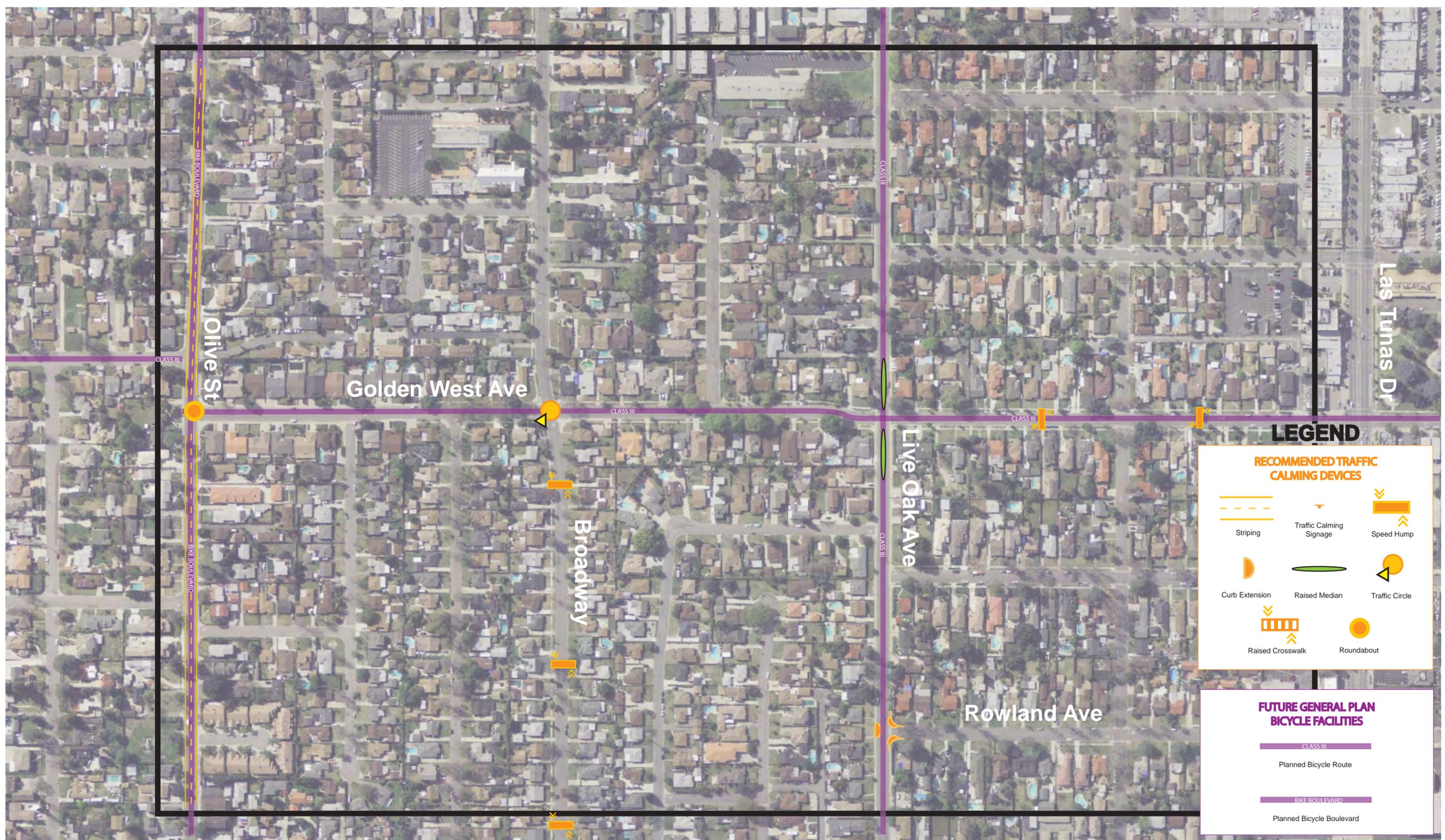
FUTURE GENERAL PLAN BICYCLE FACILITIES

- CLASS III
Planned Bicycle Route
- CLASS II
Planned Bicycle Lanes
- BIKE BOULEVARD
Planned Bicycle Boulevard



