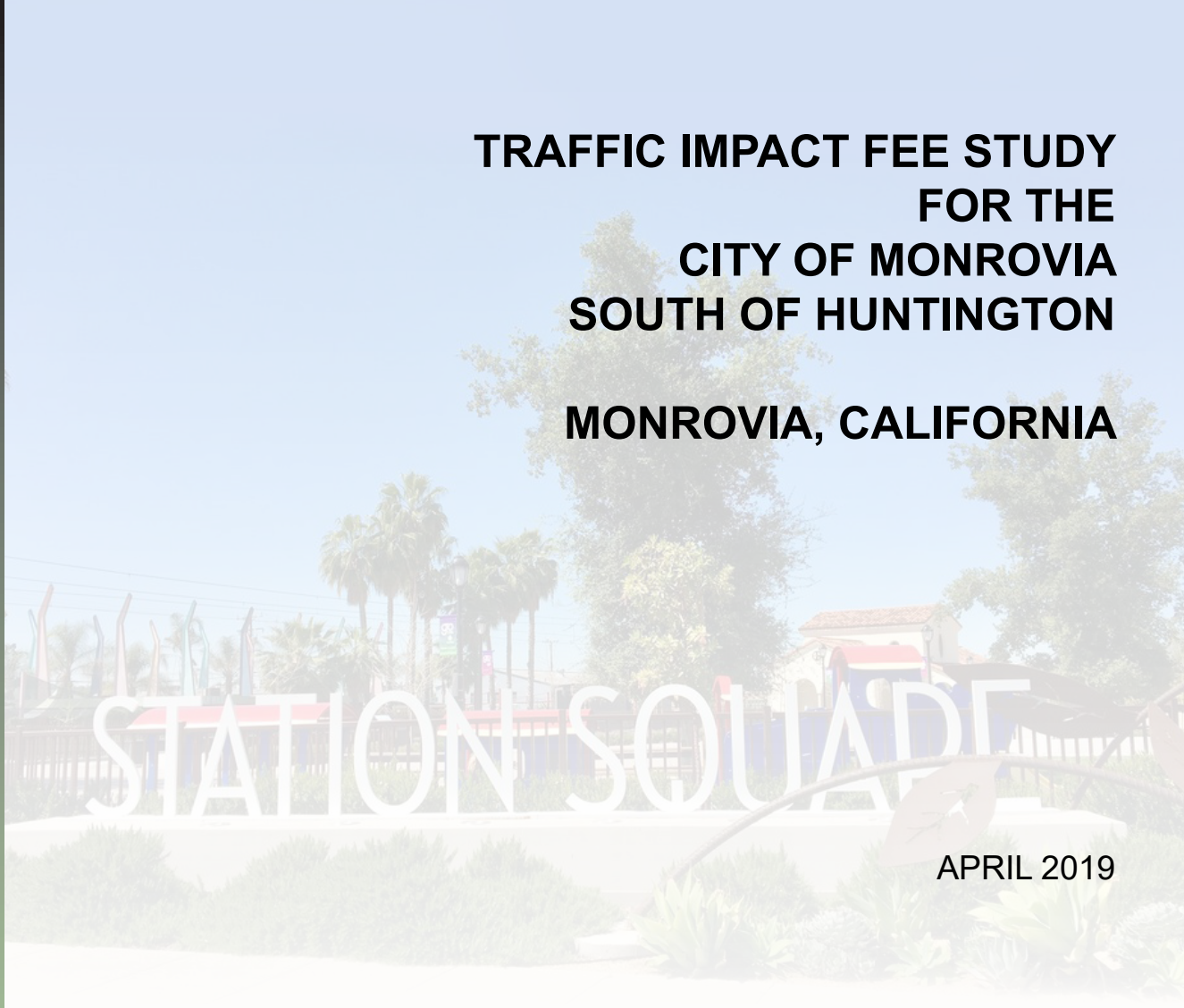
TRAFFIC IMPACT FEE STUDY FOR THE CITY OF MONROVIA SOUTH OF HUNTINGTON

MONROVIA, CALIFORNIA



APRIL 2019

PREPARED FOR

CITY OF MONROVIA

PREPARED BY

Gibson
transportation consulting, inc.

TRAFFIC IMPACT FEE STUDY
FOR THE
CITY OF MONROVIA
SOUTH OF HUNTINGTON

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April 2019

Prepared for:

CITY OF MONROVIA

Prepared by:

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Chapter 1
Introduction

This study presents the analysis for the Traffic Impact Fee (TIF) Study (Project) for the portion of the City of Monrovia, California (City) south of Huntington Drive. The methodology and base assumptions used in the analysis are consistent with the requirements of the State of California legislation that governs the establishment of TIF programs (State Assembly Bill No. 1600, Cortese, 1987) (State legislation). Specifically, a direct nexus has to be established between the fee and the improvements that are necessary to support the new development that will participate in the fee program. This report documents that nexus.

STUDY AREA

The Study Area is comprised of the portion of the City south of Huntington Drive and is focused on the 29 key intersections where future congestion may reach undesirable levels of service (LOS). Included in the analysis is the identification of the future traffic growth that would warrant the installation of a traffic signal at currently unsignalized intersections within the Study Area.

The City is located within the San Gabriel Valley in the County of Los Angeles and encompasses approximately 13.71 square miles. Adjacent cities include Pasadena, Arcadia, Duarte, Bradbury, and Sierra Madre. The City is generally bound by the Angeles National Forest to the north, Mountain Avenue to the east, Live Oak Avenue to the south, and 5th Avenue to the west, but portions of the City extend beyond these streets.

The Study Area for this TIF study is generally bound by Huntington Drive to the north, 5th Avenue to the west, Live Oak Avenue to the south, and Mountain Avenue to the east.

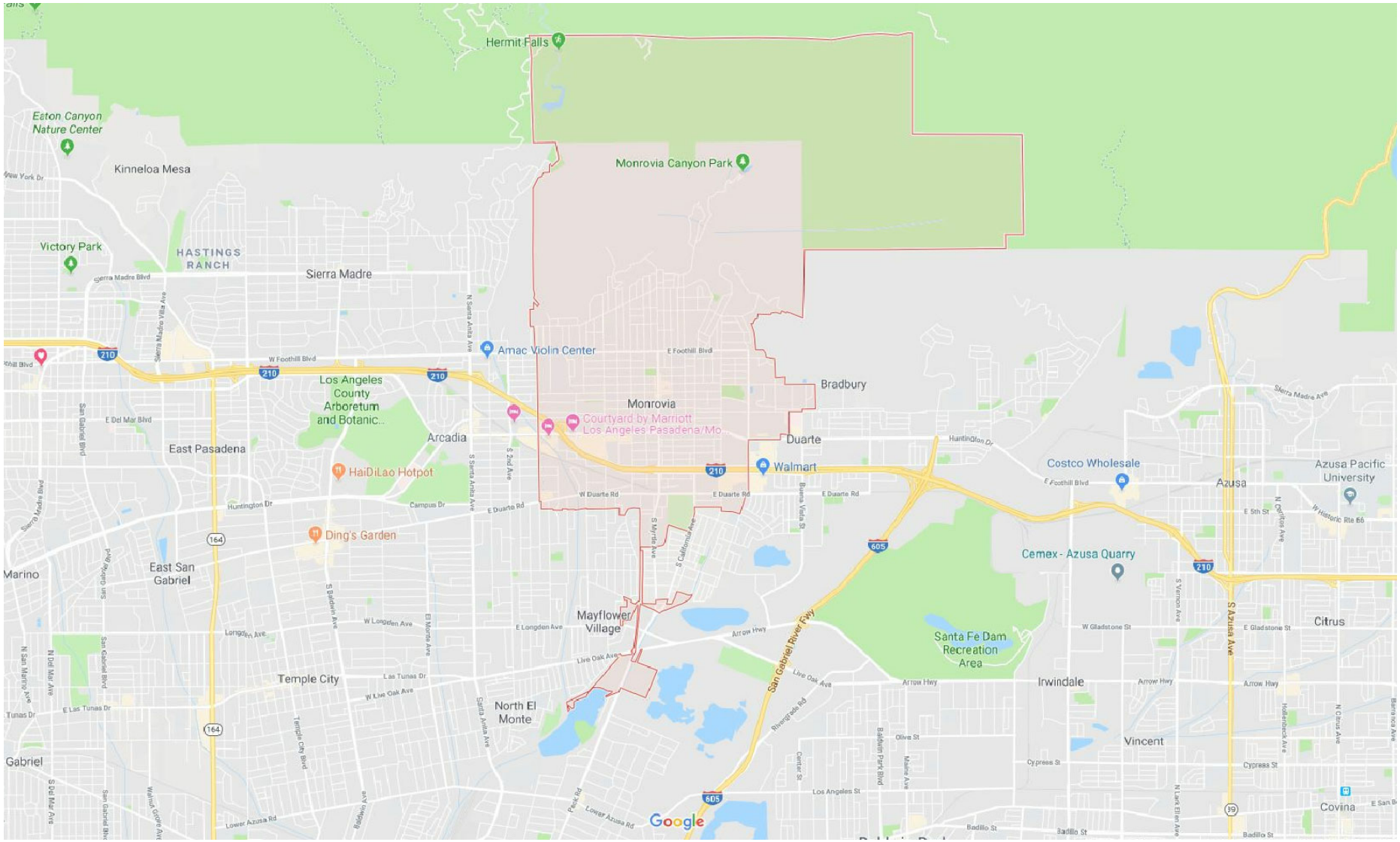
Figure 1 presents the location of the City in relation to the region and Figure 2 depicts the Study Area for this study.

TIF DESCRIPTION

The TIF is a trip-based transportation fee imposed on new and redeveloping projects within the City. The TIF is based on the number of projected new trips assumed to be developed within the City over an approximate 20-year period, as well as the cost in dollars of the improvements required to support the increase in traffic. While some traffic growth in the City is caused by regional developments not located in the City, the TIF is only applied to projects within the City. While the fee as calculated in this study is based on the number of afternoon peak hour trips generated by new development the fee can be based on number of dwelling units or 1,000 square feet (sf) of development by applying trip factors to those uses to determine the number of afternoon peak hour trips generated by each land use.

ORGANIZATION OF REPORT

This report is divided into seven chapters, including this introduction. Chapter 2 describes the methodology used to analyze intersection operating characteristics and assess significant traffic impacts. Chapter 3 describes the existing circulation system, traffic volumes, and conditions in the Study Area. The methodologies used to forecast future background traffic volumes are described and applied in Chapter 4, which also includes an assessment of intersection operating conditions of the existing street system after future volume growth is considered and identification of traffic impacts caused by the growth in volumes under Future Conditions. Chapter 5 discusses the mitigation measures required to support future traffic volumes. Chapter 6 presents the cost estimates for the improvements identified in the previous chapter as well as provides the updated TIF fee. A brief summary of the study conclusions is presented in Chapter 7. The appendices contain supporting documentation, traffic counts and analysis worksheets.



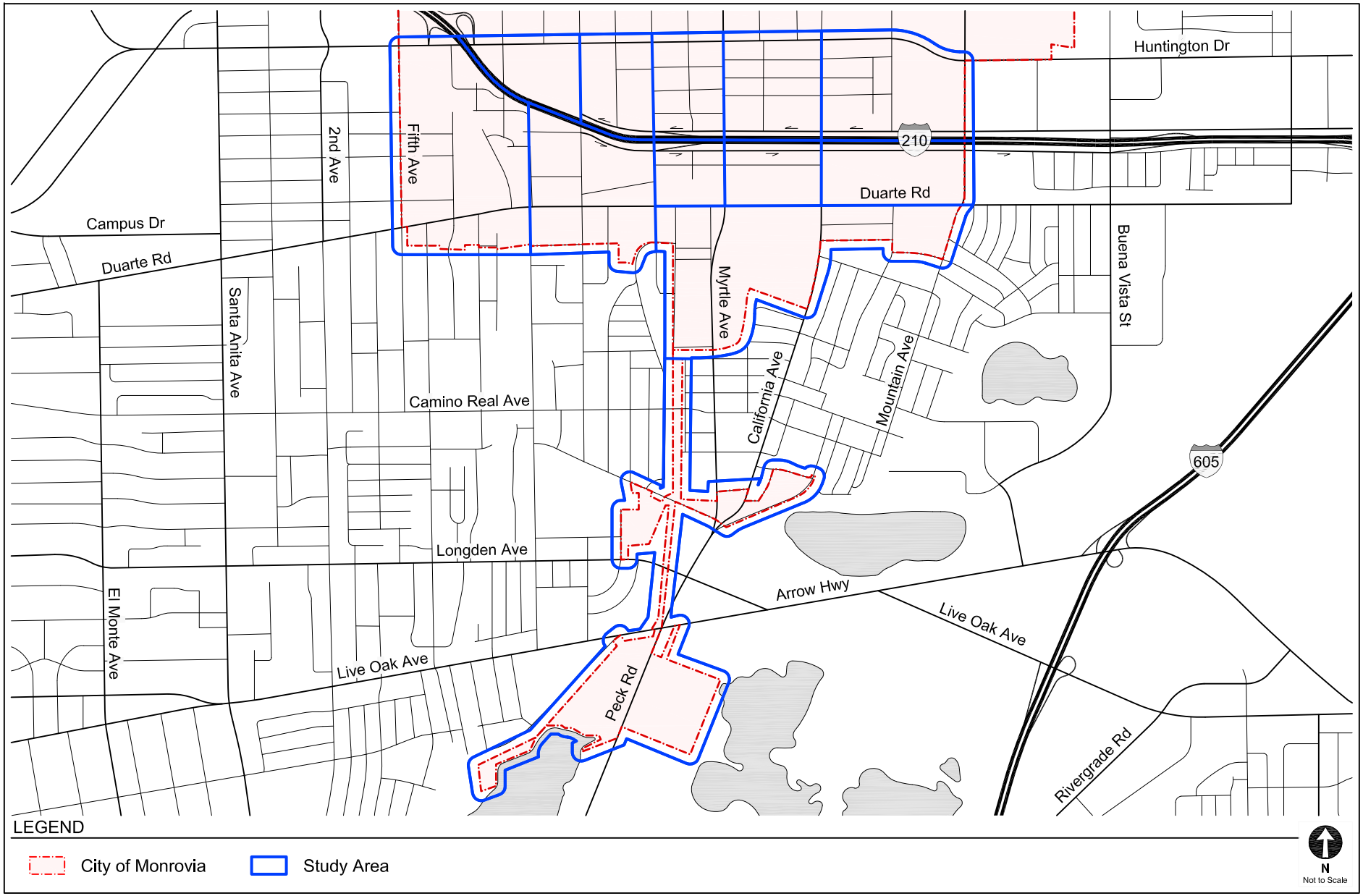
LEGEND

City of Monrovia

N
Not to Scale

STUDY LOCATION

FIGURE 1



STUDY AREA

FIGURE 2

Chapter 2

Traffic Impact Analysis Methodology

This chapter describes the various traffic scenarios analyzed, the methodologies used for assessing intersection and street segment operating conditions, and significant traffic impact criteria for the jurisdiction overseeing the analysis.

STUDY SCOPE AND METHODOLOGY

The scope of analysis for this study was developed in consultation with City staff. The base assumptions and technical methodologies (i.e., trip generation, study locations, analysis methodology, etc.) were identified as part of the study approach.

The study evaluates the potential for impacts caused by traffic growth on the City street system surrounding the site. The following analysis conditions are analyzed for the Project:

- Existing Conditions (Year 2018) – The analysis of existing traffic conditions provides a basis for the assessment of future development conditions. The Existing Conditions analysis includes a description of key area streets, traffic volumes, and current operating conditions. Intersection turning movement counts for typical weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods were conducted between August 2016 and October 2018 when local schools were in session. Fieldwork (lane configurations, signal phasing, parking restrictions, etc.) for the analyzed intersections was collected in November 2018.

- Future without Improvements Conditions (Year 2040) – This analysis projects the future traffic growth and intersection operating conditions that could be expected as a result of regional growth and related projects in the City by Year 2040. The Future without Improvements traffic conditions are projected by adding ambient traffic growth, known related projects, and *Monrovia General Plan* (City of Monrovia, September 2018) (General Plan) allowances to existing conditions. This analysis provides the baseline conditions at full buildout. For this study, the ambient traffic growth rate is based on a Southern California Association of Governments (SCAG) model run of the Study Area that predicts traffic growth on the City streets based on regional growth.

- Future with Mitigations Conditions (Year 2040) – This analysis includes all mitigation measures that are required to achieve satisfactory operation at all study intersections per the General Plan. The TIF will be based on the cost of these mitigation measures.

INTERSECTION LEVEL OF SERVICE METHODOLOGY

LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many urbanized areas experience intersections that operate at LOS E or F in the morning and afternoon peak hours.

Of the 29 study intersections, 23 are currently controlled by traffic signals. There are a variety of standard methodologies to analyze LOS for signalized intersections. The Intersection Capacity Utilization (ICU) methodology (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) is required by the City for intersection LOS analysis and has been used in this study. The ICU methodology determines the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections based on the definitions described in Table 1. This methodology is consistent with the capacity calculation methodology used in the previous traffic studies in the City.

Intersection capacity calculations were conducted to measure the LOS of the intersections using an overall intersection capacity of 1,600 vehicles per hour per lane (vphpl) and by adding a factor of 0.10 to account for the yellow interval clearance (loss time).

Six of the 29 study intersections are currently unsignalized. As detailed in Chapter 4, signal warrant analyses were conducted at the six intersections under future conditions to determine if the installation of a traffic signal is warranted.

ACCEPTABLE LEVELS OF SERVICE

The General Plan has set thresholds for acceptable peak hour LOS operation at the signalized intersections within the City. City-wide, the target for acceptable peak hour LOS is LOS D. LOS

D is the target performance level at all intersections in the City. According to the General Plan, LOS E or F operation at an intersection is considered unacceptable.

TABLE 1
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
INTERSECTION CAPACITY UTILIZATION METHODOLOGY

Level of Service	Intersection Capacity Utilization	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

Chapter 3
Existing Conditions

A comprehensive data collection effort was undertaken to develop a detailed description of Existing Conditions in the Project Study Area. The Existing Conditions analysis relevant to this study includes an assessment of the existing street system and intersections and an analysis of traffic volumes and current operating conditions.

STUDY AREA

As described above, the Study Area includes the portion of the City located south of Huntington Drive. The TIF applies mainly to the arterial street system and, in some cases, to the most important collector streets that feed traffic to the arterials. The TIF also includes improvements to the freeway ramp intersections.

This Study Area was established by reviewing the existing intersection/corridor operations, peak hour vehicle travel movements and the existing performance of the street system, which indicated the intersections that should be analyzed as part of this study.

KEY INTERSECTIONS

The 29 key intersections with the greatest potential to experience significant traffic impacts due to the likelihood of increased traffic over time caused by both internal and external growth were selected:

1. Huntington Drive & 5th Avenue
2. Huntington Drive & Interstate 210 (I-210) Eastbound Ramps
3. Huntington Drive & I-210 Westbound Ramps
4. Huntington Drive & Monterey Avenue
5. Huntington Drive & Mayflower Avenue

6. Huntington Drive & Magnolia Avenue
7. Huntington Drive & Primrose Avenue (unsignalized)
8. Huntington Drive & Myrtle Avenue
9. Huntington Drive & Ivy Avenue (unsignalized)
10. Huntington Drive & California Avenue
11. Huntington Drive & Mountain Avenue
12. Central Avenue & Mayflower Avenue (unsignalized)
13. Central Avenue & Magnolia Avenue (unsignalized)
14. Central Avenue & Myrtle Avenue
15. Central Avenue & California Avenue
16. Central Avenue & Mountain Avenue
17. Evergreen Avenue & Mayflower Avenue (unsignalized)
18. Evergreen Avenue & Magnolia Avenue (unsignalized)
19. Evergreen Avenue & Myrtle Avenue
20. Evergreen Avenue & California Avenue
21. Evergreen Avenue & Mountain Avenue
22. Pomona Avenue & Myrtle Avenue
23. Duarte Road & 5th Avenue
24. Duarte Road & Mayflower Avenue
25. Duarte Road & Magnolia Avenue
26. Duarte Road & Peck Road
27. Duarte Road & Myrtle Avenue
28. Duarte Road & California Avenue
29. Duarte Road & Mountain Avenue

To the extent that these intersections operate within the City's LOS criteria, the street system and the minor intersections along the routes will also perform satisfactorily. If there are closely spaced study intersections that fail to meet the City's performance criteria, a corridor improvement may be the appropriate solution.

Figure 3 shows a map of the study intersections and Figure 4 shows the existing lane configurations at the study intersections.

EXISTING STREET SYSTEM

As shown in Figure 3, the 29 study intersections essentially follow the arterial streets and the freeway connections in the City. The discussion below highlights the characteristics of the existing street system serving the City.

Freeways

Primary regional access to the City site is provided by I-210, which generally runs in the east-west direction through the City. Interchanges that provide direct access to the City include Huntington Drive, Myrtle Avenue, and Mountain Avenue.

Roadways

The existing street system in the City consists of a regional roadway system including primary and secondary arterials, collector streets and local streets. The arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four travel lanes and usually allow parking on either side of the street. Typically, the speed limits range between 25 and 40 miles per hour (mph) on the major and secondary arterials, collector streets, and local streets.

The arterials providing regional and citywide movement throughout the City include:

North-South Streets

- Myrtle Avenue south of Huntington Drive (Primary)
- California Avenue south of Huntington Drive (Secondary)
- Mountain Avenue (Secondary)

East-West Streets

- Huntington Drive (Primary)
- Duarte Road (Secondary)

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

This section presents the existing peak hour turning movement traffic volumes for the intersections analyzed in the study and analyzes the resulting operating conditions at each intersection.

Existing Traffic Volumes

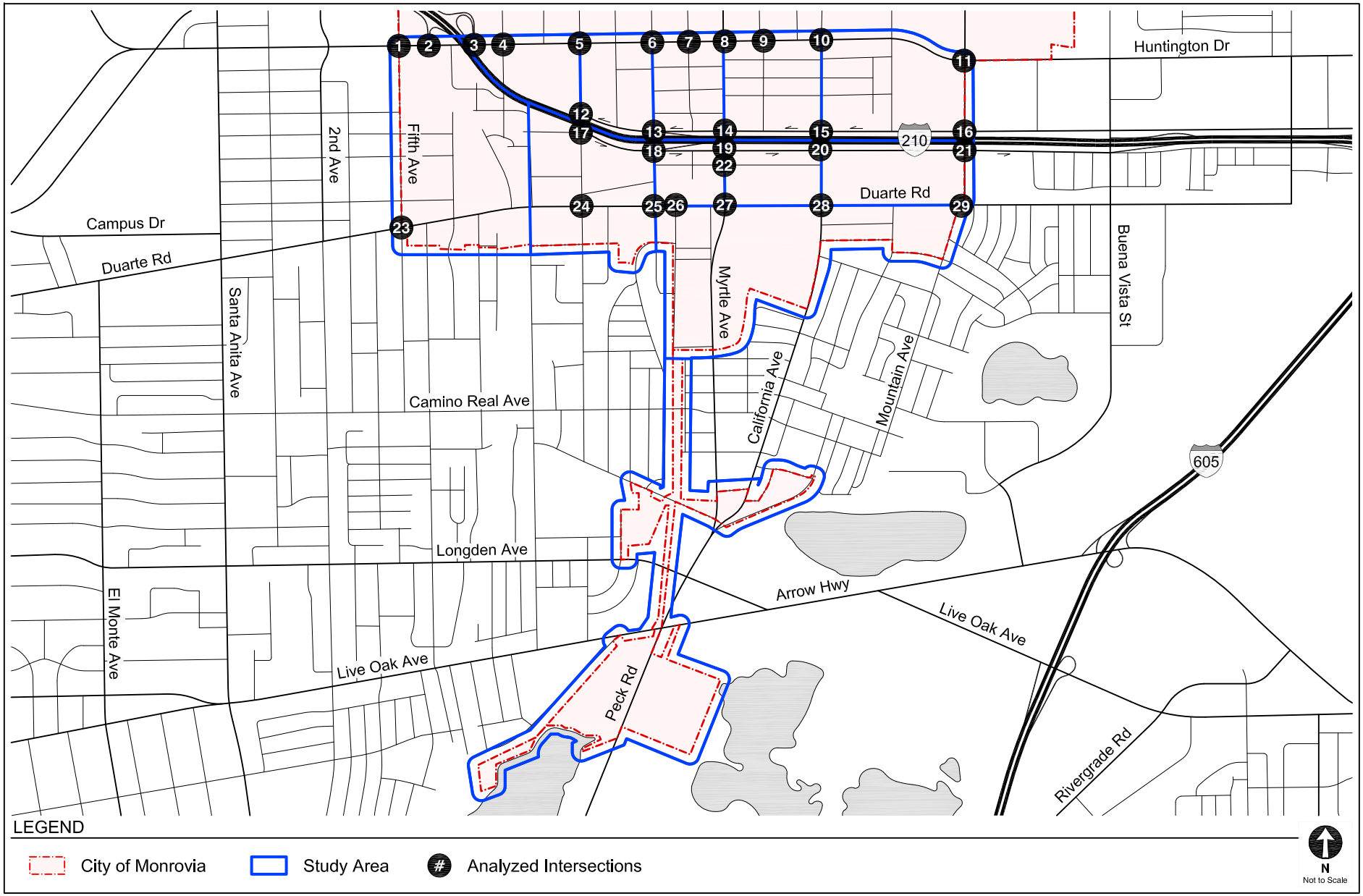
Intersection turning movement counts for typical weekday morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak periods were collected within the last two years while local schools were in session. The existing intersection traffic volumes are provided in Figure 5. The summary data worksheets of turning movement counts at the study intersections are available in Appendix A.

The traffic volumes illustrated in Figure 5 were analyzed to determine the existing operating conditions at the signalized study intersections and used as the base for determining future volumes for signal warrant analysis at the unsignalized study intersections.

Existing Intersection Levels of Service

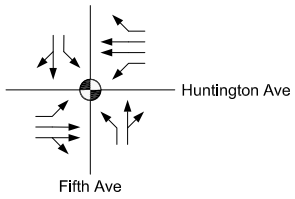
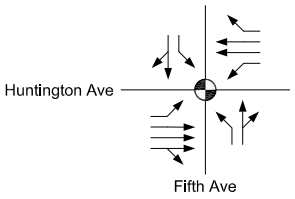
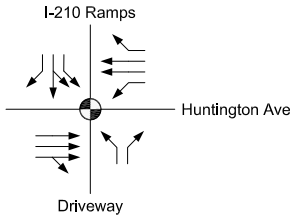
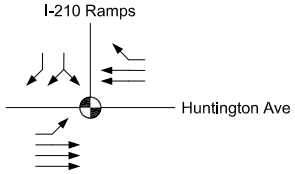
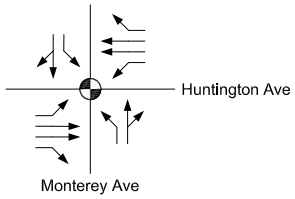
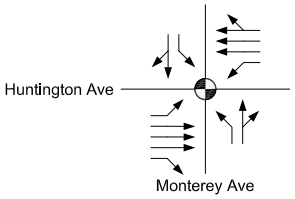
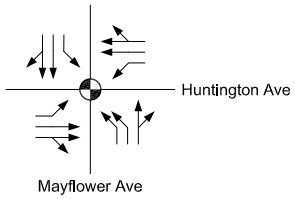
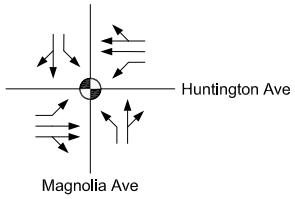
Table 2 summarizes the weekday morning and afternoon peak hour LOS analysis for the 23 signalized study intersections under Existing Conditions (Year 2018). As shown in Table 2, 22 of the 23 signalized study intersections operate at LOS D or better under Existing Conditions. Only the intersection of Huntington Drive & Mountain Avenue does not currently meet its LOS performance standard according to the General Plan criteria.

The LOS calculation worksheets are provided in Appendix B.



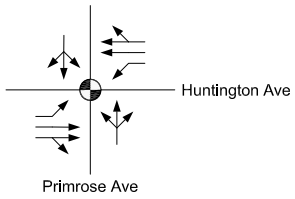
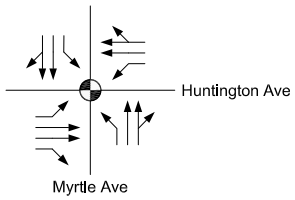
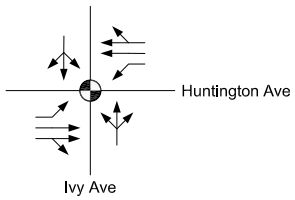
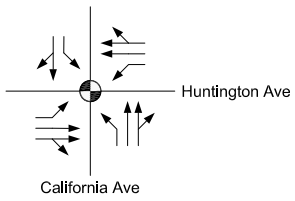
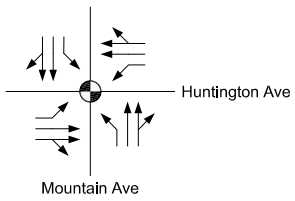
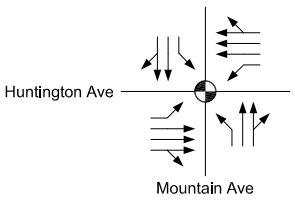
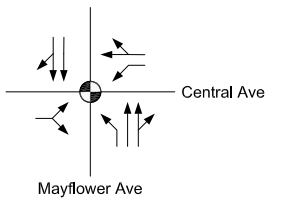
STUDY INTERSECTIONS

FIGURE 3

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
1. Huntington Avenue & Fifth Avenue		
2. Huntington Avenue & I-210 EB Ramps		Same as Existing Conditions
3. Huntington Avenue & I-210 WB Ramps		Same as Existing Conditions
4. Huntington Avenue & Monterey Avenue		
5. Huntington Avenue & Mayflower Avenue		Same as Existing Conditions
6. Huntington Avenue & Magnolia Avenue		Same as Existing Conditions

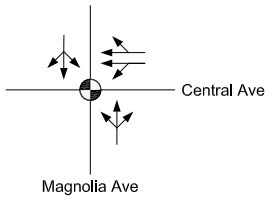
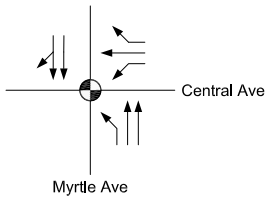
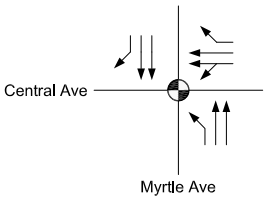
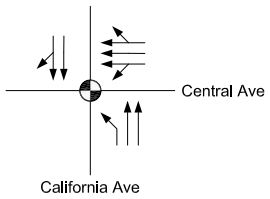
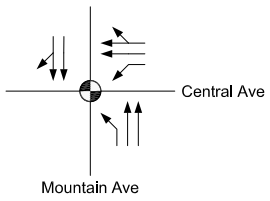
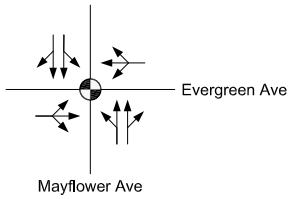
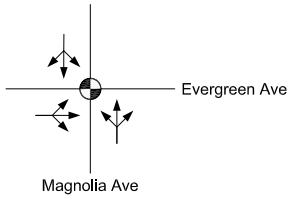
INTERSECTION LANE CONFIGURATIONS

FIGURE 4

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
7. Huntington Avenue & Primrose Avenue		Same as Existing Conditions
8. Huntington Avenue & Myrtle Avenue		Same as Existing Conditions
9. Huntington Avenue & Ivy Avenue		Same as Existing Conditions
10. Huntington Avenue & California Avenue		Same as Existing Conditions
11. Huntington Avenue & Mountain Avenue		
12. Central Avenue & Mayflower Avenue		Same as Existing Conditions

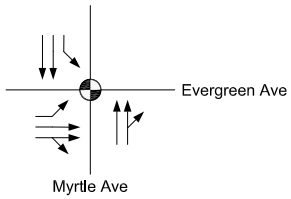
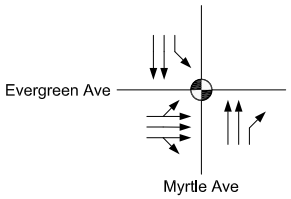
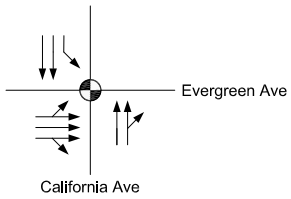
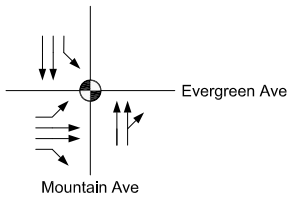
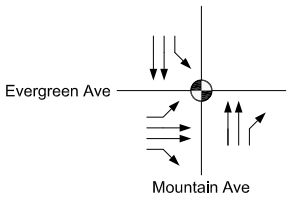
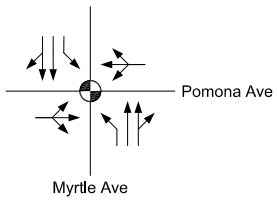
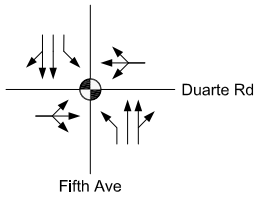
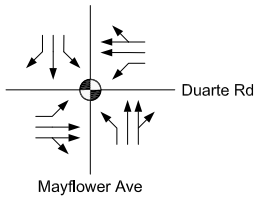
INTERSECTION LANE CONFIGURATIONS

FIGURE 4 (CONT.)

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
13. Central Avenue & Magnolia Avenue		Same as Existing Conditions
14. Central Avenue & Myrtle Avenue		
15. Central Avenue & California Avenue		Same as Existing Conditions
16. Central Avenue & Mountain Avenue		Same as Existing Conditions
17. Evergreen Avenue & Mayflower Avenue		Same as Existing Conditions
18. Evergreen Avenue & Magnolia Avenue		Same as Existing Conditions

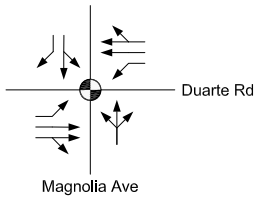
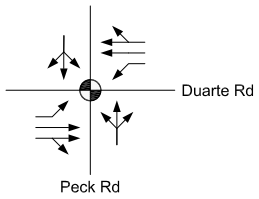
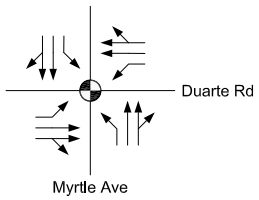
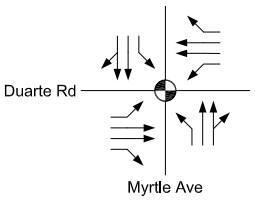
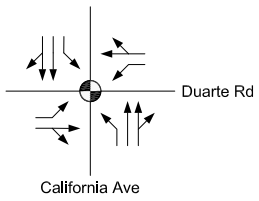
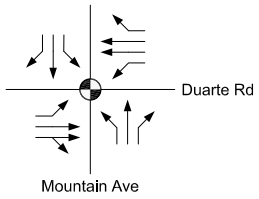
INTERSECTION LANE CONFIGURATIONS

FIGURE 4 (CONT.)

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
19. Evergreen Avenue & Myrtle Avenue		
20. Evergreen Avenue & California Avenue		Same as Existing Conditions
21. Evergreen Avenue & Mountain Avenue		
22. Pomona Avenue & Myrtle Avenue		Same as Existing Conditions
23. Duarte Road & Fifth Avenue		Same as Existing Conditions
24. Duarte Road & Mayflower Avenue		Same as Existing Conditions

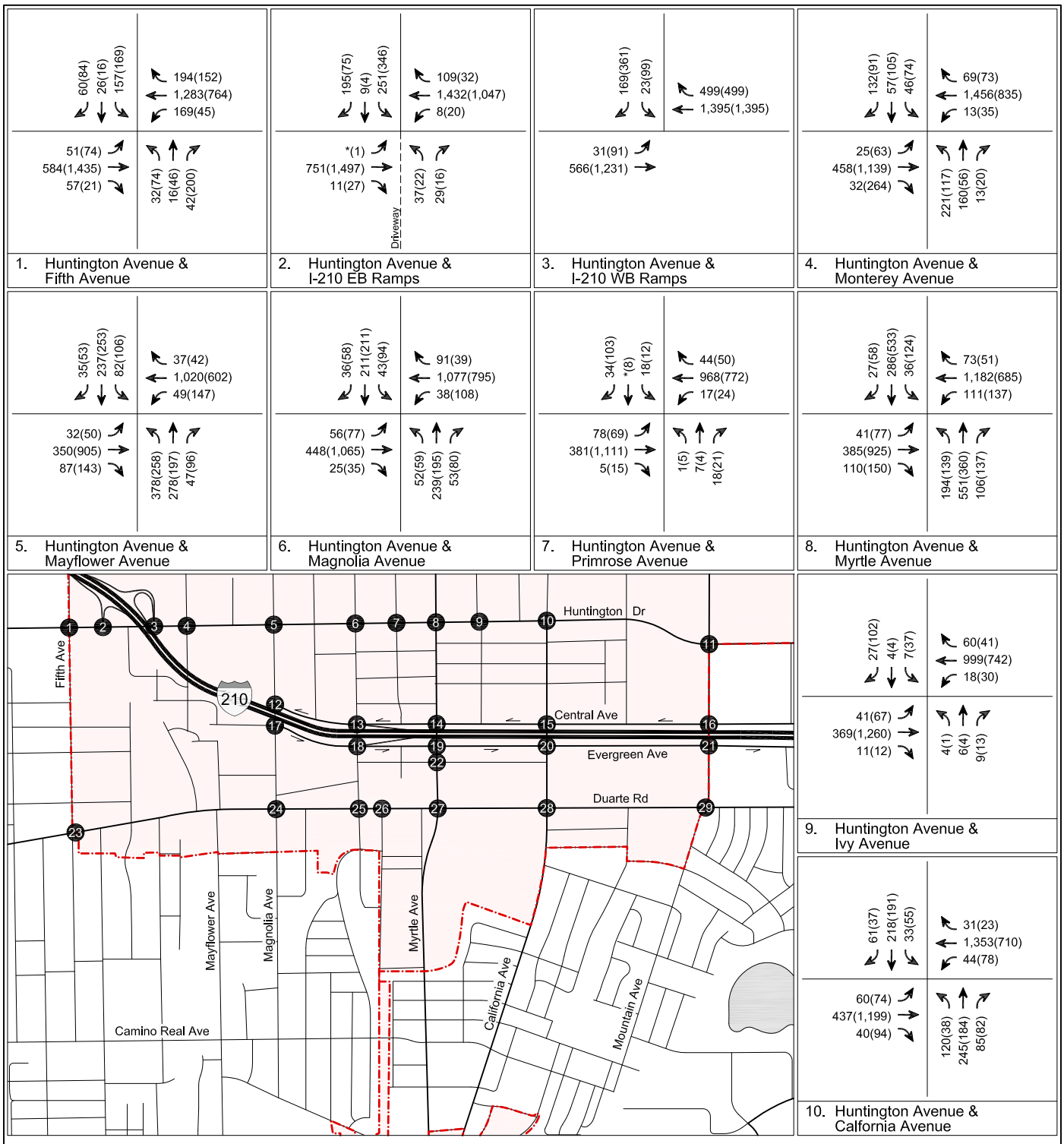
INTERSECTION LANE CONFIGURATIONS

FIGURE 4 (CONT.)

	EXISTING CONDITIONS (YEAR 2018)	FUTURE CONDITIONS (YEAR 2040)
25. Duarte Road & Magnolia Avenue		Same as Existing Conditions
26. Duarte Road & Peck Road		Same as Existing Conditions
27. Duarte Road & Myrtle Avenue		
28. Duarte Road & California Avenue		Same as Existing Conditions
29. Duarte Road & Mountain Avenue		Same as Existing Conditions

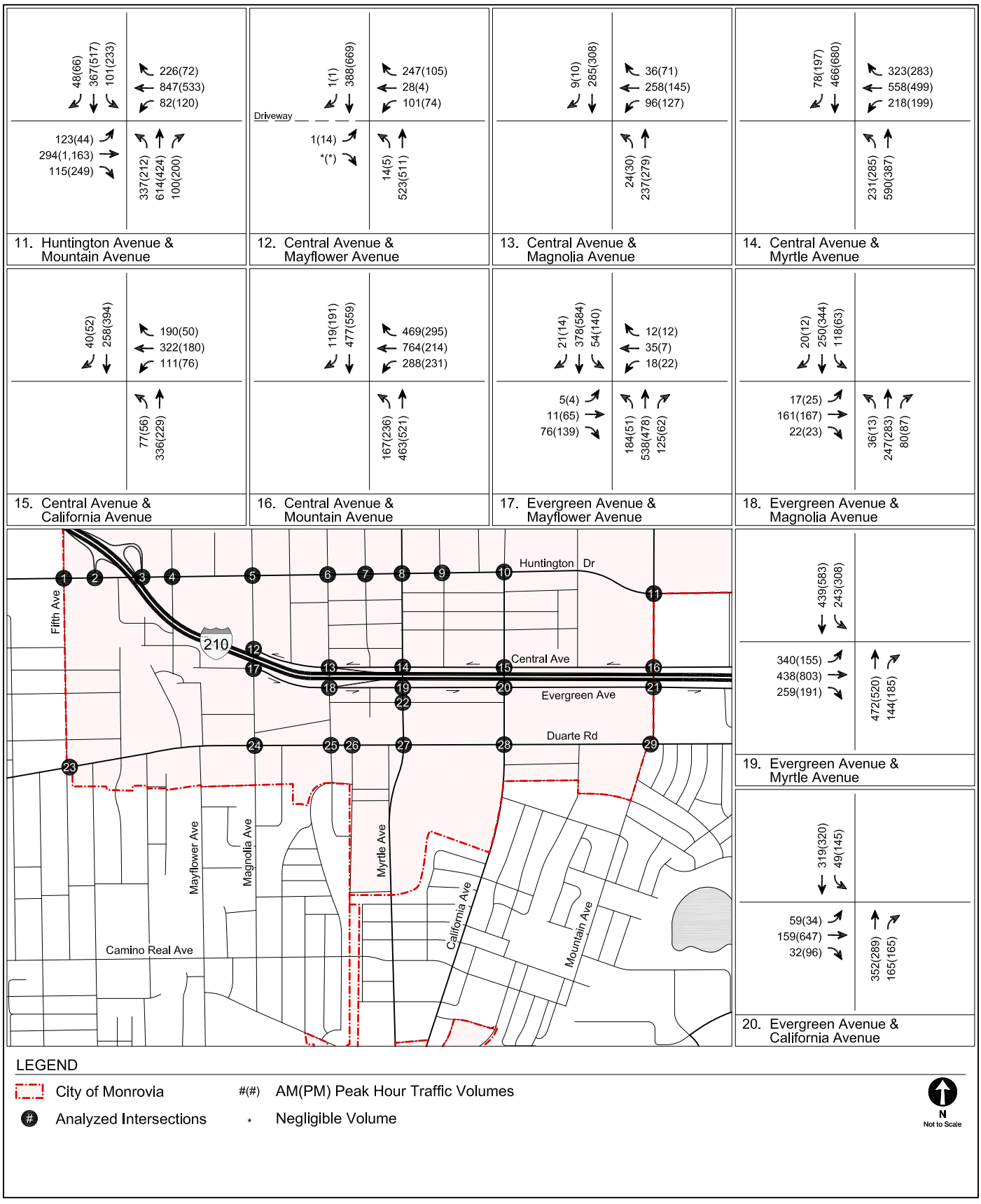
INTERSECTION LANE CONFIGURATIONS

FIGURE 4 (CONT.)