NOT TO SCALE

AREA G - CLOVERLY AND SAINT LUKE ELEMENTARY SCHOOL



AREA H - GOLDEN WEST AVE



AREA I - LIVE OAK PARK



NOT TO SCALE

AREA J - SERENO DRIVE

LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

- Striping
- Traffic Calming Signage
- Speed Hump
- Curb Extension
- Raised Crosswalk
- Turn Restriction
- Force Turn Island
- Chokers

PROPOSED SRTS IMPROVEMENTS

- Yellow Crosswalk with diagonal or zebra striping
- SRTS Signage
- SR4-1(CA) Assembly C
- SW23-2(CA) Assembly B with downward facing arrow
- Raised RPM (Reflective Pavement Marker)
- R1-6 in-road sign

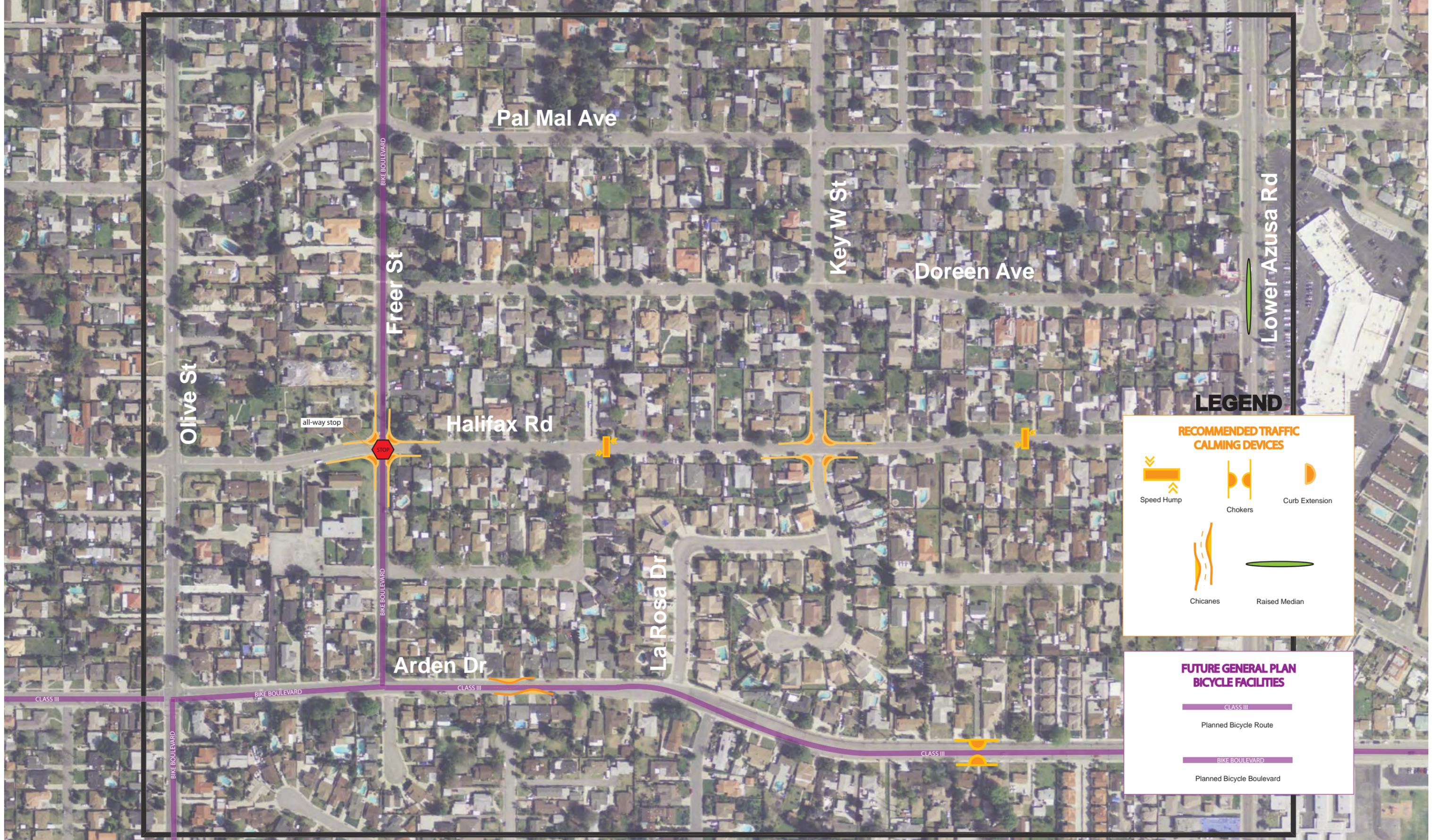
FUTURE GENERAL PLAN BICYCLE FACILITIES

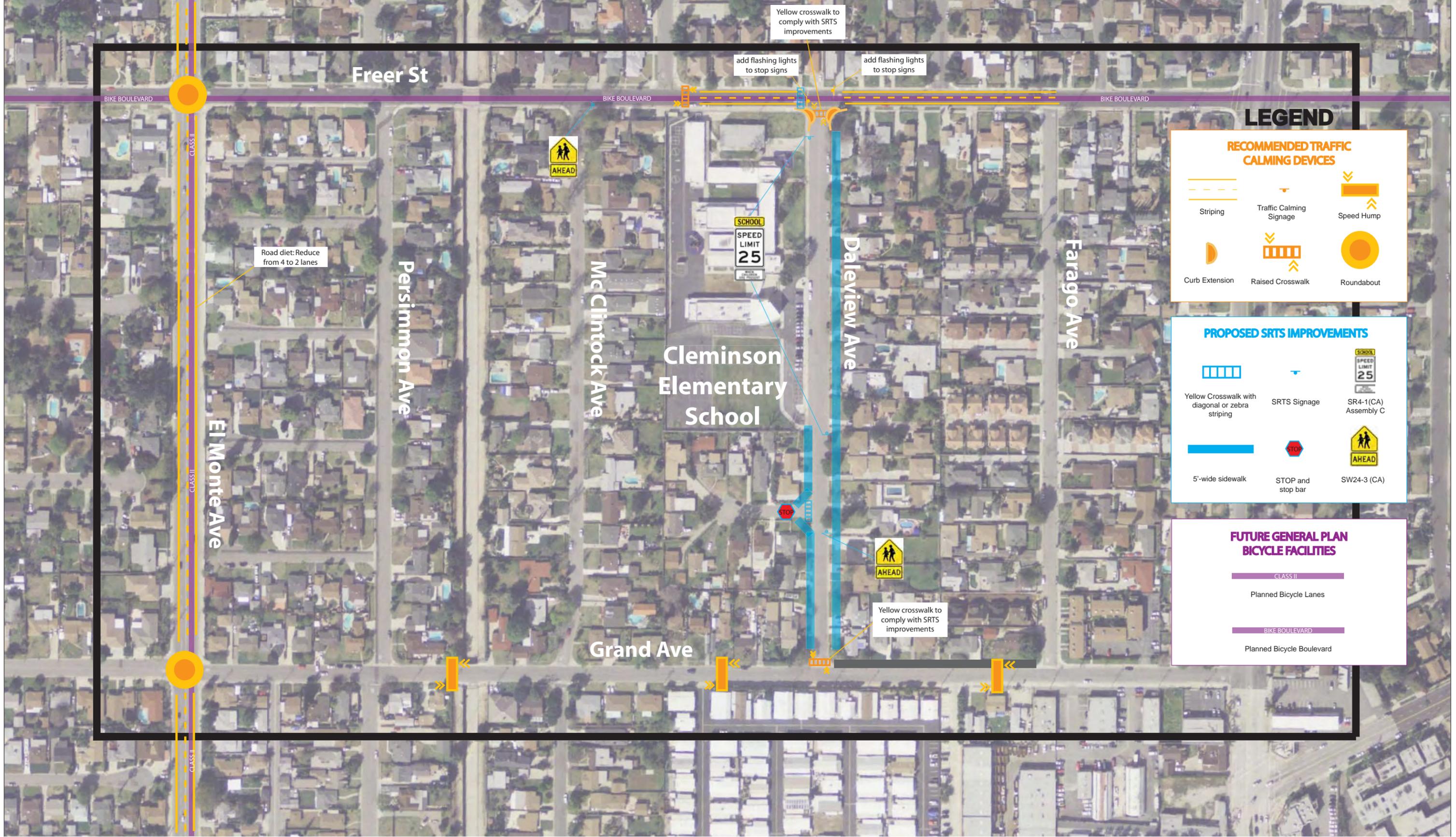
- CLASS III
- Planned Bicycle Route



NOT TO SCALE

AREA K - LA ROSA ELEMENTARY SCHOOL





LEGEND

RECOMMENDED TRAFFIC CALMING DEVICES

- Striping
- Traffic Calming Signage
- Speed Hump
- Curb Extension
- Raised Crosswalk
- Roundabout

PROPOSED SRTS IMPROVEMENTS

- Yellow Crosswalk with diagonal or zebra striping
- SRTS Signage
- SR4-1(CA) Assembly C
- 5'-wide sidewalk
- STOP and stop bar
- SW24-3 (CA)

FUTURE GENERAL PLAN BICYCLE FACILITIES

- CLASS II
- Planned Bicycle Lanes
- BIKE BOULEVARD