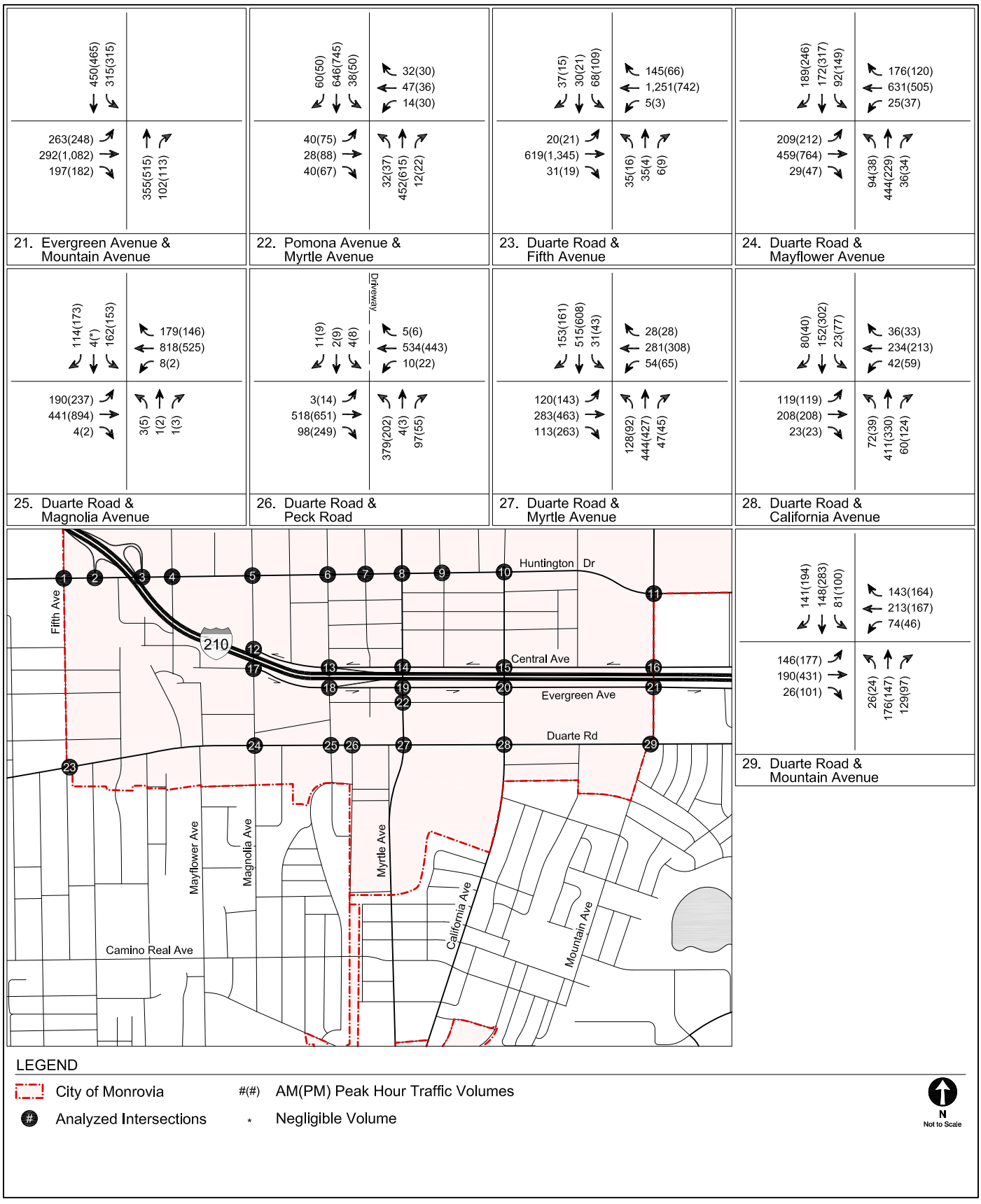
EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 5



EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 (CONT.)



EXISTING CONDITIONS (YEAR 2018)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
5 (CONT.)

TABLE 2
EXISTING CONDITIONS (YEAR 2018)
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Signalized Intersection	Peak Hour	Existing Conditions	
			V/C Ratio	LOS
1.	Huntington Drive & Fifth Avenue	AM	0.667	B
		PM	0.843	D
2.	Huntington Drive & I-210 EB Ramps	AM	0.693	B
		PM	0.554	A
3.	Huntington Drive & I-210 WB Ramps	AM	0.615	B
		PM	0.737	C
4.	Huntington Drive & Monterey Avenue	AM	0.827	D
		PM	0.674	B
5.	Huntington Drive & Mayflower Avenue	AM	0.704	C
		PM	0.769	C
6.	Huntington Drive & Magnolia Avenue	AM	0.710	C
		PM	0.743	C
8.	Huntington Drive & Myrtle Avenue	AM	0.746	C
		PM	0.747	C
10.	Huntington Drive & California Avenue	AM	0.820	D
		PM	0.720	C
11.	Huntington Drive & Mountain Avenue	AM	0.853	D
		PM	0.957	E
14.	Central Avenue & Myrtle Avenue	AM	0.763	C
		PM	0.864	D
15.	Central Avenue & California Avenue	AM	0.371	A
		PM	0.338	A
16.	Central Avenue & Mountain Avenue	AM	0.775	C
		PM	0.666	B
19.	Evergreen Avenue & Myrtle Avenue	AM	0.663	B
		PM	0.824	D
20.	Evergreen Avenue & California Avenue	AM	0.345	A
		PM	0.495	A
21.	Evergreen Avenue & Mountain Avenue	AM	0.604	B
		PM	0.831	D
22.	Ponoma Avenue & Myrtle Avenue	AM	0.424	A
		PM	0.534	A
23.	Duarte Road & Fifth Avenue	AM	0.655	B
		PM	0.629	B
24.	Duarte Road & Mayflower Avenue	AM	0.691	B
		PM	0.650	B
25.	Duarte Road & Magnolia Avenue	AM	0.638	B
		PM	0.560	A
26.	Duarte Road & Peck Road	AM	0.602	B
		PM	0.563	A
27.	Duarte Road & Myrtle Avenue	AM	0.761	C
		PM	0.866	D
28.	Duarte Road & California Avenue	AM	0.704	C
		PM	0.718	C
29.	Duarte Road & Mountain Avenue	AM	0.619	B
		PM	0.687	B

Notes:
AM - Weekday AM Peak Hour, PM - Weekday PM Peak Hour
*Intersection is currently unsignalized. Future conditions analysis included only if signal warrants met.

Acceptable LOS
One Grade from Unacceptable LOS
Unacceptable LOS

Chapter 4
Future Traffic Conditions

Estimates of future traffic conditions were developed to evaluate the traffic levels likely to be on the local street system at the target Year 2040. This discussion details the assumptions used to develop the Future Conditions (Year 2040).

CEQA GUIDELINES REGARDING FUTURE TRAFFIC CONDITIONS

The forecast of Future conditions was prepared in accordance with procedures outlined in Section 15130 of *Guidelines for Implementation of the California Environmental Quality Act*, *Chapter 3, Title 14, California Code of Regulations* (California Natural Resources Agency, amended July 27, 2007) (*Guidelines*). Specifically, *Guidelines* provides two options for developing the cumulative traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> "(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency."

As described in detail below, this analysis includes traffic growth from known projects[1] (Option "A" above), regional growth projections (Option "B" above), and projects that are based on the updated General Plan land use densities (General Plan Growth).

KNOWN PROJECTS TRAFFIC

Table 3 presents a summary of the known projects in the Study Area that are currently in the planning or construction stages of development. While not all of these projects may ultimately receive development approval by the City Council, they are a good indication of the type and level of development projects that the City is likely to experience in the near future. As shown in Table 3, there are currently 12 projects in some stage of the planning process. Together these 12 projects will generate approximately 15,031 daily trips, including 857 in the morning peak hour and 1,252 in the afternoon peak hour. These trips were distributed to the local roadway network based on the distribution patterns presented in the traffic studies for each project. If a traffic study has not been prepared yet, the distribution was based on the traffic study distribution of the closest similar project.

AMBIENT TRAFFIC GROWTH

Existing traffic is expected to increase as a result of regional growth and development both inside and outside the City. Based on the results of a regional model run prepared by SCAG, an ambient growth factor of 1.1% was applied to the morning peak hour volumes and an ambient growth factor of 1.9% was applied to the afternoon peak hour volumes over a 22-year period to reflect the effects of regional growth by Year 2040.

[1] *Traffic Impact Analysis for the 1625 Magnolia Avenue Project, Monrovia, Los Angeles County, California,* LSA, February 2018; *Traffic Impact Analysis for the Avalon Monrovia Project, Monrovia, Los Angeles County, California,* LSA, January 2018; *Traffic Impact Analysis for the Duarte Road Apartments Project, Monrovia, Los Angeles County, California,* LSA, September 2017; *Traffic Impact Analysis for the Monrovia Hotel Project, Monrovia, Los Angeles County, California,* LSA, May 2018; *Traffic Impact Analysis for the Monrovia Starbucks Project, Monrovia, Los Angeles County, California,* LSA, February 2018.

GENERAL PLAN GROWTH TRAFFIC VOLUMES

In addition to the ambient traffic growth that may be caused by trips generated outside of the City limits, the land use growth inside the City will add to congestion in the future. This section discusses the trips that will be generated by the continued development of the General Plan Growth projects by the Year 2040.

The first step of the forecasting process is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis by applying the appropriate vehicle trip generation equations or rates to the amount of General Plan Growth development anticipated by Year 2040.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound traffic volumes to/from the General Plan Growth projects. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the City. Localized routes of travel through the City were developed based on existing traffic patterns and relative travel times on various corridors.

The third step of the forecasting process is traffic assignment. This involves applying the traffic generated by the General Plan Projects (the trip generation) to the intersections and street segments in the City according to the projected trip distribution patterns. These traffic volumes can then be added to existing or future background conditions to represent traffic volumes under those conditions once the 2035 General Plan Projects are complete.

With the forecasting process complete and traffic assignment developed, the impact of the General Plan Growth projects was isolated by comparing operational (i.e., LOS) conditions at the selected key intersections using expected future traffic volumes without and with forecast traffic from the General Plan Growth projects. The need for site-specific and/or cumulative local area traffic improvements was then evaluated and the significance of the General Plan Growth projects' impacts identified.

General Plan Projects Trip Generation

The most recent trip generation rates from *Trip Generation, 10th Edition* (Institute of Transportation Engineers, 2017) were utilized to develop the future trip generation estimates projects allowed by the General Plan anticipated to be in place by Year 2040.

Table 4 shows the trip generation anticipated from the projects allowed by the General Plan and Figure 6 depicts the location and limits of each zone used for General Plan Growth project traffic generation and distribution. These projects have the potential to add over 23,000 trips per day to the City street system, with approximately 1,200 of those trips occurring in the morning peak hour and approximately 2,200 trips occurring in the afternoon peak hour. It is important to note that it was not assumed that the entire City will be built to the ultimate General Plan allowances, but rather through consultation with City staff a reasonable level of development allowed by the General Plan was assumed to occur prior to 2040.

Project Trip Distribution

The geographic distribution of the trips summarized in Table 4 was developed based on the locations of residential and employment centers, characteristics of the City street system, the level of accessibility of routes to and from each area of the City, existing intersection traffic volumes, and the ingress/egress availability based on the proposed trip generation zone locations and street access. Based on these considerations, Project traffic both entering and exiting the various trip generation zones (i.e., areas of the City) was assigned to the surrounding street system based on the following general distribution pattern: 30% to/from the north, 30% to/from the east, 10% to/from the south, and 30% to/from the west. Much of the traffic generated by the General Plan Growth projects had both origins and destinations within the City, never leaving the City.

Project Trip Assignment

The trip distribution patterns described above were applied to the trip generation estimates summarized in Table 4 to develop the General Plan Growth projects traffic assignments.

The Future Conditions volumes represent the combination of known projects, ambient growth and the General Plan Growth projects. These future volumes for the 29 study intersections are shown in Figure 7.

FUTURE SIGNAL WARRANT ANALYSIS

With future intersections volumes established, a signal warrant analysis was conducted for the six unsignalized study intersections in order to determine if installation of a traffic signal will be warranted in the future at these locations.

Table 5 provides a summary of the signal warrant analysis. As shown in Table 5, all six unsignalized study intersections will warrant the installation of a traffic signal under future conditions. Therefore, for the purposes of this analysis, all six intersections were assumed to be signalized under Future Conditions.

Signal warrant analysis worksheets are provided in Appendix C.

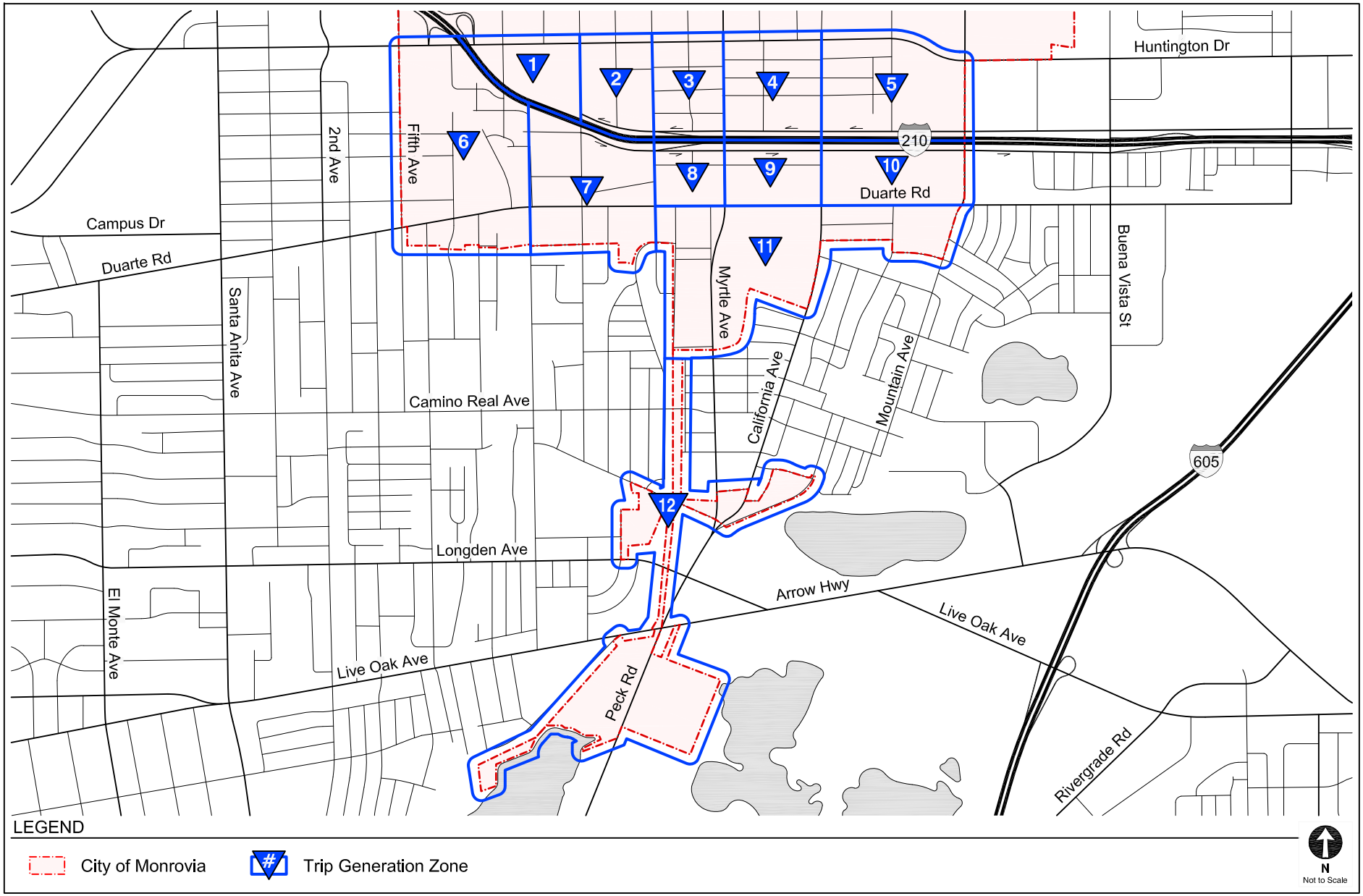
FUTURE INTERSECTION LEVELS OF SERVICE ASSUMING NO FURTHER ROADWAY IMPROVEMENTS

In order to provide a more conservative analysis, no future roadway improvements were assumed to be in place in the Future Conditions scenario.

Table 6 summarizes the analysis of the Future Conditions (Year 2040) traffic conditions. As shown, 17 of the 29 study intersections are projected to operate within the LOS D criteria established in the General Plan and the following 12 intersections will fail to meet their General Plan performance level:

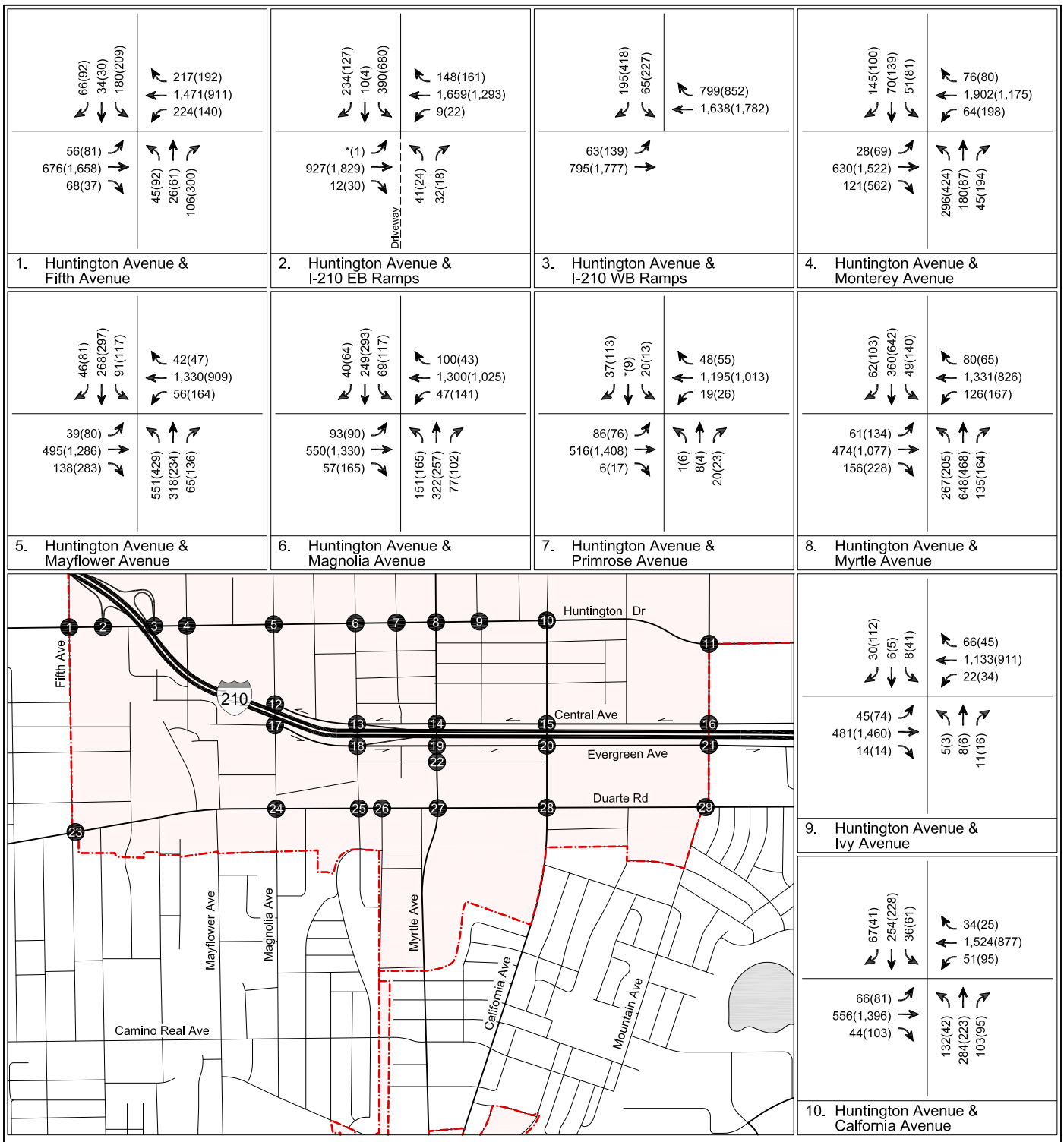
1. Huntington Drive & 5th Avenue – LOS F in afternoon peak hour
3. Huntington Drive & I-210 Westbound Ramps – LOS E in the afternoon peak hour
4. Huntington Drive & Monterey Avenue – LOS F in the morning and afternoon peak hours
5. Huntington Drive & Mayflower Avenue – LOS E in the afternoon peak hour

6. Huntington Drive & Magnolia Avenue – LOS E in the afternoon peak hour
8. Huntington Drive & Myrtle Avenue – LOS E in the afternoon peak hour
10. Huntington Drive & California Avenue – LOS E in the morning peak hour
11. Huntington Drive & Mountain Avenue – LOS E in the morning peak hour, LOS F in the afternoon peak hour
14. Central Avenue & Myrtle Avenue – LOS E in the morning peak hour, LOS F in the afternoon peak hour
19. Evergreen Avenue & Myrtle Avenue – LOS F in the afternoon peak hour
21. Evergreen Avenue & Mountain Avenue – LOS E in the afternoon peak hour
27. Duarte Road & Myrtle Avenue – LOS F in the afternoon peak hour