- Planned Bicycle Boulevard



NOT TO SCALE

AREA M - CLEMINSON ELEMENTARY SCHOOL

Appendix C: TRAFFIC CALMING REQUEST WORKSHEETS AND NEIGHBORHOOD PETITION



City of Temple City
TRAFFIC CALMING CRITERIA SHEET



Street Name: _____

From: _____

To: _____

Complete this section to determine if street is eligible for Traffic Calming. All criteria must be met to be eligible.

Primary Criteria	Yes	No
Is posted speed limit 30 mph or less?		
Is the 85th percentile speed more than 5 mph over the speed limit?		
Is the road more than 800' in length?		
Is there one lane in each direction?		

Does this segment of roadway meet the minimum traffic calming requirements?

--	--

Approved by City Staff? _____ Date: _____

Complete this section when street is determined to meet all traffic calming minimum criteria. Use the supplemental criteria for ranking projects and in understanding the operational characteristics of the road segment.

Supplemental Criteria	Points
Daily Traffic Volume	
More than 5,000 vpd	0 points
2,500 to 5,000 vpd	1 point
1,000 to 2,500 vpd	2 points
Less than 1,000 vpd	4 points
Street Segment Length	
less than 800 feet	0 points
greater than 800 feet	1 point
Accident History	
1 point for each accident (over a 3 year period)	up to 5 pts
Near Park or School	
5 points if street fronts or provides access to park	5 points
5 points if street fronts or provides access to school	5 points
Near High Pedestrian Generator	
2 points if street is in CBD, has high transit activity, near church or other civic facility	2 points
Sidewalk	
No sidewalk or on one-side of street only	1 point
Bicycle Facilities	
If along a Class II, Class III or Bicycle Boulevard	2 points
TOTAL POINTS	

(max. 25)

Complete this section to determine if certain traffic calming measure cannot be considered for this segment.

Preclusionary Measures	Yes?
Is this a Truck Route?	
Is this along a Transit Route?	

Yes to any of the above criteria would preclude the following from consideration:

- Curb extensions at intersection with curb radius less than 35 feet
- Other: _____
- Other: _____

To be completed by the Fire Marshall.

Emergency Response	Yes	No
Is this street a designated emergency response route?		
Are the modeled/actual response times greater than 6 minutes?		
Is this street outside the 6 minute emergency response time requirement?		

Fire Marshall Signature: _____ Date: _____