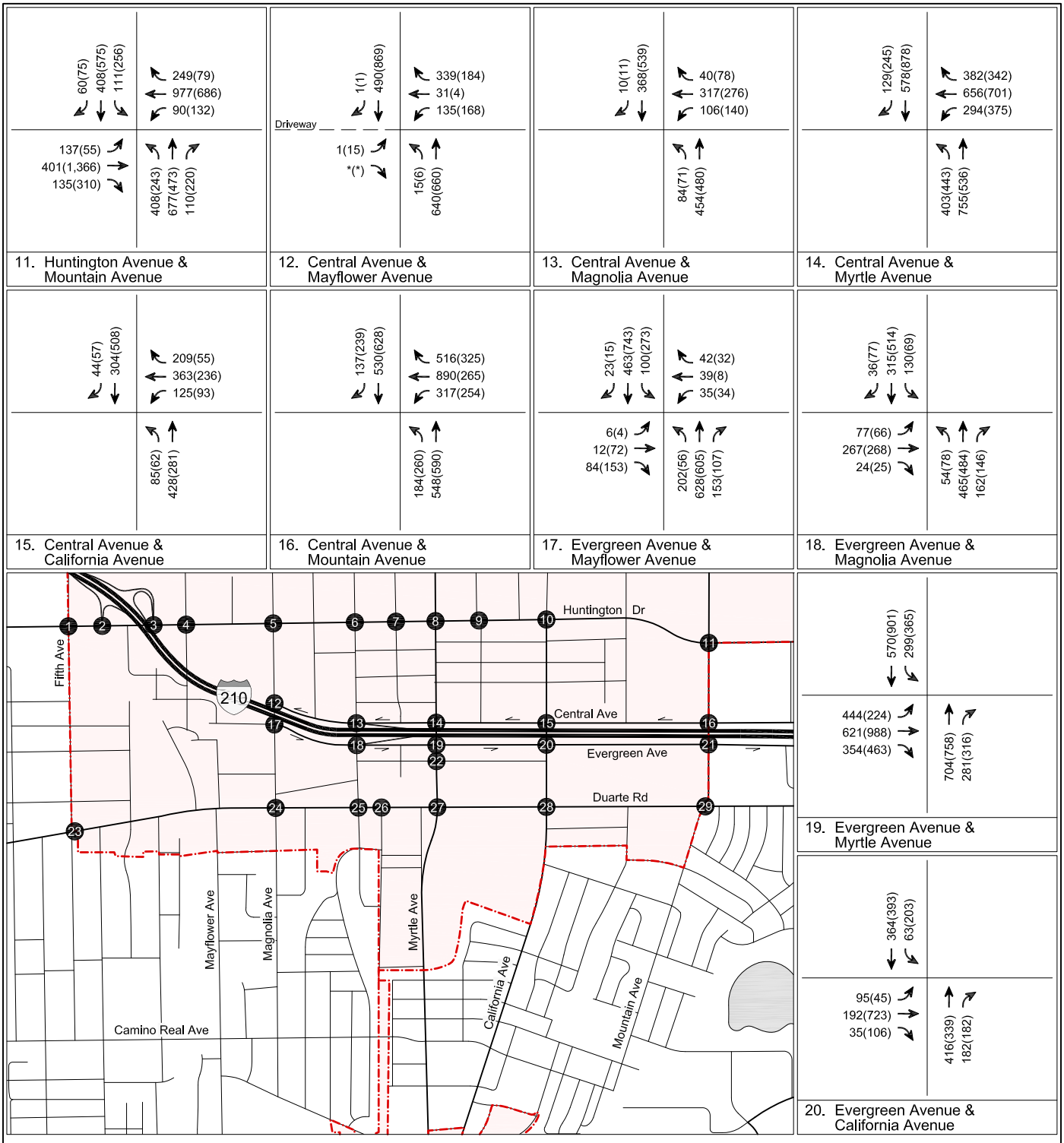
GENERAL PLAN TRAFFIC ZONES

FIGURE 6



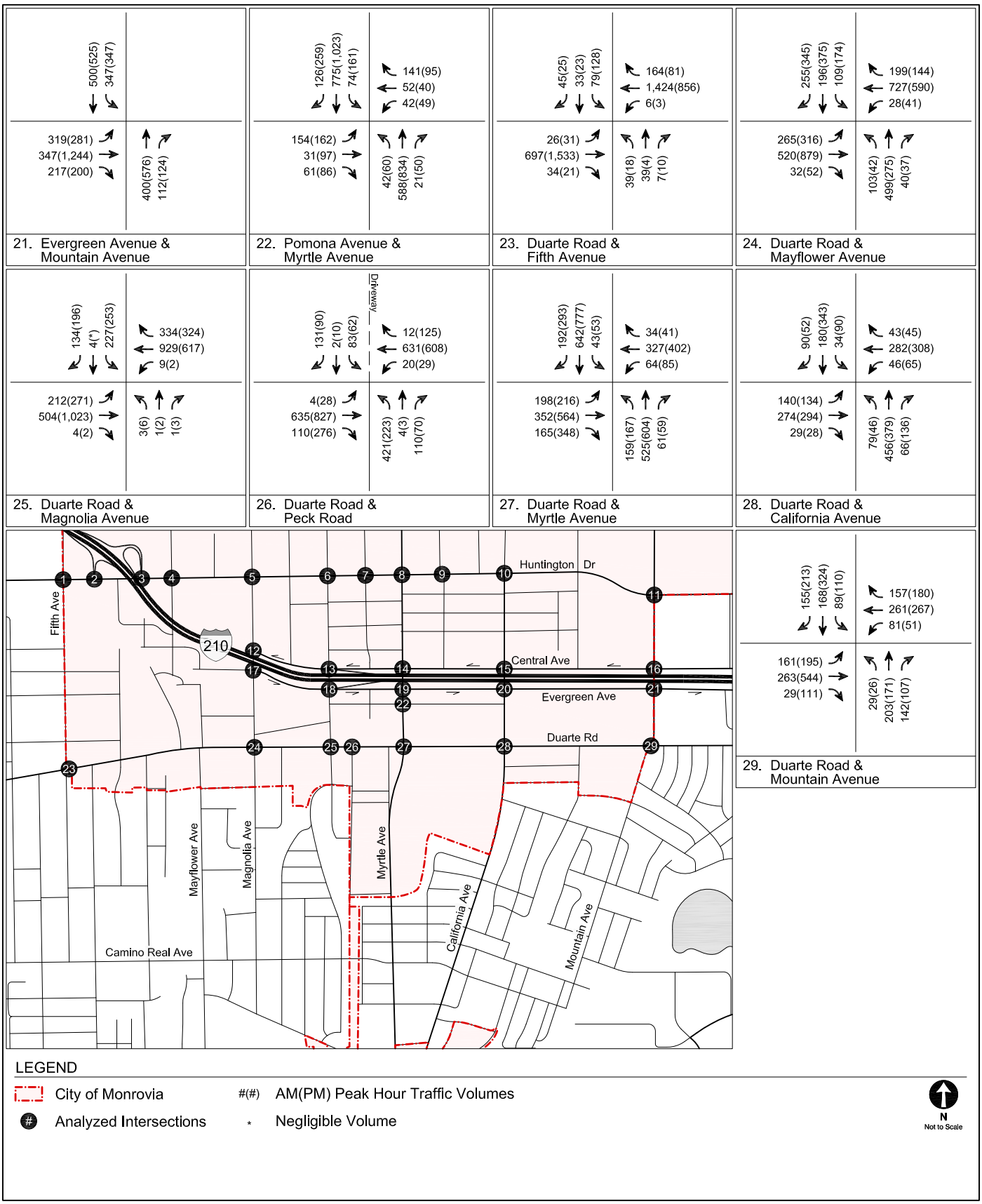
FUTURE CONDITIONS (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 7



FUTURE CONDITIONS (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 (CONT.)



FUTURE CONDITIONS (YEAR 2040)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
7 (CONT.)

TABLE 3
KNOWN PROJECTS TRIP GENERATION

Project Name	Project Description	Trip Generation						
		Daily	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
1625 Magnolia	472 apartment units	2,129	15	143	158	143	69	212
Avalon Monrovia	154 apartment units, 3,900 sf retail	721	-11	38	27	44	8	52
Myrtle/Lime Residential	140 apartment units	1,025	15	49	64	49	29	78
Townplace Suites Hotel	109 hotel rooms	891	34	24	58	34	31	65
Starbucks	2,200 sf coffee shop	179	39	41	80	-11	-14	-25
Duarte Road Apartments	296 apartment units	925	-10	80	70	7	73	80
MODA residential	261 apartment units	1,433	22	69	91	69	41	110
123 & 137 W Pomona Avenue	310 apartment units, 10,000 sf retail	1,390	11	62	73	71	40	111
1601 Myrtle Ave	103 apartment units	754	11	36	47	36	22	58
725 Huntington Dr Commercial Center	98,000 sf shopping center	3,700	57	35	92	179	194	373
1110-1212 Fifth Ave Residential	154 apartment units	845	13	40	53	40	24	64
Evergreen Partners Project	284 apartment units, 7,180 sf retail, 6,640 sf park	1,039	-5	49	44	55	19	74
	City of Monrovia Grand Total	**15,031**	**191**	**666**	**857**	**716**	**536**	**1,252**

TABLE 4
GENERAL PLAN TRIP GENERATION BY ZONE

Zone	Land Use	Size	Trip Generation						
			Daily	Morning Peak Hour			Afternoon Peak Hour		
				In	Out	Total	In	Out	Total
1	Retail	150 ksf	5,663	87	54	141	275	297	572
		Sub-Total	*5,663*	*87*	*54*	*141*	*275*	*297*	*572*
2	Retail	25 ksf	944	15	9	24	46	49	95
	Apartments	200 du	1,464	21	71	92	71	41	112
		Sub-Total	*2,408*	*36*	*80*	*116*	*117*	*90*	*207*
3	Retail	10 ksf	378	6	3	9	18	20	38
	Office	25 ksf	244	25	4	29	5	24	29
		Sub-Total	*622*	*31*	*7*	*38*	*23*	*44*	*67*
4	Manufacturing	50 ksf	197	24	7	31	11	23	34
		Sub-Total	*197*	*24*	*7*	*31*	*11*	*23*	*34*
5	Manufacturing	100 ksf	393	48	14	62	21	46	67
	Office	100 ksf	974	100	16	116	18	97	115
		Sub-Total	*1,367*	*148*	*30*	*178*	*39*	*143*	*182*
6	Retail	50 ksf	1,888	29	18	47	92	99	191
	Apartments	150 du	1,098	16	53	69	53	31	84
	Office	25 ksf	244	25	4	29	5	24	29
		Sub-Total	*3,230*	*70*	*75*	*145*	*150*	*154*	*304*
7	Apartments	400 du	2,928	42	142	184	141	83	224
	Retail	20 ksf	755	12	7	19	36	40	76
		Sub-Total	*3,683*	*54*	*149*	*203*	*177*	*123*	*300*
8	None	0	0	0	0	0	0	0	0
9	Apartments	500 du	3,660	53	177	230	176	104	280
		Sub-Total	*3,660*	*53*	*177*	*230*	*176*	*104*	*280*
10	None	0	0	0	0	0	0	0	0
11	Retail	50 ksf	1,888	29	18	47	92	99	191
	Manufacturing	50 ksf	197	24	7	31	11	23	34
		Sub-Total	*2,085*	*53*	*25*	*78*	*103*	*122*	*225*
12	Manufacturing	50 ksf	197	24	7	31	11	23	34
		Sub-Total	*197*	*24*	*7*	*31*	*11*	*23*	*34*
City of Monrovia Total			**23,112**	**580**	**611**	**1,191**	**1,082**	**1,123**	**2,205**

TABLE 5
TRAFFIC SIGNAL WARRANT SUMMARY

No.	Intersection	Tested Peak Hour [a]	Warrants Met					Warrants Signal Installation
			1A	1B	1C	2	3	
7.	Huntington Drive & Primrose Avenue	PM Peak	No	Yes	No	Yes	Yes	Yes
8.	Huntington Drive & Ivy Avenue	PM Peak	No	Yes	No	Yes	Yes	Yes
12.	Central Avenue & Mayflower Avenue	AM Peak	Yes	No	No	Yes	Yes	Yes
13.	Central Avenue & Magnolia Avenue	PM Peak	Yes	No	No	Yes	Yes	Yes
17.	Evergreen Avenue & Mayflower Avenue	PM Peak	No	Yes	Yes	Yes	Yes	Yes
18.	Evergreen Avenue & Magnolia Avenue	AM Peak	Yes	No	Yes	Yes	Yes	Yes

Notes:

[a] The higher-volume peak hour at each intersection was tested.

TABLE 6
FUTURE CONDITIONS (YEAR 2040) BEFORE MITIGATION
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Signalized Intersection	Peak Hour	Existing Conditions		Future Conditions before Mitigation		
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C Ratio
1.	Huntington Drive & Fifth Avenue	AM	0.667	B	0.791	C	0.124
		PM	0.843	D	1.075	F	0.232
2.	Huntington Drive & I-210 EB Ramps	AM	0.693	B	0.790	C	0.097
		PM	0.554	A	0.734	C	0.180
3.	Huntington Drive & I-210 WB Ramps	AM	0.615	B	0.732	C	0.117
		PM	0.737	C	0.946	E	0.209
4.	Huntington Drive & Monterey Avenue	AM	0.827	D	1.031	F	0.204
		PM	0.674	B	1.114	F	0.440
5.	Huntington Drive & Mayflower Avenue	AM	0.704	C	0.849	D	0.145
		PM	0.769	C	0.997	E	0.228
6.	Huntington Drive & Magnolia Avenue	AM	0.710	C	0.888	D	0.178
		PM	0.743	C	0.981	E	0.238
7.*	Huntington Drive & Primrose Avenue	AM	-	-	0.579	A	-
		PM	-	-	0.649	B	-
8.	Huntington Drive & Myrtle Avenue	AM	0.746	C	0.878	D	0.132
		PM	0.747	C	0.902	E	0.155
9.*	Huntington Drive & Ivy Avenue	AM	-	-	0.534	A	-
		PM	-	-	0.683	B	-
10.	Huntington Drive & California Avenue	AM	0.820	D	0.912	E	0.092
		PM	0.720	C	0.821	D	0.101
11.	Huntington Drive & Mountain Avenue	AM	0.853	D	0.970	E	0.117
		PM	0.957	E	1.084	F	0.127
12.*	Central Avenue & Mayflower Avenue	AM	-	-	0.532	A	-
		PM	-	-	0.503	A	-
13.*	Central Avenue & Magnolia Avenue	AM	-	-	0.581	A	-
		PM	-	-	0.642	B	-
14.	Central Avenue & Myrtle Avenue	AM	0.763	C	0.983	E	0.220
		PM	0.864	D	1.166	F	0.302
15.	Central Avenue & California Avenue	AM	0.371	A	0.407	A	0.036
		PM	0.338	A	0.396	A	0.058
16.	Central Avenue & Mountain Avenue	AM	0.775	C	0.862	D	0.087
		PM	0.666	B	0.737	C	0.071
17.*	Evergreen Avenue & Mayflower Avenue	AM	-	-	0.556	A	-
		PM	-	-	0.675	B	-
18.*	Evergreen Avenue & Magnolia Avenue	AM	-	-	0.837	D	-
		PM	-	-	0.810	D	-
19.	Evergreen Avenue & Myrtle Avenue	AM	0.663	B	0.900	D	0.237
		PM	0.824	D	1.117	F	0.293
20.	Evergreen Avenue & California Avenue	AM	0.345	A	0.393	A	0.048
		PM	0.495	A	0.572	A	0.077
21.	Evergreen Avenue & Mountain Avenue	AM	0.604	B	0.676	B	0.072
		PM	0.831	D	0.925	E	0.094
22.	Ponoma Avenue & Myrtle Avenue	AM	0.424	A	0.651	B	0.227
		PM	0.534	A	0.786	C	0.252
23.	Duarte Road & Fifth Avenue	AM	0.655	B	0.734	C	0.079
		PM	0.629	B	0.709	C	0.080
24.	Duarte Road & Mayflower Avenue	AM	0.691	B	0.791	C	0.100
		PM	0.650	B	0.787	C	0.137
25.	Duarte Road & Magnolia Avenue	AM	0.638	B	0.775	C	0.137
		PM	0.560	A	0.728	C	0.168
26.	Duarte Road & Peck Road	AM	0.602	B	0.744	C	0.142
		PM	0.563	A	0.703	C	0.140
27.	Duarte Road & Myrtle Avenue	AM	0.761	C	0.897	D	0.136
		PM	0.866	D	1.076	F	0.210
28.	Duarte Road & California Avenue	AM	0.704	C	0.775	C	0.071
		PM	0.718	C	0.822	D	0.104
29.	Duarte Road & Mountain Avenue	AM	0.619	B	0.666	B	0.047
		PM	0.687	B	0.756	C	0.069

AM - Weekday AM Peak Hour, PM - Weekday PM Peak Hour
*Intersection is currently unsignalized. Future conditions analysis included only if signal warrants met.

Acceptable LOS
One Grade from Unacceptable LOS
Unacceptable LOS

Chapter 5
Future Transportation Changes

Since there are 12 intersections that do not meet the General Plan performance criteria under Future Conditions and other intersections that are approaching LOS E, additional transportation system improvements will have to be made to support the projected land use growth levels. This chapter discusses the improvement program needed to realize the General Plan 2040 growth levels.

PROPOSED TRANSPORTATION CHANGES

The transportation system improvements needed to accommodate the Future Conditions will include several strategies to meet the General Plan performance goals.

Intersection Physical Improvements

In general, a cost-effective solution to improve the performance of an intersection often involves implementing physical improvements such as adding turn or through lanes or changing the operation of existing lanes. Six of the 12 study intersections operating at an unacceptable LOS in the future have been identified as candidates for physical improvements, the remaining six intersections each have limitations on the amount of physical improvements that can be made. Improvements to those intersections will be discussed later in this chapter.

The physical improvements below were tested to determine if the amount of congestion reduction would result in an acceptable LOS per the General Plan.

1. Huntington Drive & 5th Avenue – Add a third eastbound through lane that starts approximately 150 feet west of the intersection. This lane would then continue until it meets the existing right-turn lane at the I-210 eastbound on-ramp. This improvement

was also included in the Arcadia TIF program as the intersection is shared by the two cities. (See Figure 8.)

4. Huntington Drive & Monterey Avenue – Convert the westbound right-turn lane into a shared through/right lane that continues until it meets the existing right-turn lane at the I-210 westbound on-ramp. Add a third eastbound through lane that starts approximately 150 feet west of the intersection that continues until it meets the existing right-turn lane at the intersection of Huntington Drive & Highway Esplanade. (See Figure 9.)

11. Huntington Drive & Mountain Avenue – Add a third westbound through lane that starts approximately 150 feet east of the intersection and continues until it becomes a trap right-turn lane at the intersection of Huntington Drive & Shamrock Avenue. Add a third eastbound through lane that starts approximately 150 feet west of the intersection that continue until it meets the existing right-turn lane at the intersection of Huntington Drive & the Mountain Vista Plaza driveway. (See Figure 10.)

14. Central Avenue & Myrtle Avenue – Convert the westbound left-turn lane into a shared through/left-turn lane. In addition, a southbound right-turn lane will be added to this intersection as a mitigation measure for a project currently under construction. (See Figure 11.)

21. Evergreen Avenue & Mountain Avenue – Add a northbound right-turn lane that starts approximately 100 feet south of the intersection. (See Figure 12.)

27. Duarte Road & Myrtle Avenue – Add an eastbound right-turn lane that starts approximately 150 feet west of the intersection and a westbound right-turn lane that starts approximately 150 feet east of the intersection. (See Figure 13.)

Table 7 provides a summary of the LOS of the study intersections with all of the improvements in place. As shown, the improvement package described above would result in an acceptable LOS (LOS D or better) at all of the study intersections in Year 2040.

Traffic Signal System

A key to the successful operation of the street system in the City is the performance of the traffic signal system. The six remaining intersections projected to operate at an unacceptable LOS under Future Conditions are not viable candidates for physical improvements, mainly due to a lack of right-of-way that precludes any street widening. For these intersections, improvements to the signal equipment and installation of a coordinated signal system will be required to achieve an acceptable LOS.

System Improvements. The City does not currently have signal system coordination along any of its key corridors; therefore, a traffic signal system coordination plan for the arterials and congested streets in the Study Area is needed. Every traffic signal along arterials of Huntington Drive, Myrtle Avenue, and Mountain Avenue in the Study Area should be interconnected to a central control system and a traffic control center should be established to coordinate, operate, and maintain the traffic signals along the arterials in the Study Area. In total, 18 of the 29 study intersections will need to be included in the coordinated system in order for the system to have its full beneficial effect. Studies have shown that coordinated signal systems can improve capacity at an intersection by as much as 20%. In order to be conservative, a 10% increase in capacity was assumed at intersections included in the coordinated system.

In addition to the cost to install the coordination system, many of the signals in the Study Area will need to be upgraded to either comply with current standards or install equipment that can accommodate the coordinated signal system. Those costs are included in the TIF because they are required to install a signal coordination system.

With this coordinated signal system in place, all 29 study intersections will operate at an acceptable LOS D or better under Future Conditions.

New Signals. As discussed in the previous chapter, there are a number of locations within the City that meet signal warrants under Future Conditions. The TIF should include monies for the signalization of the following six locations:

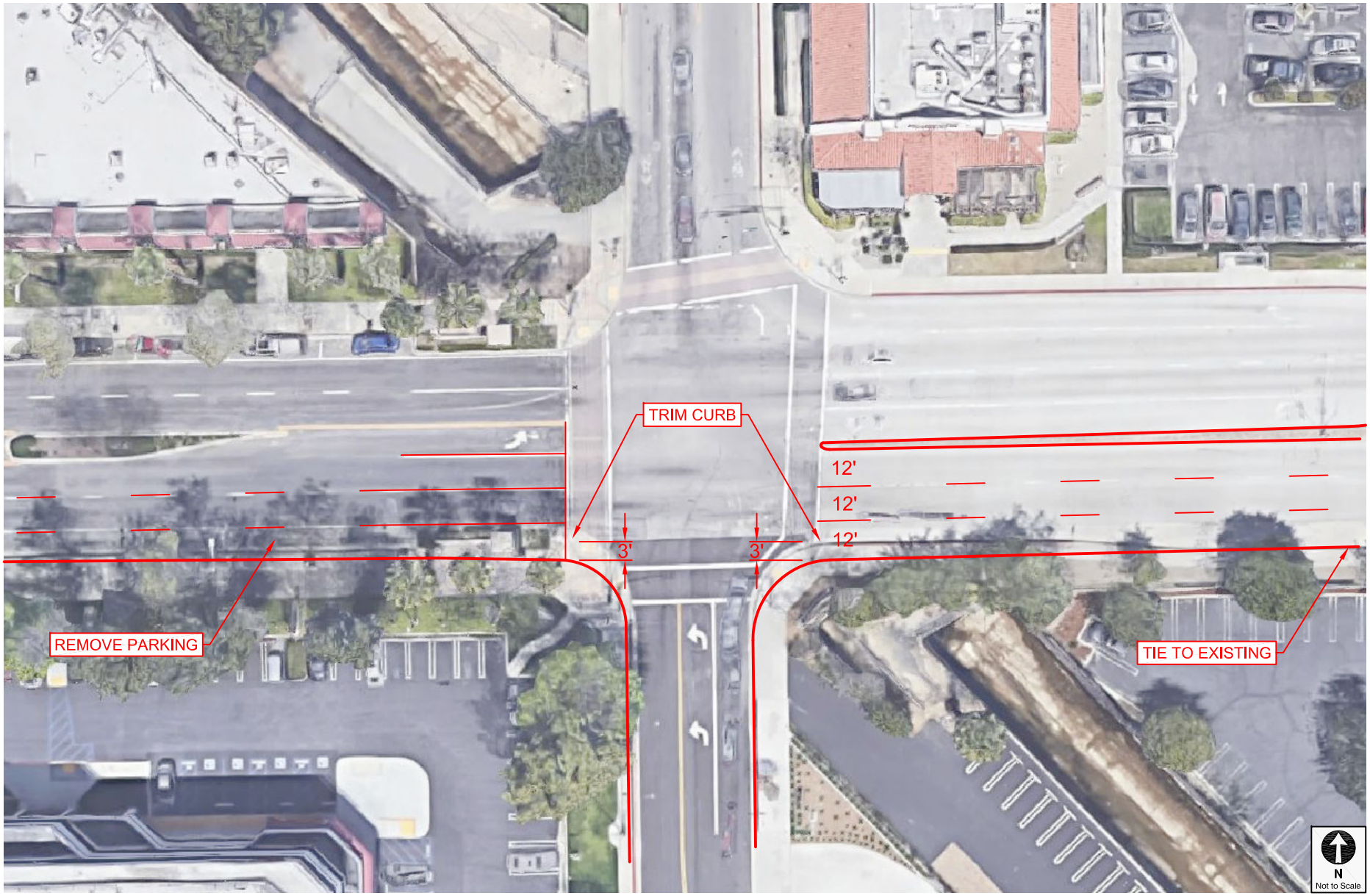
7. Huntington Drive & Primrose Avenue
9. Huntington Drive & Ivy Avenue
12. Central Avenue & Mayflower Avenue
13. Central Avenue & Magnolia Avenue
17. Evergreen Avenue & Mayflower Avenue
18. Evergreen Avenue & Magnolia Avenue

These locations would likely be signalized over time as traffic conditions justified the signalization.

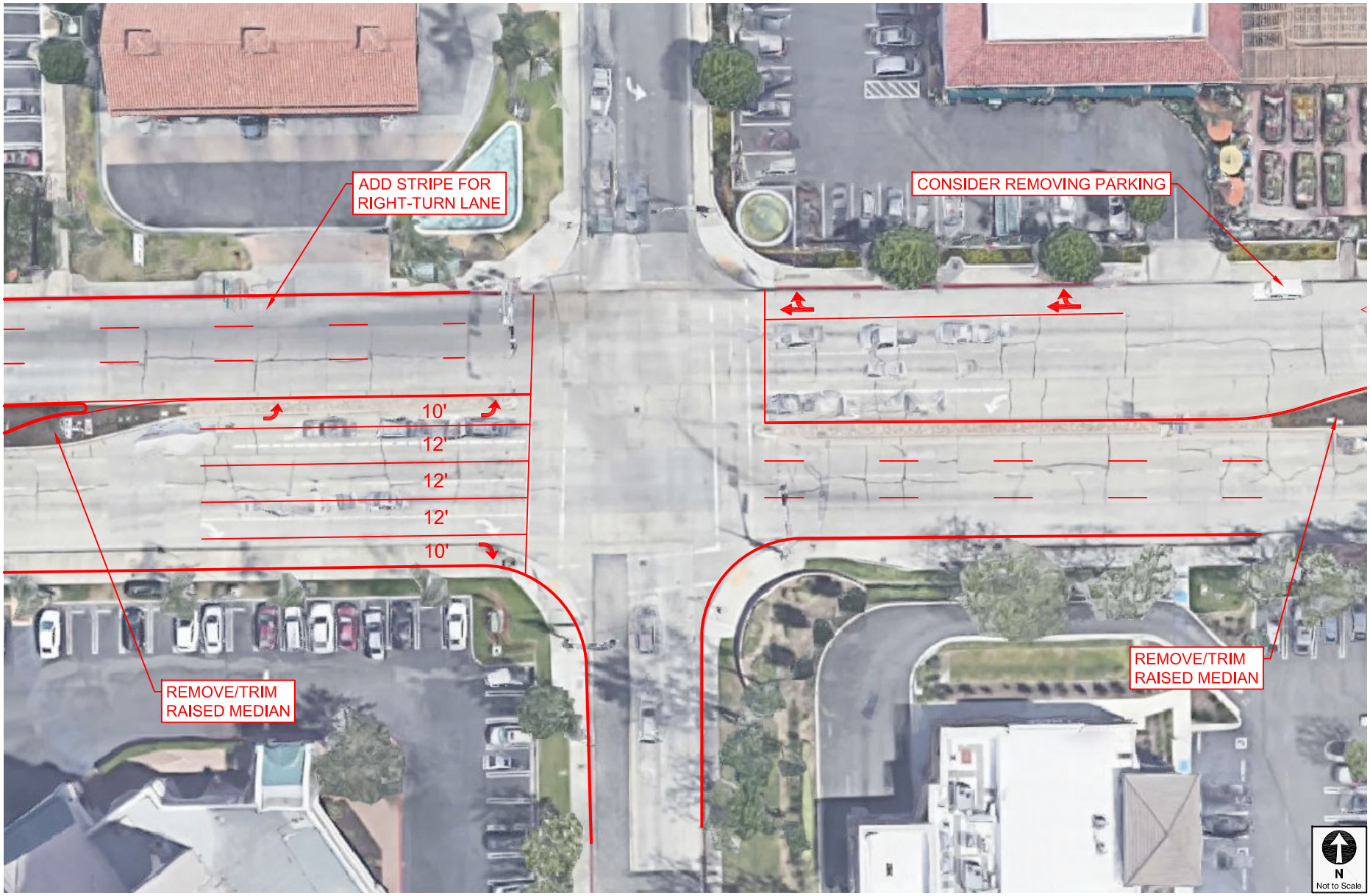
SUMMARY

To support the level of development anticipated in the future, additional transportation system improvements will be needed. Those improvements can be categorized as intersection improvements or traffic signal system improvements. If all of the above improvements are made, the transportation system in the City will meet the General Plan goal of LOS D operation in Year 2040.

To the extent that not all General Plan Growth projects are constructed by Year 2040, not all of the improvements would be needed and not all of the fees needed to build the improvements would have been collected.

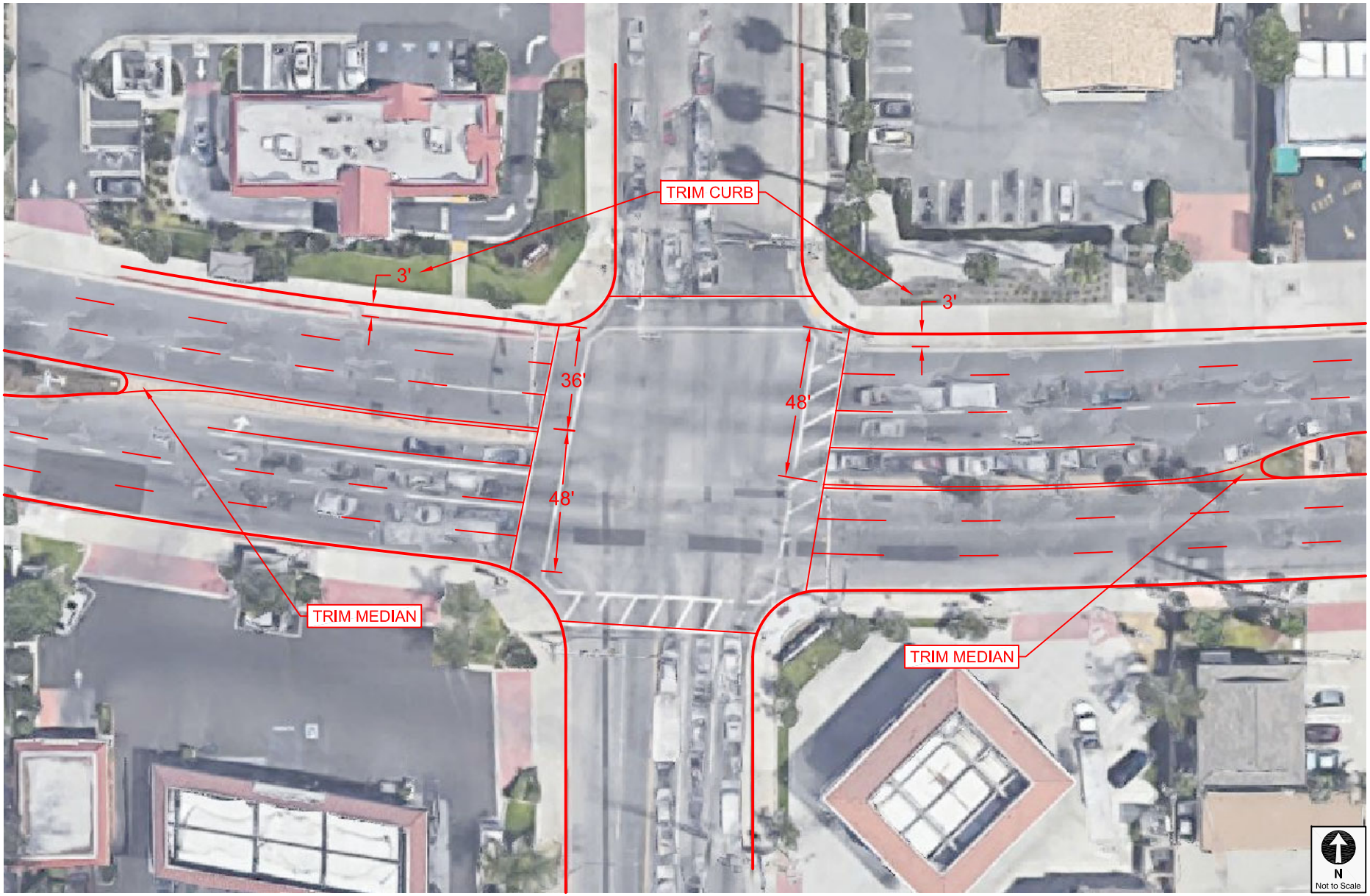


5TH AVENUE & HUNTINGTON DRIVE PROPOSED MITIGATION	FIGURE 8



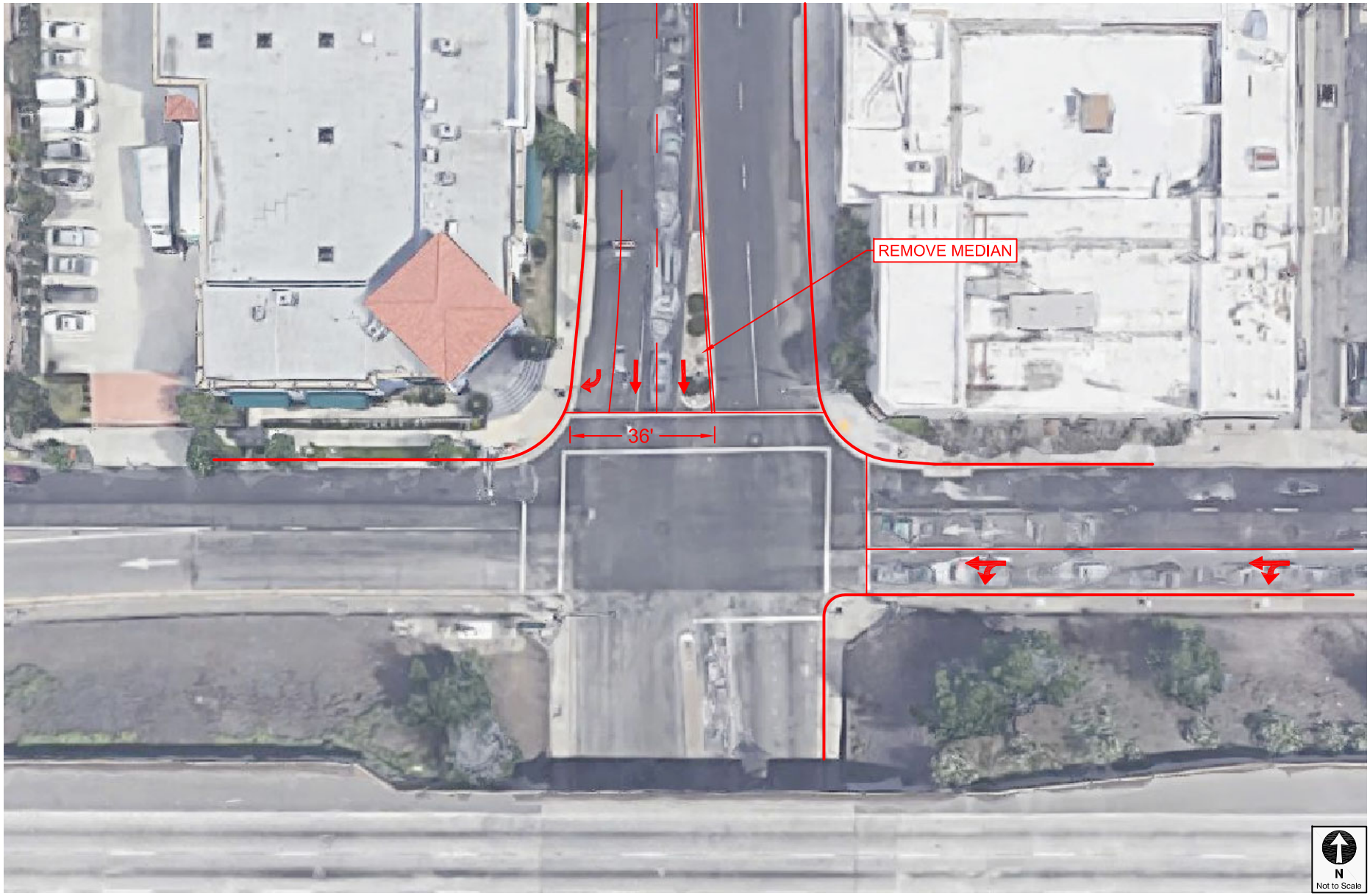
MONTEREY AVENUE & HUNTINGTON DRIVE
PROPOSED MITIGATION

FIGURE
9



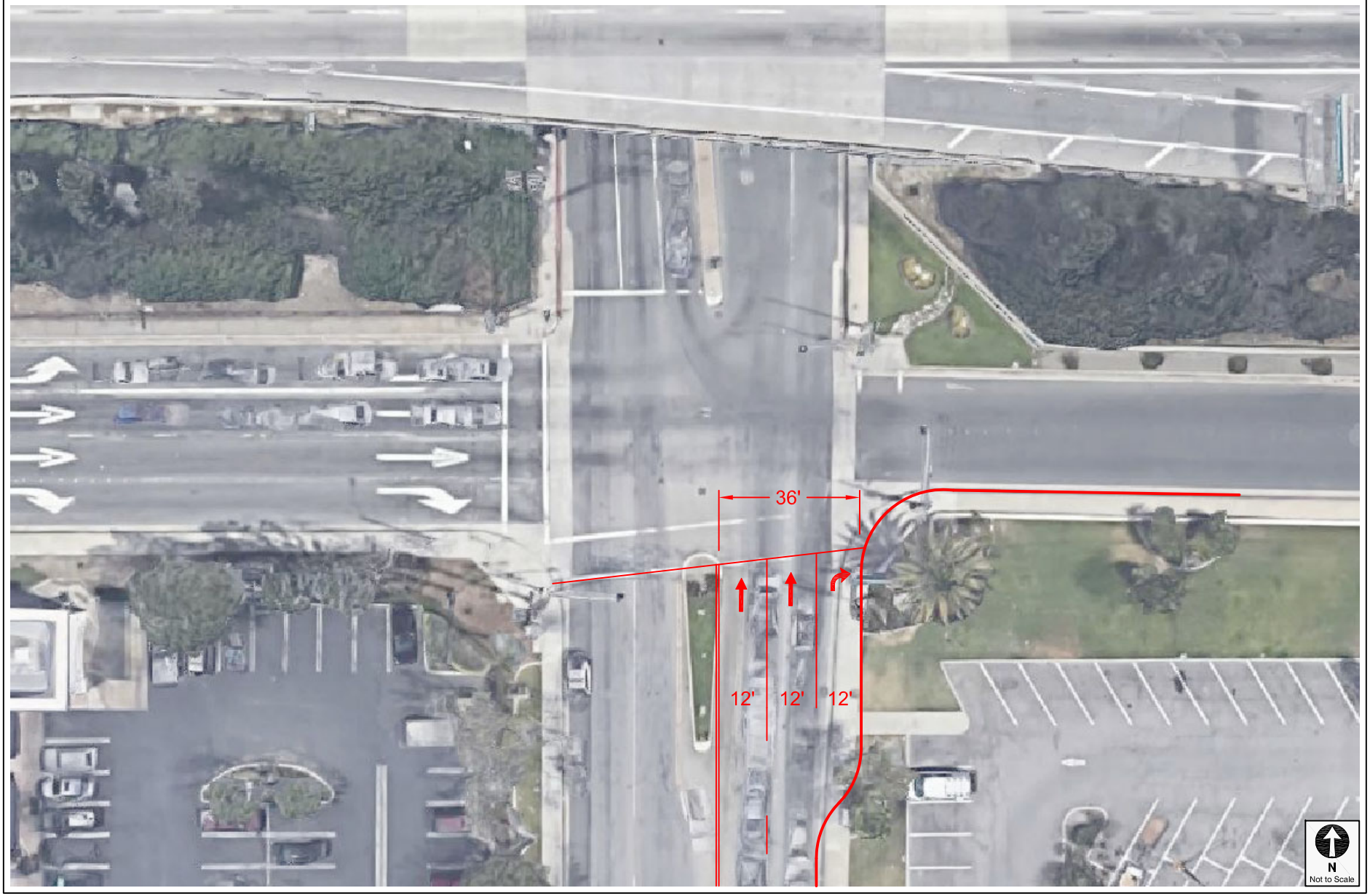
MOUNTAIN AVENUE & HUNTINGTON DRIVE
PROPOSED MITIGATION

FIGURE
10



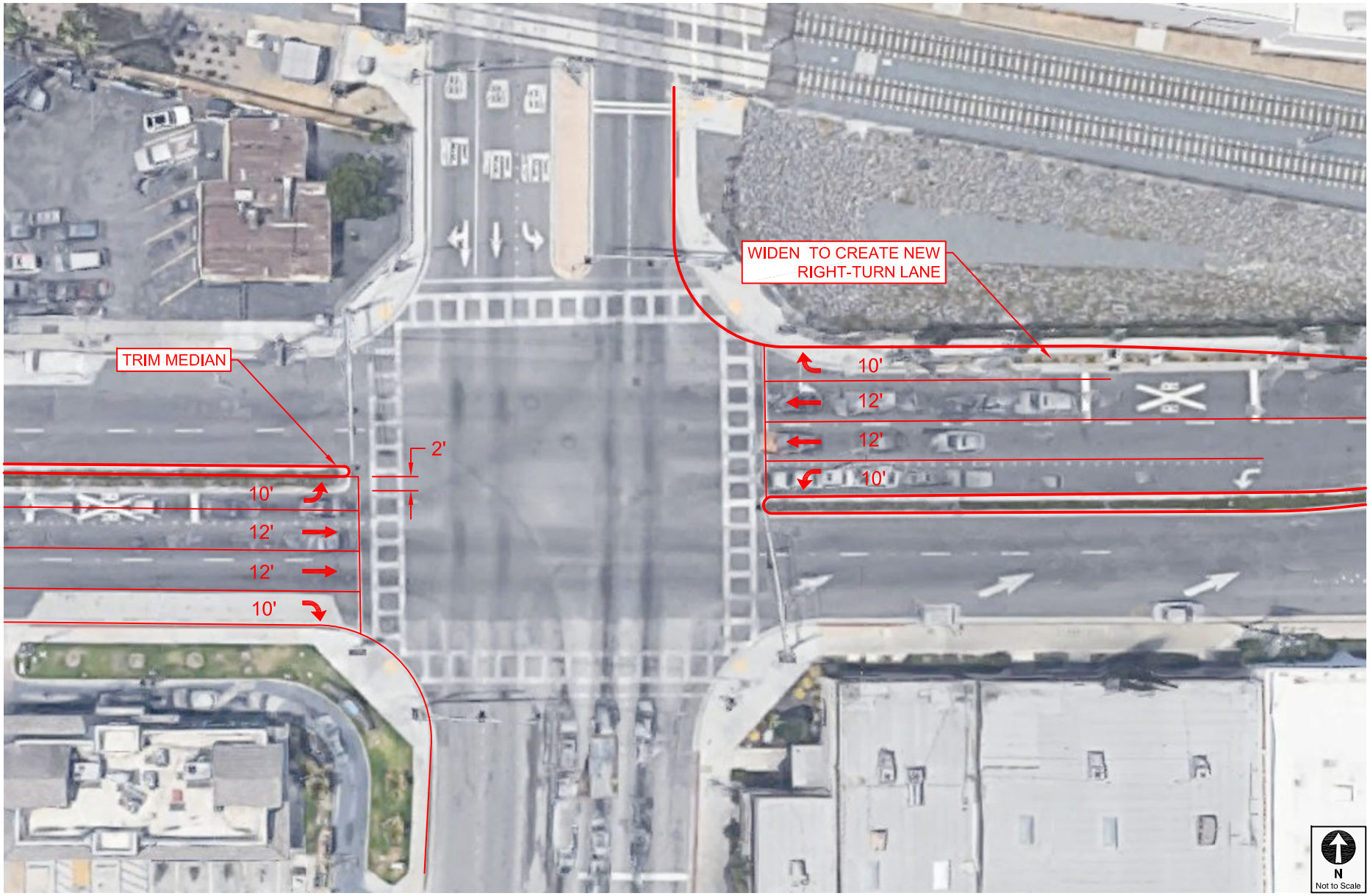
CENTRAL AVENUE & MYRTLE AVENUE
PROPOSED MITIGATION

FIGURE
11



MOUNTAIN AVENUE & EVERGREEN AVENUE
PROPOSED MITIGATION

FIGURE
12



DUARTE ROAD & MYRTLE AVENUE
PROPOSED MITIGATION

FIGURE
13

TABLE 7
FUTURE WITH IMPROVEMENTS CONDITIONS (YEAR 2040) WITH MITIGATION
SIGNALIZED INTERSECTION PEAK HOUR LEVELS OF SERVICE

No.	Signalized Intersection	Peak Hour	Existing Conditions		Future Conditions before Mitigation			Future Conditions with Mitigation		
			V/C Ratio	LOS	V/C Ratio	LOS	Change in V/C Ratio	V/C Ratio	LOS	Change in V/C Ratio
1.	Huntington Drive & Fifth Avenue	AM	0.667	B	0.791	C	0.124	0.691	B	0.024
		PM	0.843	D	1.075	F	0.232	0.798	C	-0.045
2.	Huntington Drive & I-210 EB Ramps	AM	0.693	B	0.790	C	0.097	0.690	B	-0.003
		PM	0.554	A	0.734	C	0.180	0.634	B	0.080
3.	Huntington Drive & I-210 WB Ramps	AM	0.615	B	0.732	C	0.117	0.632	B	0.017
		PM	0.737	C	0.946	E	0.209	0.846	D	0.109
4.	Huntington Drive & Monterey Avenue	AM	0.827	D	1.031	F	0.204	0.749	C	-0.078
		PM	0.674	B	1.114	F	0.440	0.889	D	0.215
5.	Huntington Drive & Mayflower Avenue	AM	0.704	C	0.849	D	0.145	0.749	C	0.045
		PM	0.769	C	0.997	E	0.228	0.897	D	0.128
6.	Huntington Drive & Magnolia Avenue	AM	0.710	C	0.888	D	0.178	0.788	C	0.078
		PM	0.743	C	0.981	E	0.238	0.881	D	0.138
7.*	Huntington Drive & Primrose Avenue	AM	-	-	0.579	A	-	0.479	A	-
		PM	-	-	0.649	B	-	0.549	A	-
8.	Huntington Drive & Myrtle Avenue	AM	0.746	C	0.878	D	0.132	0.778	C	0.032
		PM	0.747	C	0.902	E	0.155	0.802	D	0.055
9.*	Huntington Drive & Ivy Avenue	AM	-	-	0.534	A	-	0.434	A	-
		PM	-	-	0.683	B	-	0.583	A	-
10.	Huntington Drive & California Avenue	AM	0.820	D	0.912	E	0.092	0.812	D	-0.008
		PM	0.720	C	0.821	D	0.101	0.721	C	0.001
11.	Huntington Drive & Mountain Avenue	AM	0.853	D	0.970	E	0.117	0.742	C	-0.111
		PM	0.957	E	1.084	F	0.127	0.809	D	-0.148
12.*	Central Avenue & Mayflower Avenue	AM	-	-	0.532	A	-	0.532	A	-
		PM	-	-	0.503	A	-	0.503	A	-
13.*	Central Avenue & Magnolia Avenue	AM	-	-	0.581	A	-	0.581	A	-
		PM	-	-	0.642	B	-	0.642	B	-
14.	Central Avenue & Myrtle Avenue	AM	0.763	C	0.983	E	0.220	0.730	C	-0.033
		PM	0.864	D	1.166	F	0.302	0.887	D	0.023
15.	Central Avenue & California Avenue	AM	0.371	A	0.407	A	0.036	0.407	A	0.036
		PM	0.338	A	0.396	A	0.058	0.396	A	0.058
16.	Central Avenue & Mountain Avenue	AM	0.775	C	0.862	D	0.087	0.862	D	0.087
		PM	0.666	B	0.737	C	0.071	0.737	C	0.071
17.*	Evergreen Avenue & Mayflower Avenue	AM	-	-	0.556	A	-	0.556	A	-
		PM	-	-	0.675	B	-	0.675	B	-
18.*	Evergreen Avenue & Magnolia Avenue	AM	-	-	0.837	D	-	0.837	D	-
		PM	-	-	0.810	D	-	0.810	D	-
19.	Evergreen Avenue & Myrtle Avenue	AM	0.663	B	0.900	D	0.237	0.703	C	0.040
		PM	0.824	D	1.117	F	0.293	0.814	D	-0.010
20.	Evergreen Avenue & California Avenue	AM	0.345	A	0.393	A	0.048	0.393	A	0.048
		PM	0.495	A	0.572	A	0.077	0.572	A	0.077
21.	Evergreen Avenue & Mountain Avenue	AM	0.604	B	0.676	B	0.072	0.641	B	0.037
		PM	0.831	D	0.925	E	0.094	0.886	D	0.055
22.	Ponoma Avenue & Myrtle Avenue	AM	0.424	A	0.651	B	0.227	0.651	B	0.227
		PM	0.534	A	0.786	C	0.252	0.786	C	0.252
23.	Duarte Road & Fifth Avenue	AM	0.655	B	0.734	C	0.079	0.734	C	0.079
		PM	0.629	B	0.709	C	0.080	0.709	C	0.080
24.	Duarte Road & Mayflower Avenue	AM	0.691	B	0.791	C	0.100	0.791	C	0.100
		PM	0.650	B	0.787	C	0.137	0.787	C	0.137
25.	Duarte Road & Magnolia Avenue	AM	0.638	B	0.775	C	0.137	0.775	C	0.137
		PM	0.560	A	0.728	C	0.168	0.728	C	0.168
26.	Duarte Road & Peck Road	AM	0.602	B	0.744	C	0.142	0.744	C	0.142
		PM	0.563	A	0.703	C	0.140	0.703	C	0.140
27.	Duarte Road & Myrtle Avenue	AM	0.761	C	0.897	D	0.136	0.786	C	0.025
		PM	0.866	D	1.076	F	0.210	0.899	D	0.033
28.	Duarte Road & California Avenue	AM	0.704	C	0.775	C	0.071	0.775	C	0.071
		PM	0.718	C	0.822	D	0.104	0.822	D	0.104
29.	Duarte Road & Mountain Avenue	AM	0.619	B	0.666	B	0.047	0.666	B	0.047
		PM	0.687	B	0.756	C	0.069	0.756	C	0.069

AM - Weekday AM Peak Hour, PM - Weekday PM Peak Hour

*Intersection is currently unsignalized. Future conditions analysis included only if signal warrants met.

Acceptable LOS

One Grade from Unacceptable LOS

Unacceptable LOS

Chapter 6
Transportation System Improvement Costs

This chapter describes the derivation of the TIF that would be applied to all new development in the Study Area. The concept of a TIF is that all the transportation improvements needed to support new development would be identified and cost estimates prepared. The new developments would pay their fair shares of those needed transportation improvements. If all anticipated development did not ultimately occur, the corresponding monies would not all be collected.

However, not all improvements would be necessary if the full level of development does not occur.

IMPROVEMENT PROGRAM COSTS

Table 8 summarizes the lane additions/changes at each study intersection that require improvements to maintain acceptable LOS as well as the cost of the transportation improvement program discussed in the previous chapter. Divided into the general improvement categories discussed in Chapter 5, the transportation improvement program would cost $7.08 million when contingencies and soft costs are taken into consideration:

Intersection	$1.37 M
Signal Equipment Upgrades	$1.68 M
Signal Coordination	$1.35 M
Signal Installation	$1.60 M
Contingency	$0.32 M
Design and Permits	$0.76 M
TOTAL	**$7.08 M**

These cost estimates are based on December 2018 cost estimates when the California Construction Cost Index (CCCI) was 6,684. As of April 2019, the CCCI was 6,841, a 2.35% increase from December 2018. This would result in a total cost estimate of approximately $7.24 million.

If the City adopts a TIF, the improvement cost estimates shown in Table 8 should be updated annually, on July 1 when the City's fiscal year begins, based on the change in the CCCI from the December 2018 CCCI.

COST ALLOCATION

There are several methods to determine the fair allocation of costs over the new development projects. The most common methodologies are based on net new trip generation of the new projects – either daily traffic volumes or one or both peak hour trips. For this study, the recommended methodology is to utilize the afternoon peak hour volumes generated by each development.

TRIP GENERATION

Trip Generation, 10th Edition was used to determine the trip generation of each new project. Each project will be allowed to claim an appropriate level of transit credits based on its location. Based on the afternoon peak hour trips shown in Tables 3 and 4, the total afternoon peak hour generation based on the General Plan for the Study Area is projected to be 3,457 trips.

TRAFFIC IMPACT FEE CALCULATION

The 3,457 anticipated afternoon peak hour trips to be generated by proposed development (Tables 3 and 4) applied to the $7.24 million transportation improvement program cost results in an TIF for new City developments of $2,095 per net new afternoon peak hour trip.

APPLICATION OF TRAFFIC IMPACT FEE

Per the City, the application of the TIF will be consistent with the rules and methodologies prescribed by State legislation. Each new project will estimate the number of net new afternoon peak hour trips based on the latest edition of *Trip Generation*, and the TIF may be adjusted annually based on any changes in the construction cost index.

Should new development implement any of the improvements listed in the current TIF improvements (Table 8) as part of its mitigation package, that project will receive credit against its TIF for the dollar amount listed in the calculation of the fee.

TABLE 8
REQUIRED TIF IMPROVEMENTS AND COST ESTIMATES

No.	Intersection	Signal Coordination	Signal Equipment Upgrade	New Signal Installation	Physical Modification	Comments
1.	Huntington Drive & Fifth Avenue	$75,000	$75,000		$244,815	Add third EB through lane
2.	Huntington Drive & I-210 EB Ramps	$75,000				
3.	Huntington Drive & I-210 WB Ramps	$75,000				
4.	Huntington Drive & Monterey Avenue	$75,000	$75,000		$266,157	Convert WB right to shared through/right lane Add EB through lane
5.	Huntington Drive & Mayflower Avenue	$75,000				
6.	Huntington Drive & Magnolia Avenue	$75,000				
7.*	Huntington Drive & Primrose Avenue	$75,000		$300,000		
8.	Huntington Drive & Myrtle Avenue	$75,000				
9.*	Huntington Drive & Ivy Avenue	$75,000		$300,000		
10.	Huntington Drive & California Avenue	$75,000				
11.	Huntington Drive & Mountain Avenue	$75,000	$150,000		$273,141	Add EB & WB through lane
12.*	Central Avenue & Mayflower Avenue			$250,000		
13.*	Central Avenue & Magnolia Avenue			$250,000		
14.	Central Avenue & Myrtle Avenue	$75,000	$250,000		$87,886	SB right turn from previous study Convert WB left to left/through
15.	Central Avenue & California Avenue		$250,000			
16.	Central Avenue & Mountain Avenue	$75,000	$125,000			
17.*	Evergreen Avenue & Mayflower Avenue			$250,000		
18.*	Evergreen Avenue & Magnolia Avenue			$250,000		
19.	Evergreen Avenue & Myrtle Avenue	$75,000	$250,000			
20.	Evergreen Avenue & California Avenue		$250,000			
21.	Evergreen Avenue & Mountain Avenue	$75,000	$125,000		$206,950	Add NB right turn lane
22.	Ponoma Avenue & Myrtle Avenue	$75,000				
23.	Duarte Road & Fifth Avenue					
24.	Duarte Road & Mayflower Avenue					
25.	Duarte Road & Magnolia Avenue					
26.	Duarte Road & Peck Road					
27.	Duarte Road & Myrtle Avenue	$75,000	$125,000		$295,944	Add EB & WB right turns
28.	Duarte Road & California Avenue					
29.	Duarte Road & Mountain Avenue	$75,000				
Physical Improvements Soft Costs						
Plans, Specifications, and Estimate					$206,234	
Construction Management, Surveying, Testing, and Inspection					$206,234	
Staging / Traffic Control / Traffic Control Plans (6 @ $20,000)					$120,000	
Public Notification (6 @ $5,000)					$30,000	
Mobilization (6 @ $20,000)					$120,000	
Ped. and Vehicle Access (6 @ $7,500)					$45,000	
SWPPP Implementation (6 @ 5,000)					$30,000	
15% Contigency					$319,854	
Grand Total		**$1,350,000**	**$1,675,000**	**$1,600,000**	**$2,452,214**	**$7,077,214**

Chapter 7

Summary and Conclusions

This report presents the TIF Study for the area of the City south of Huntington Drive. The following summarizes the results of the analysis:

- The methodology and base assumptions used in the analysis are consistent with the requirements of State legislation and with those methodologies used in the formulation of the TIF process in various cities across California.

- The TIF is a trip-based transportation fee imposed on new and redeveloping projects within the City. The fee is based on the number of projected new trips assumed to be developed within the City over an approximate 20-year period, as well as the cost of the improvements required to support the increase in traffic.

- The Study Area is comprised of the area of the City south of Huntington Drive and is focused on the 29 key intersections where future congestion may reach an undesirable LOS.

- The General Plan adopted LOS D as the minimum acceptable operational level during the peak hours.

- Peak hour traffic counts were conducted for the 29 study intersections within the past two years.

- Under Existing Conditions, 22 of the 23 signalized study intersections operate at LOS D or better. Only the intersection of Huntington Drive & Mountain Avenue does not currently meet its LOS performance standard according to the General Plan criteria.

- Estimates of future traffic conditions were developed to evaluate the traffic levels likely to be on the local street system at the target Year 2040. Future traffic levels were projected for:

    - Regional growth
    - Known or projects already underway
    - Projects allowed by the General Plan anticipated to be in place by Year 2040

- The future development projects anticipated in the City by Year 2040 will likely generate a total of 2,048 morning peak hour trips and 3,457 afternoon peak hour trips.

- The analysis of the Future (Year 2040) traffic conditions show that 17 of the 29 study intersections are projected to operate within the LOS D criteria established in the General Plan and 12 intersections will fail to meet their General Plan performance level:

2. Huntington Drive & 5th Avenue – LOS F in afternoon peak hour
7. Huntington Drive & I-210 Westbound Ramps – LOS E in the afternoon peak hour
8. Huntington Drive & Monterey Avenue – LOS F in the morning and afternoon peak hours
9. Huntington Drive & Mayflower Avenue – LOS E in the afternoon peak hour
10. Huntington Drive & Magnolia Avenue – LOS E in the afternoon peak hour
9. Huntington Drive & Myrtle Avenue – LOS E in the afternoon peak hour
12. Huntington Drive & California Avenue – LOS E in the morning peak hour
13. Huntington Drive & Mountain Avenue – LOS E in the morning peak hour, LOS F in the afternoon peak hour
15. Central Avenue & Myrtle Avenue – LOS E in the morning peak hour, LOS F in the afternoon peak hour
20. Evergreen Avenue & Myrtle Avenue – LOS F in the afternoon peak hour
22. Evergreen Avenue & Mountain Avenue – LOS E in the afternoon peak hour
28. Duarte Road & Myrtle Avenue – LOS F in the afternoon peak hour

- The transportation system improvements needed to accommodate the Future Conditions will include several strategies to meet the General Plan performance goals, including:
    - Intersection Improvements
    - Traffic Signal System Improvements
    - New Traffic Signals

- Divided into general improvement categories, the transportation improvement program would cost $7.24 million when contingencies, soft costs, and the increase in CCCI from December 2018 to April 2019 are taken into consideration:

Intersection	$1.41 M
Signal Equipment Upgrades	$1.71 M
Signal Coordination	$1.38 M
Signal Installation	$1.61 M
Contingency	$0.33 M
Design and Permits	$0.78 M
TOTAL	**$7.24 M**

- The new projects in the City would pay for the above transportation improvements through a TIF based on the number of afternoon peak hour trips generated by each project.

- New development would be eligible for trip generation discounts based on transit, walk-in, pass-by, and internal capture of trips.

- The 3,457 anticipated afternoon peak hour trips to be generated by proposed development (Tables 3 and 4) applied to the $7.24 million transportation improvement program cost results in a TIF of $2,095 per afternoon peak hour trip for new City developments.

- The known projects already in the development entitlement pipeline represent 1,252 of the total growth of 3,457 trips expected by Year 2040 (Table 3). Thus, the known projects are expected to contribute $2.62 million to the overall transportation improvement program. The remaining $4.62 million would come from the application of the TIF to the additional General Plan development anticipated to occur in the Study Area.

- Transportation grant funds plus any allocation of funds from the City's Capital Improvement Plan or General Fund could reduce the overall TIF funds needed to complete the improvement program.

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Appendix A

Traffic Counts

Turning Movement Count Report AM

Location ID: 1
North/South: 5th Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	16	2	35	20	293	18	7	0	3	2	66	5	467
7:15	18	5	37	29	347	26	8	3	4	4	94	7	582
7:30	14	6	60	32	299	39	1	1	9	6	121	4	592
7:45	11	6	64	56	297	54	9	2	4	9	156	11	679
8:00	11	6	49	64	345	50	8	5	4	19	154	8	723
8:15	20	6	26	43	291	35	8	6	6	12	143	9	605
8:30	18	8	38	43	311	39	14	4	14	11	138	14	652
8:45	11	6	44	44	336	45	12	1	8	15	149	20	691
Total Volume:	119	45	353	331	2519	306	67	22	52	78	1021	78	4991
Approach %	23%	9%	68%	10%	80%	10%	48%	16%	37%	7%	87%	7%	
Peak Hr Begin:	8:00												
PHV	60	26	157	194	1283	169	42	16	32	57	584	51	2671
PHF	0.920			0.897			0.703			0.940			0.924

Turning Movement Count Report PM

Location ID: 1
North/South: 5th Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	20	4	55	42	135	17	18	5	13	12	330	20	671
16:15	16	7	55	31	201	9	23	5	15	5	341	13	721
16:30	22	5	55	22	174	10	52	8	21	3	326	20	718
16:45	27	4	41	37	178	12	37	5	18	10	390	18	777
17:00	24	5	36	37	176	12	82	22	24	3	355	26	802
17:15	18	4	53	37	213	14	48	12	14	2	338	11	764
17:30	15	3	39	41	197	7	33	7	18	6	352	19	737
17:45	18	3	33	42	216	6	28	3	10	2	387	23	771
Total Volume:	160	35	367	289	1490	87	321	67	133	43	2819	150	5961
Approach %	28%	6%	65%	15%	80%	5%	62%	13%	26%	1%	94%	5%	
Peak Hr Begin:	16:45												
PHV	84	16	169	152	764	45	200	46	74	21	1435	74	3080
PHF	0.897			0.910			0.625			0.915			0.960

Pedestrian/Bicycle Count Report

Location ID: 1
North/South: 5th Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	0	0
7:15	0	0	0	0	1	0	1	0
7:30	1	0	6	0	5	1	2	0
7:45	0	0	4	0	0	0	1	0
8:00	0	1	1	0	1	0	3	0
8:15	0	0	0	0	0	0	0	0
8:30	4	0	1	0	3	0	1	0
8:45	0	0	3	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	7	0	4	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	3	0	2	0	2	0
16:45	0	0	0	0	0	0	2	0
17:00	0	0	2	0	2	0	0	0
17:15	0	0	0	0	2	0	1	0
17:30	0	0	2	0	4	1	2	0
17:45	0	0	1	1	0	0	0	0

ITM Peak Hour Summary

Prepared by:

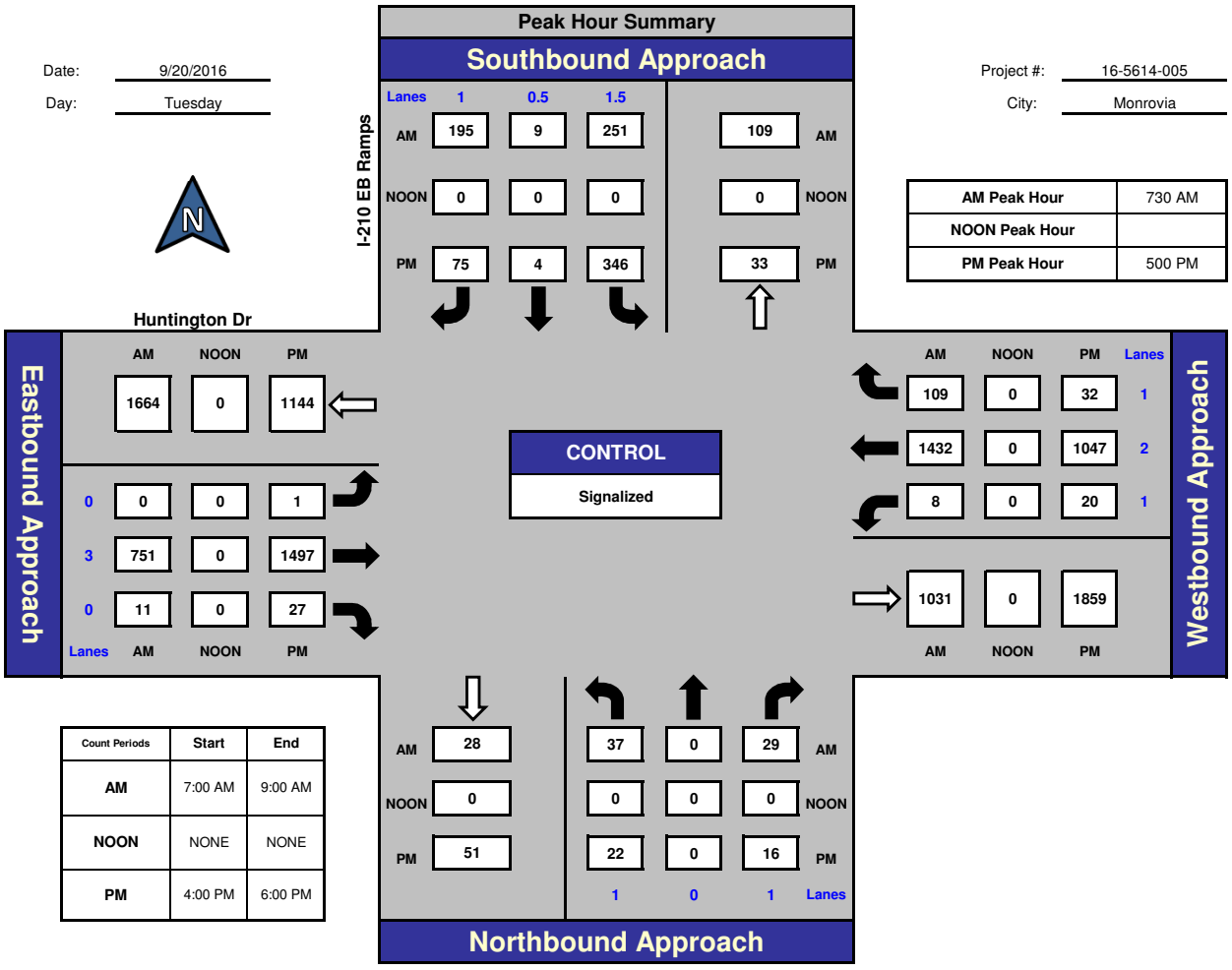
National Data & Surveying Services

I-210 EB Ramps and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday

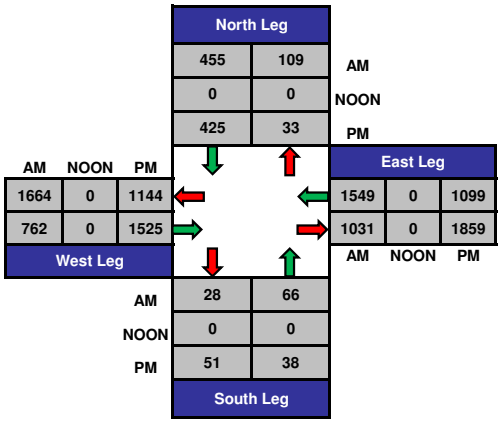
Project #: 16-5614-005
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

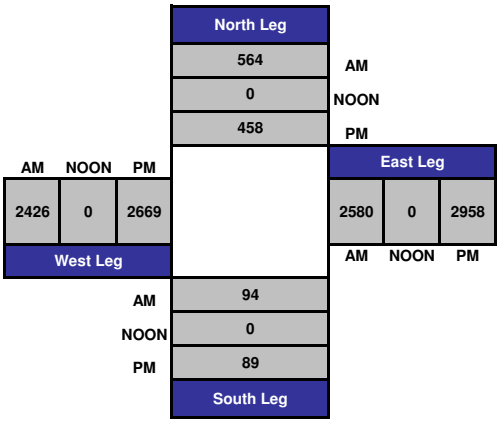


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

I-210 WB Ramps and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday
Project #: 16-5614-004
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (I-210 WB Ramps)

	Lanes 1.5	0	0.5		
AM	169	0	23	530	AM
NOON	0	0	0	0	NOON
PM	361	0	99	569	PM

Eastbound Approach (Huntington Dr)

Lanes	AM	NOON	PM
	1564	0	1120
1	31	0	91
3	566	0	1231
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

Lanes	AM	NOON	PM
1	499	0	478
2	1395	0	759
0	1	0	0
	589	0	1330
	AM	NOON	PM

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Northbound Approach

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

Total Ins & Outs

	North Leg		
	192	530	AM
	0	0	NOON
	460	569	PM

West Leg			East Leg		
AM	NOON	PM			
1564	0	1120	1895	0	1237
597	0	1322	589	0	1330
			AM	NOON	PM

	South Leg	
AM	1	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	722	AM
	0	NOON
	1029	PM

West Leg			East Leg		
AM	NOON	PM			
2161	0	2442	2484	0	2567
			AM	NOON	PM

	South Leg
AM	1
NOON	0
PM	0

Turning Movement Count Report AM

Location ID: 2
North/South: Monterey Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	39	6	3	12	397	8	0	12	43	4	56	6	586
7:15	40	7	10	17	418	4	2	23	44	7	87	5	664
7:30	33	20	11	14	370	3	4	54	65	7	110	7	698
7:45	26	17	13	21	348	4	2	58	53	8	156	9	715
8:00	33	13	12	17	320	2	5	25	59	10	105	4	605
8:15	35	7	10	13	362	4	1	5	23	9	120	6	595
8:30	39	5	10	15	357	5	2	16	40	13	112	7	621
8:45	33	9	15	23	345	2	3	9	24	7	120	8	598
Total Volume:	278	84	84	132	2917	32	19	202	351	65	866	52	5082
Approach %	62%	19%	19%	4%	95%	1%	3%	35%	61%	7%	88%	5%	
Peak Hr Begin:	7:15												
PHV	132	57	46	69	1456	13	13	160	221	32	458	25	2682
PHF	0.918			0.876			0.801			0.744			0.938

Turning Movement Count Report PM

Location ID: 2
North/South: Monterey Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	22	17	20	16	174	5	0	15	22	37	320	12	660
16:15	32	21	26	10	207	12	4	23	36	33	280	9	693
16:30	25	22	20	22	184	19	2	9	26	38	293	14	674
16:45	20	24	24	21	200	10	9	15	30	63	269	19	704
17:00	21	21	16	20	230	7	4	9	38	58	311	17	752
17:15	30	24	15	23	168	6	3	22	27	74	275	16	683
17:30	20	36	19	9	237	12	4	10	22	69	284	11	733
17:45	12	28	17	16	168	10	4	14	40	57	297	15	678
Total Volume:	182	193	157	137	1568	81	30	117	241	429	2329	113	5577
Approach %	34%	36%	30%	8%	88%	5%	8%	30%	62%	15%	81%	4%	
Peak Hr Begin:	16:45												
PHV	91	105	74	73	835	35	20	56	117	264	1139	63	2872
PHF	0.900			0.914			0.894			0.949			0.955

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Location ID: 2
North/South: Monterey Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	2	0	0	0
7:15	1	0	1	0	1	0	1	0
7:30	0	0	0	0	1	0	0	0
7:45	1	0	2	0	4	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	2	0	2	0	0	0
8:30	0	0	2	0	1	0	1	0
8:45	1	0	2	0	0	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	0	0	5	1	0	1
16:15	1	0	1	1	0	0	0	0
16:30	0	0	0	0	2	0	2	2
16:45	0	0	2	0	7	2	2	1
17:00	2	0	4	0	5	0	0	0
17:15	1	0	6	0	3	1	0	0
17:30	0	0	4	0	2	0	1	0
17:45	0	0	5	0	1	0	1	0

Prepared by National Data & Surveying Services

Mayflower Ave & Huntington Dr

Peak Hour Turning Movement Count

ID: 18-5061-001
City: Monrovia

Day: Wednesday
Date: 01/24/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Mayflower Ave — SOUTHBOUND

AM	35	237	82	0	347	AM
NOON	0	0	0	0	0	NOON
PM	53	253	106	0	289	PM
	0	2	1	0		

Huntington Dr — EASTBOUND

AM	NOON	PM	
1433	0	913	
0	0	0	0
32	0	50	1
350	0	905	2
87	0	143	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2632 AM	0 NOON	2852 PM
PHF	0.96		0.98

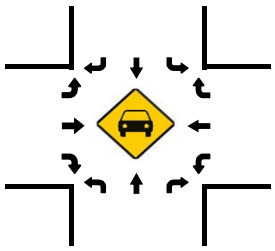
WESTBOUND — Huntington Dr

PM	NOON	AM	
42	0	37	0
602	0	1020	2
147	0	49	1
0	0	0	0
1107	0	479	
PM	NOON	AM	

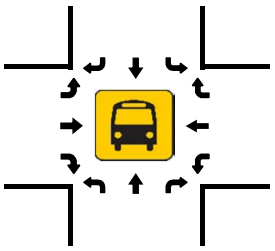
Mayflower Ave — NORTHBOUND

PM	543	0	258	197	96	PM
NOON	0	0	0	0	0	NOON
AM	373	0	378	278	47	AM
		0	2	0.5	0.5	

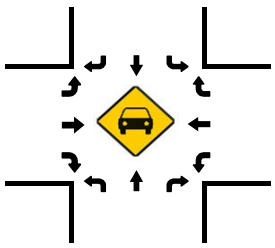
Total Vehicles (AM)



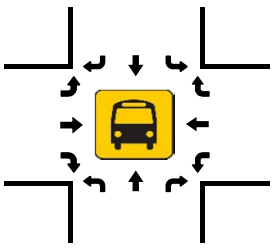
Total Vehicles (AM)



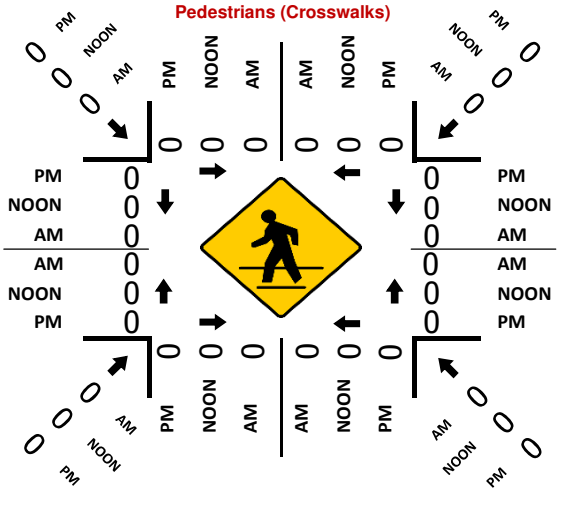
Total Vehicles (NOON)



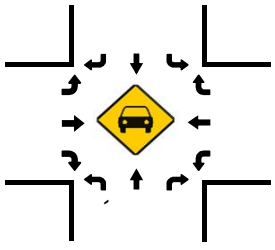
Total Vehicles (NOON)



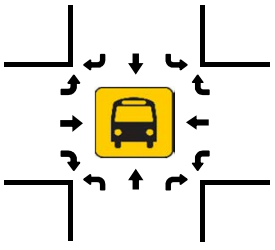
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Magnolia Ave & W Huntington Dr

Peak Hour Turning Movement Count

ID: 18-05167-002
City: Monrovia

Day: Thursday
Date: 03/08/2018

PEAK HOURS

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

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

Magnolia Ave — SOUTHBOUND

AM	36	211	43	0	386	AM
NOON	0	0	0	0	0	NOON
PM	58	211	94	0	311	PM

W Huntington Dr — EASTBOUND

AM	NOON	PM		
1165	0	912	⇦	
0	0	0	↶	0
56	0	77	↱	1
448	0	1065	→	2
25	0	35	↴	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2369 AM	0 NOON	2816 PM
PHF	0.95		0.97

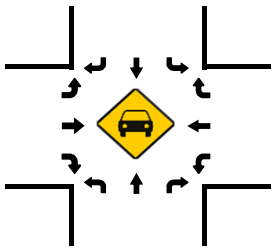
W Huntington Dr — WESTBOUND

PM	NOON	AM		
39	0	91	↰	0
795	0	1077	←	2
103	0	38	↰	1
5	0	0	↰	0
1244	0	544	⇨	
PM	NOON	AM		

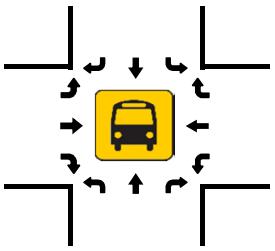
Magnolia Ave — NORTHBOUND

PM	349	0	59	195	80	PM
NOON	0	0	0	0	0	NOON
AM	274	0	52	239	53	AM

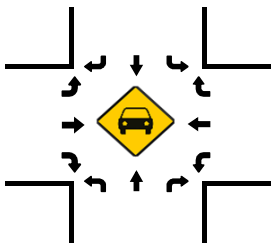
Total Vehicles (AM)



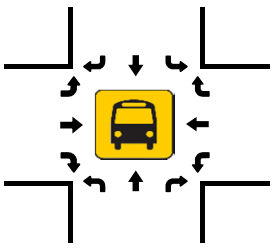
Total Vehicles (AM)



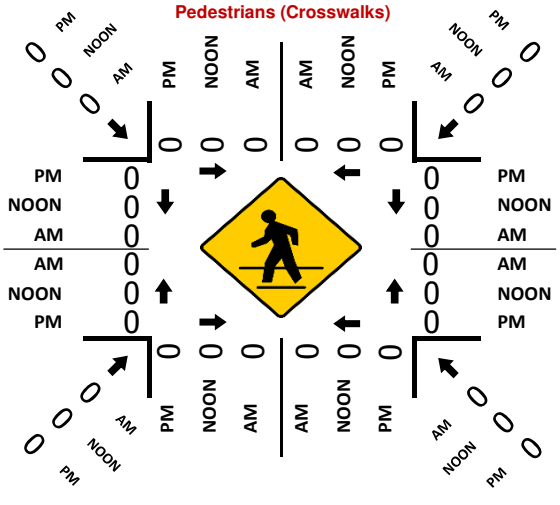
Total Vehicles (NOON)



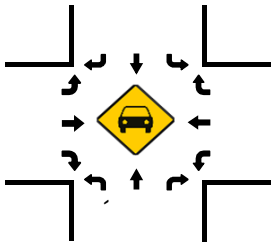
Total Vehicles (NOON)



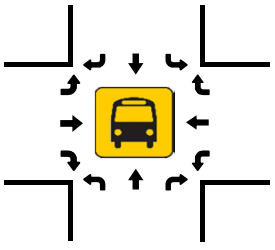
Pedestrians (Crosswalks)



Total Vehicles (PM)



Total Vehicles (PM)



Turning Movement Count Report AM

Location ID: 1
North/South: Huntington Dr
East/West: Primrose Ave

Date: 06/26/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	10	0	3	9	297	3	2	0	2	0	44	11	381
7:15	8	1	2	14	263	3	3	1	1	3	70	15	384
7:30	8	0	4	13	272	5	6	0	0	1	81	16	406
7:45	9	0	4	13	228	4	4	3	0	0	109	23	397
8:00	7	0	5	8	232	5	3	1	0	1	86	23	371
8:15	10	0	5	10	236	3	5	3	1	3	105	16	397
8:30	4	1	1	13	219	4	1	2	2	2	82	14	345
8:45	10	0	3	18	207	3	2	1	0	0	121	25	390

Total Volume:	66	2	27	98	1954	30	26	11	6	10	698	143	3071
Approach %	69%	2%	28%	5%	94%	1%	60%	26%	14%	1%	82%	17%	

Peak Hr Begin:	7:30												
PHV	34	0	18	44	968	17	18	7	1	5	381	78	1571
PHF	0.867			0.887			0.722			0.879			0.967

Turning Movement Count Report PM

Location ID: 1
North/South: Huntington Dr
East/West: Primrose Ave

Date: 06/26/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	16	3	3	10	179	4	13	6	2	2	252	9	499
16:15	21	1	5	12	195	6	2	3	1	2	281	11	540
16:30	16	2	4	11	182	7	7	2	0	2	272	8	513
16:45	22	2	2	12	196	6	3	0	0	6	230	18	497
17:00	32	2	3	10	195	11	5	2	0	2	291	8	561
17:15	22	2	3	16	186	2	7	1	5	2	287	14	547
17:30	27	2	4	12	195	5	6	1	0	5	303	29	589
17:45	29	0	3	16	178	3	5	1	2	3	230	12	482
Total Volume:	185	14	27	99	1506	44	48	16	10	24	2146	109	4228
Approach %	82%	6%	12%	6%	91%	3%	65%	22%	14%	1%	94%	5%	
Peak Hr Begin:	16:45												
PHV	103	8	12	50	772	24	21	4	5	15	1111	69	2194
PHF	0.831			0.979			0.577			0.886			0.931

Prepared by City Count, LLC. (www.citycount.com)

Pedestrian/Bicycle Count Report

Location ID: 1
North/South: Huntington Dr
East/West: Primrose Ave

Date: 06/26/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	1	0
7:15	2	0	1	0	1	0	0	0
7:30	1	0	0	1	2	0	0	1
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	0
8:45	0	0	1	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	0	0	2	4	0	0
16:15	1	0	0	0	0	0	0	0
16:30	0	0	2	2	0	1	0	0
16:45	1	0	1	0	0	1	0	0
17:00	0	0	1	0	1	0	0	0
17:15	2	0	5	0	2	1	0	0
17:30	1	0	0	0	1	1	0	0
17:45	0	0	0	0	0	1	0	4

ITM Peak Hour Summary

Prepared by:

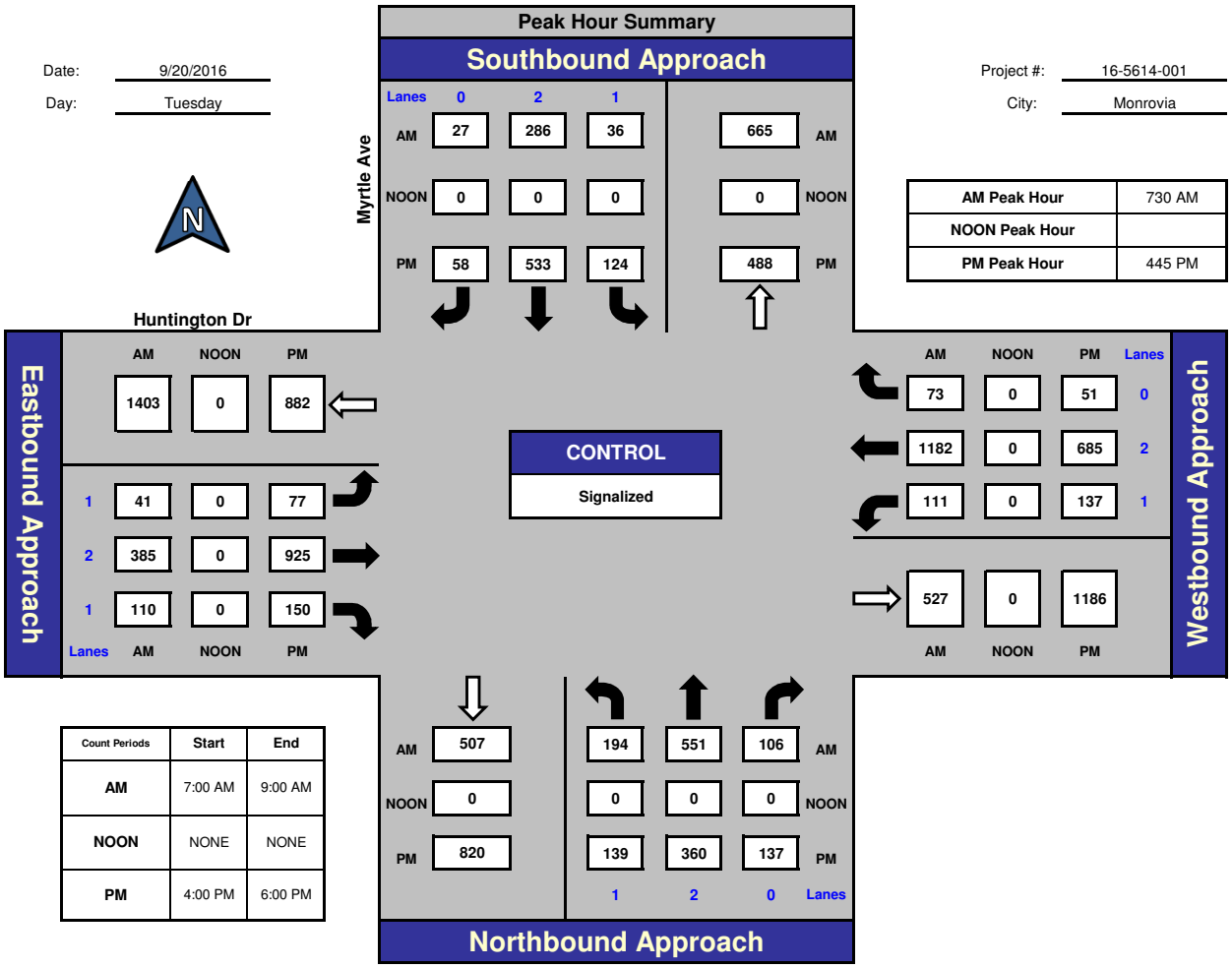
National Data & Surveying Services

Myrtle Ave and Huntington Dr , Monrovia

Date: 9/20/2016
Day: Tuesday

Project #: 16-5614-001
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
349	665	AM
0	0	NOON
715	488	PM

West Leg			East Leg		
AM	NOON	PM			
1403	0	882	1366	0	873
536	0	1152	527	0	1186
			AM	NOON	PM

South Leg	
AM	507 851
NOON	0 0
PM	820 636

Total Volume Per Leg

North Leg	
1014	AM
0	NOON
1203	PM

West Leg			East Leg		
AM	NOON	PM			
1939	0	2034	1893	0	2059
			AM	NOON	PM

South Leg	
AM	1358
NOON	0
PM	1456

Turning Movement Count Report AM

Location ID: 2
North/South: Huntington Dr
East/West: Ivy Ave

Date: 06/26/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	8	0	2	18	281	2	0	0	0	1	36	2	350
7:15	4	1	1	14	293	2	2	2	1	3	76	11	410
7:30	5	2	3	17	242	6	4	1	1	2	71	8	362
7:45	6	1	2	16	239	4	2	1	1	4	134	13	423
8:00	12	0	1	13	225	6	1	2	1	2	88	9	360
8:15	11	1	1	11	229	8	1	2	3	5	101	7	380
8:30	16	0	5	20	222	6	2	2	0	5	74	13	365
8:45	16	2	2	13	205	9	2	1	1	5	118	16	390
Total Volume:	78	7	17	122	1936	43	14	11	8	27	698	79	3040
Approach %	76%	7%	17%	6%	92%	2%	42%	33%	24%	3%	87%	10%	
Peak Hr Begin:	7:15												
PHV	27	4	7	60	999	18	9	6	4	11	369	41	1555
PHF	0.731			0.871			0.792			0.697			0.919

Turning Movement Count Report PM

Location ID: 2
North/South: Huntington Dr
East/West: Ivy Ave

Date: 06/26/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	13	0	4	3	182	5	3	0	0	4	269	10	493
16:15	28	2	11	7	190	11	3	2	1	0	285	23	563
16:30	20	1	6	5	170	9	2	1	0	1	300	22	537
16:45	30	1	9	10	180	14	2	0	1	4	335	16	602
17:00	24	1	7	12	219	5	2	0	0	2	300	18	590
17:15	24	1	12	8	146	6	5	1	0	2	291	11	507
17:30	24	1	9	11	197	5	4	3	0	4	334	22	614
17:45	26	1	4	8	155	3	1	1	2	2	221	24	448
Total Volume:	189	8	62	64	1439	58	22	8	4	19	2335	146	4354
Approach %	73%	3%	24%	4%	92%	4%	65%	24%	12%	1%	93%	6%	
Peak Hr Begin:	16:45												
PHV	102	4	37	41	742	30	13	4	1	12	1260	67	2313
PHF	0.894			0.861			0.643			0.930			0.942

Pedestrian/Bicycle Count Report

Location ID: 2
North/South: Huntington Dr
East/West: Ivy Ave

Date: 06/26/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	1	0	0	0	2	0	0	0
7:30	0	0	0	0	3	0	0	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	1	0	1	0	0	0
8:15	0	0	0	0	0	0	0	0
8:30	2	0	0	0	0	0	0	0
8:45	0	0	0	0	1	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	1	0	0	0	1	4	0	0
16:15	2	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0
16:45	1	0	0	0	0	0	0	0
17:00	0	0	0	0	3	0	0	0
17:15	1	0	0	0	0	0	0	0
17:30	0	0	1	0	1	0	0	0
17:45	1	0	0	0	1	0	0	0

Turning Movement Count Report AM

Location ID: 3
North/South: California Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	9	26	4	9	424	7	9	24	13	4	57	6	592
7:15	15	34	5	9	381	4	7	36	28	3	69	10	601
7:30	11	58	6	4	340	12	19	65	33	3	81	6	638
7:45	10	56	7	2	332	14	28	72	24	7	122	22	696
8:00	18	65	11	15	347	12	23	69	32	12	120	18	742
8:15	22	39	9	10	334	6	15	39	31	18	114	14	651
8:30	21	35	15	5	327	16	17	30	31	8	99	10	614
8:45	10	30	11	4	315	13	18	33	27	9	108	12	590
Total Volume:	116	343	68	58	2800	84	136	368	219	64	770	98	5124
Approach %	22%	65%	13%	2%	95%	3%	19%	51%	30%	7%	83%	11%	
Peak Hr Begin:	7:30												
PHV	61	218	33	31	1353	44	85	245	120	40	437	60	2727
PHF	0.830			0.955			0.907			0.889			0.919

Turning Movement Count Report PM

Location ID: 3
North/South: California Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	12	34	13	3	159	22	24	26	12	20	282	11	618
16:15	9	31	18	7	155	9	15	17	8	16	300	14	599
16:30	13	50	16	2	175	27	20	36	12	18	245	13	627
16:45	11	43	13	9	209	17	23	38	10	22	272	19	686
17:00	8	52	16	4	198	25	25	40	16	16	307	15	722
17:15	8	40	14	7	185	14	17	33	5	30	339	13	705
17:30	7	51	11	4	155	12	19	55	7	20	257	20	618
17:45	14	48	14	8	172	27	21	56	10	28	296	26	720
Total Volume:	82	349	115	44	1408	153	164	301	80	170	2298	131	5295
Approach %	15%	64%	21%	3%	88%	10%	30%	55%	15%	7%	88%	5%	
Peak Hr Begin:	17:00												
PHV	37	191	55	23	710	78	82	184	38	94	1199	74	2765
PHF	0.931			0.893			0.874			0.895			0.957

Pedestrian/Bicycle Count Report

Location ID: 3
North/South: California Avenue
East/West: Huntington Drive

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	1	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0
7:30	0	0	0	0	2	0	0	0
7:45	0	0	0	0	1	0	1	0
8:00	0	0	0	0	0	0	2	0
8:15	3	0	0	0	0	1	2	0
8:30	1	0	2	0	0	0	0	0
8:45	1	0	1	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	1	0	0	0	4	2
16:15	3	0	1	0	1	0	4	0
16:30	0	0	0	0	1	0	2	0
16:45	1	1	0	0	1	0	4	0
17:00	1	1	1	0	0	0	3	0
17:15	2	2	0	0	0	0	2	0
17:30	0	0	1	0	0	0	3	0
17:45	2	0	0	0	0	0	1	3

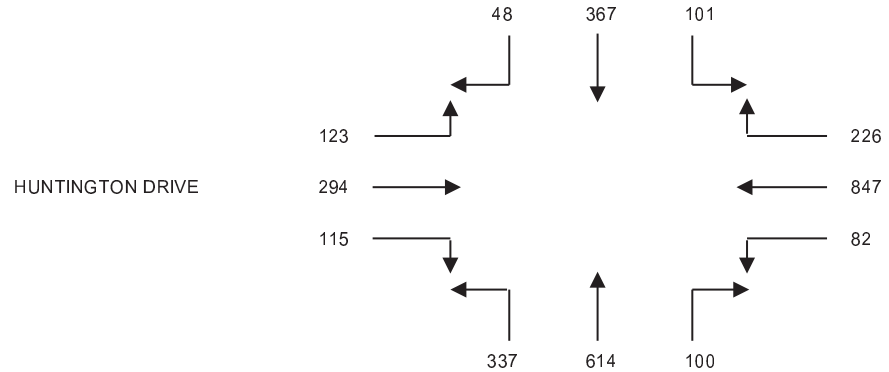
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 725 E. HUNTINGTON DRIVE - CITY OF MONROVIA
DATE: WEDNESDAY, NOVEMBER 30, 2016
PERIOD: 07:00 AM TO 10:00 AM
INTERSECTION: N/S MOUNTAIN AVENUE
E/W HUNTINGTON DRIVE
FILE NUMBER: 2-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	9	73	15	68	256	14	21	98	82	18	40	7
0715-0730	13	65	14	48	277	17	22	108	91	24	56	15
0730-0745	13	87	21	59	232	21	22	132	87	20	50	23
0745-0800	12	111	31	56	219	20	21	135	97	23	75	35
0800-0815	12	97	26	50	180	21	27	163	82	31	88	39
0815-0830	11	72	23	61	216	20	30	184	71	41	81	26
0830-0845	10	70	20	42	205	17	32	142	68	40	60	20
0845-0900	9	80	27	44	206	20	29	136	63	33	80	17
0900-0915	7	78	32	48	175	25	26	152	58	34	82	13
0915-0930	10	65	24	32	156	30	24	127	57	38	72	8
0930-0945	14	76	24	26	145	31	30	104	53	37	89	8
0945-1000	15	83	31	27	122	33	28	101	59	31	70	11

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	47	336	81	231	984	72	86	473	357	85	221	80	3053
0715-0815	50	360	92	213	908	79	92	538	357	98	269	112	3168
0730-0830	48	367	101	226	847	82	100	614	337	115	294	123	3254
0745-0845	45	350	100	209	820	78	110	624	318	135	304	120	3213
0800-0900	42	319	96	197	807	78	118	625	284	145	309	102	3122
0815-0915	37	300	102	195	802	82	117	614	260	148	303	76	3036
0830-0930	36	293	103	166	742	92	111	557	246	145	294	58	2843
0845-0945	40	299	107	150	682	106	109	519	231	142	323	46	2754
0900-1000	46	302	111	133	598	119	108	484	227	140	313	40	2621

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

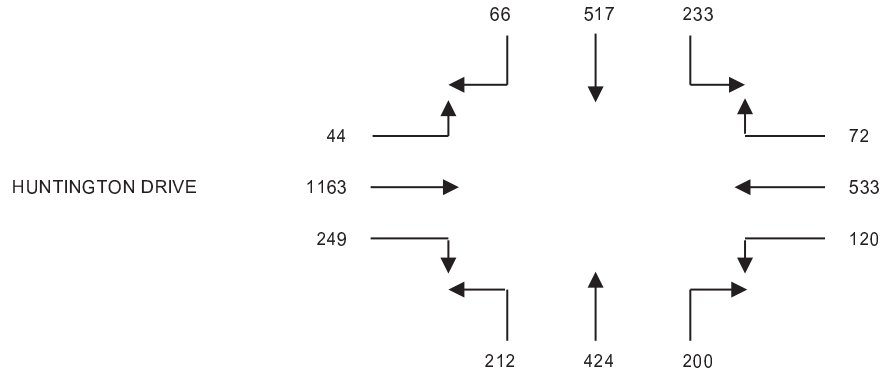
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: 725 E. HUNTINGTON DRIVE - CITY OF MONROVIA
DATE: WEDNESDAY, NOVEMBER 30, 2016
PERIOD: 03:00 PM TO 06:00 PM
INTERSECTION: N/S MOUNTAIN AVENUE
E/W HUNTINGTON DRIVE
FILE NUMBER: 2-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0300-0315	9	116	52	30	153	49	50	83	41	50	222	16
0315-0330	8	105	51	31	152	41	55	89	43	52	206	13
0330-0345	10	102	53	26	133	31	33	74	33	57	228	21
0345-0400	13	91	53	33	123	43	37	86	47	42	231	15
0400-0415	13	107	53	20	109	30	43	93	30	59	276	14
0415-0430	20	135	65	35	125	42	52	85	35	52	254	17
0430-0445	24	112	57	20	106	32	41	76	41	61	262	16
0445-0500	17	120	64	14	137	29	54	101	58	47	260	10
0500-0515	10	148	57	19	139	29	44	102	44	69	311	11
0515-0530	16	148	61	19	146	33	56	112	54	73	315	14
0530-0545	23	101	51	20	111	29	46	109	56	60	277	9
0545-0600	15	122	61	22	118	33	50	119	58	50	241	9

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0300-0400	40	414	209	120	561	164	175	332	164	201	887	65	3332
0315-0415	44	405	210	110	517	145	168	342	153	210	941	63	3308
0330-0430	56	435	224	114	490	146	165	338	145	210	989	67	3379
0345-0445	70	445	228	108	463	147	173	340	153	214	1023	62	3426
0400-0500	74	474	239	89	477	133	190	355	164	219	1052	57	3523
0415-0515	71	515	243	88	507	132	191	364	178	229	1087	54	3659
0430-0530	67	528	239	72	528	123	195	391	197	250	1148	51	3789
0445-0545	66	517	233	72	533	120	200	424	212	249	1163	44	3833
0500-0600	64	519	230	80	514	124	196	442	212	252	1144	43	3820

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

Turning Movement Count Report AM

Location ID: 12
North/South: Mayflower Avenue
East/West: Central Avenue

Date: 09/25/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	60	0	55	3	9	0	101	1	0	0	1	230
7:15	0	82	0	72	9	17	0	98	0	0	0	1	279
7:30	0	85	0	64	7	26	0	139	3	0	0	0	324
7:45	0	122	0	58	10	32	0	147	5	0	0	1	375
8:00	0	81	0	53	7	24	0	128	2	0	0	0	295
8:15	1	100	0	72	4	19	0	109	4	0	0	0	309
8:30	0	73	0	69	1	10	0	107	0	0	0	0	260
8:45	2	66	0	49	6	15	0	110	2	0	0	2	252
Total Volume:	3	669	0	492	47	152	0	939	17	0	0	5	2324
Approach %	0%	100%	0%	71%	7%	22%	0%	98%	2%	0%	0%	100%	
Peak Hr Begin:	7:30												
PHV	1	388	0	247	28	101	0	523	14	0	0	1	1303
PHF	0.797			0.940			0.883			0.250			0.869

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 12
North/South: Mayflower Avenue
East/West: Central Avenue

Date: 09/25/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	132	0	16	0	14	0	99	3	0	0	2	266
16:15	0	139	0	21	1	11	0	99	0	0	0	1	272
16:30	1	123	0	17	1	13	0	112	0	1	0	8	276
16:45	0	122	0	21	0	11	0	131	2	0	0	1	288
17:00	1	180	0	29	2	19	0	126	0	0	0	6	363
17:15	0	188	0	23	1	24	0	149	1	0	0	3	389
17:30	0	145	0	20	0	15	0	116	1	0	0	3	300
17:45	0	156	0	33	1	16	0	120	3	0	0	2	331
Total Volume:	2	1185	0	180	6	123	0	952	10	1	0	26	2485
Approach %	0%	100%	0%	58%	2%	40%	0%	99%	1%	4%	0%	96%	
Peak Hr Begin:	17:00												
PHV	1	669	0	105	4	74	0	511	5	0	0	14	1383
PHF	0.891			0.915			0.860			0.583			0.889

Pedestrian/Bicycle Count Report

Location ID: 12
North/South: Mayflower Avenue
East/West: Central Avenue

Date: 09/25/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	6	2
7:30	0	0	5	0	0	0	1	1
7:45	0	0	1	0	0	0	4	0
8:00	0	0	2	0	0	0	2	0
8:15	0	0	1	0	0	0	1	0
8:30	0	0	1	0	0	0	0	0
8:45	0	0	3	0	0	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	1	0	0	0	1	0
16:15	0	0	1	0	0	0	2	1
16:30	0	0	1	0	0	0	2	1
16:45	0	0	0	2	0	0	1	0
17:00	0	0	1	0	0	0	1	3
17:15	0	0	3	0	0	0	2	2
17:30	0	0	2	0	0	0	0	0
17:45	0	0	4	0	0	0	3	2

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Magnolia Ave and Central Ave , Monrovia

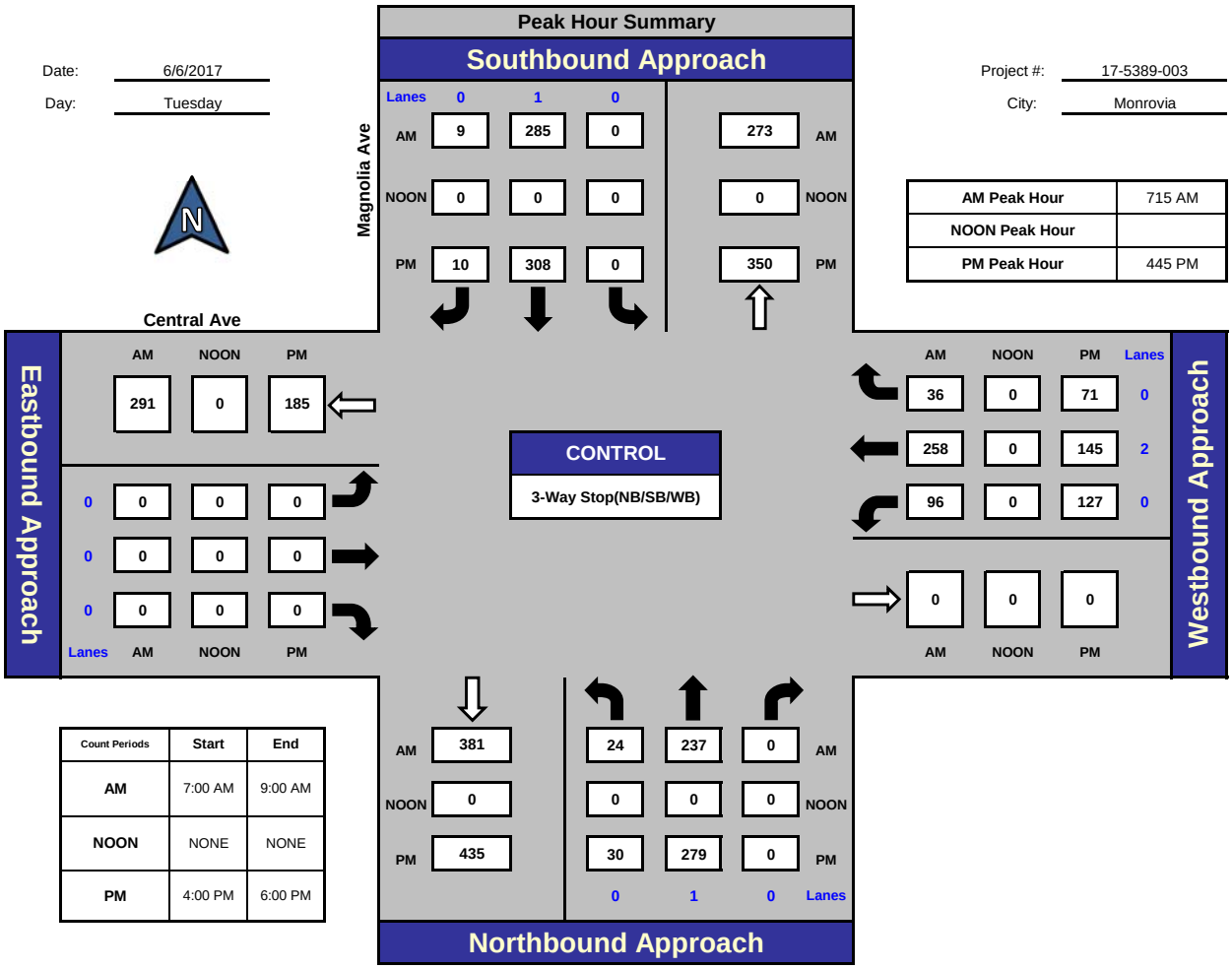
Date: 6/6/2017

Day: Tuesday

Project #: 17-5389-003

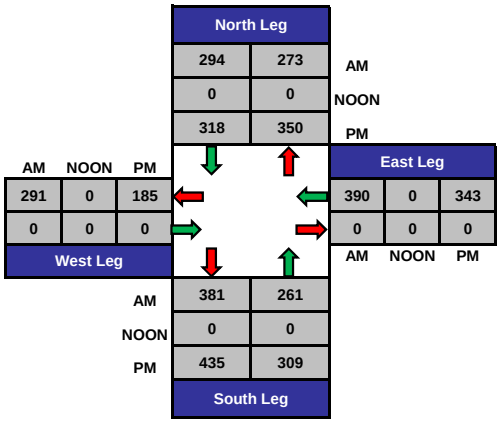
City: Monrovia

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

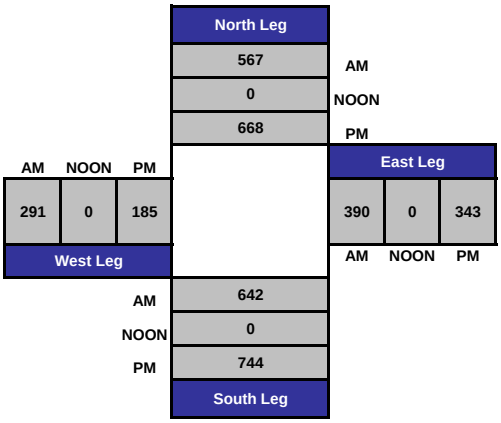


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

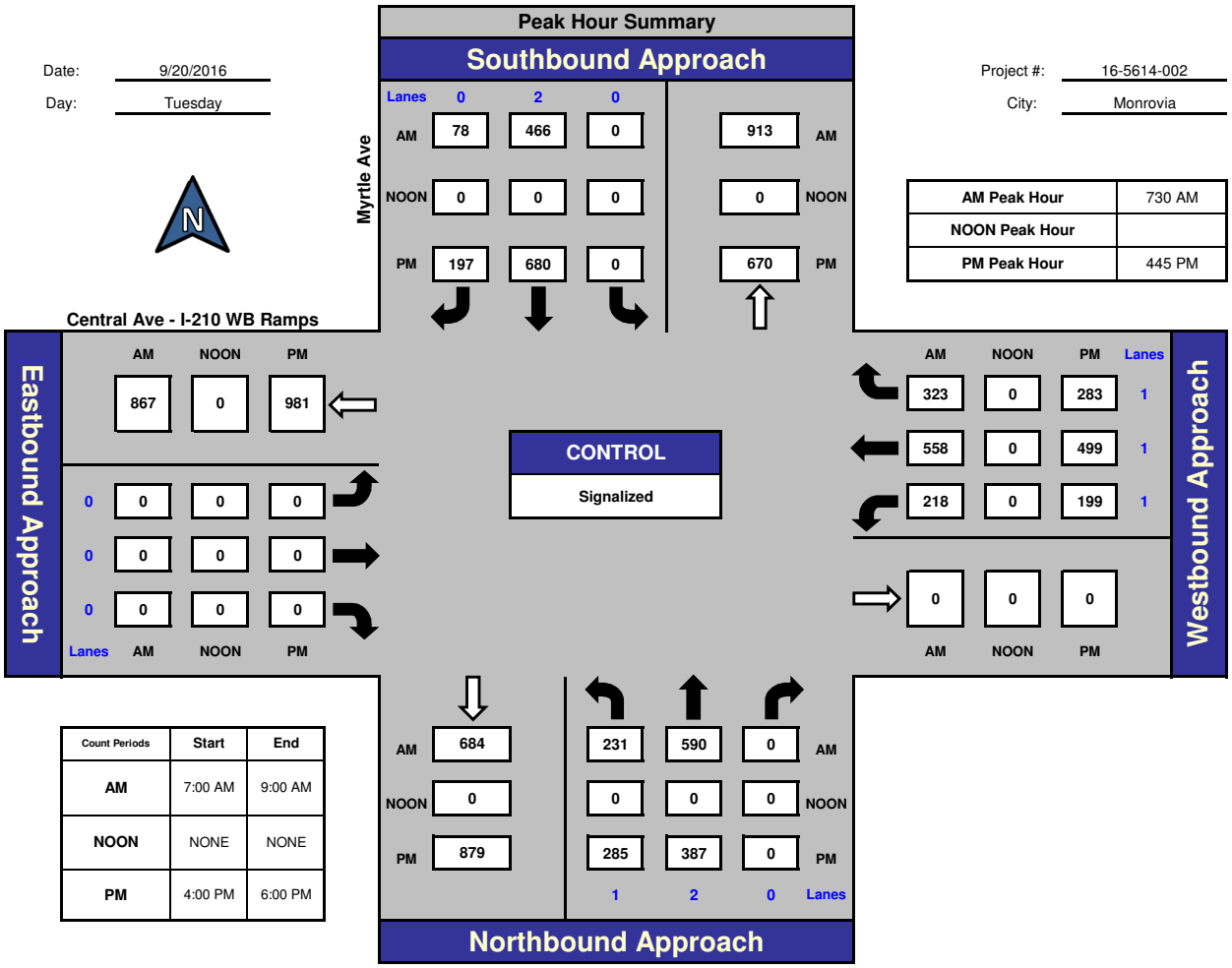
National Data & Surveying Services

Myrtle Ave and Central Ave - I-210 WB Ramps , Monrovia

Date: 9/20/2016
Day: Tuesday

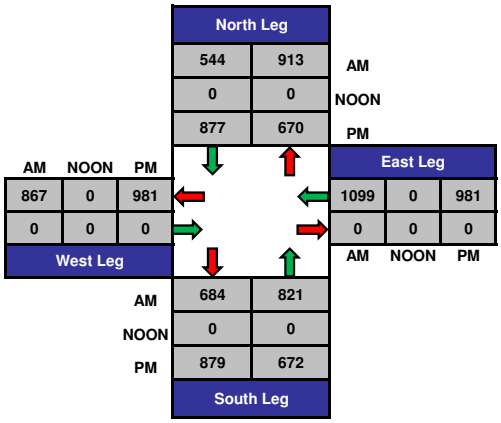
Project #: 16-5614-002
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

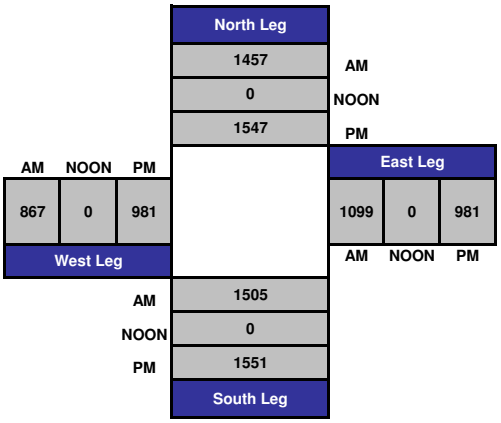


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 5
North/South: California Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	12	44	0	30	79	20	0	50	17	0	0	0	252
7:15	10	63	0	47	87	27	0	80	20	0	0	0	334
7:30	12	67	0	54	86	36	0	99	20	0	0	0	374
7:45	9	66	0	45	72	28	0	99	21	0	0	0	340
8:00	9	62	0	44	77	20	0	58	16	0	0	0	286
8:15	5	54	0	37	85	19	0	62	14	0	0	0	276
8:30	11	53	0	36	73	30	0	66	14	0	0	0	283
8:45	4	40	0	35	65	14	0	54	9	0	0	0	221
Total Volume:	72	449	0	328	624	194	0	568	131	0	0	0	2366
Approach %	14%	86%	0%	29%	54%	17%	0%	81%	19%	0%	0%	0%	
Peak Hr Begin:	7:15												
PHV	40	258	0	190	322	111	0	336	77	0	0	0	1334
PHF	0.943			0.885			0.860			0.000			0.892

Turning Movement Count Report PM

Location ID: 5
North/South: California Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	17	61	0	9	31	13	0	38	12	0	0	0	181
16:15	11	98	0	8	57	12	0	58	14	0	0	0	258
16:30	9	92	0	12	41	24	0	67	11	0	0	0	256
16:45	18	102	0	17	43	19	0	61	12	0	0	0	272
17:00	14	102	0	13	39	21	0	43	19	0	0	0	251
17:15	10	84	0	11	43	20	0	55	13	0	0	0	236
17:30	16	95	0	11	33	20	0	81	13	0	0	0	269
17:45	16	93	0	4	44	25	0	85	13	0	0	0	280
Total Volume:	111	727	0	85	331	154	0	488	107	0	0	0	2003
Approach %	13%	87%	0%	15%	58%	27%	0%	82%	18%	0%	0%	0%	
Peak Hr Begin:	16:15												
PHV	52	394	0	50	180	76	0	229	56	0	0	0	1037
PHF	0.929			0.968			0.913			0.000			0.953

Pedestrian/Bicycle Count Report

Location ID: 5
North/South: California Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	1	0	0	1	0	0	1	0
7:30	0	0	0	0	0	0	0	0
7:45	1	0	0	1	0	0	0	1
8:00	0	0	0	0	0	0	1	0
8:15	0	0	1	1	0	0	1	0
8:30	0	0	1	2	0	0	0	0
8:45	1	0	3	2	0	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	0	1	0	0	1	1
16:15	1	1	0	0	0	0	1	1
16:30	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	1	0
17:15	1	0	0	0	0	0	2	0
17:30	1	0	0	0	0	0	1	0
17:45	1	0	2	0	0	0	1	0

Turning Movement Count Report AM

Location ID: 6
North/South: Mountain Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	32	86	0	90	116	50	0	72	56	0	0	0	502
7:15	34	91	0	139	182	40	0	80	47	0	0	0	613
7:30	27	114	0	100	197	57	0	107	51	0	0	0	653
7:45	23	111	0	100	223	81	0	118	44	0	0	0	700
8:00	44	143	0	137	162	76	0	117	43	0	0	0	722
8:15	25	109	0	132	182	74	0	121	29	0	0	0	672
8:30	25	103	0	146	156	54	0	107	54	0	0	0	645
8:45	35	106	0	138	159	58	0	124	42	0	0	0	662
Total Volume:	245	863	0	982	1377	490	0	846	366	0	0	0	5169
Approach %	22%	78%	0%	34%	48%	17%	0%	70%	30%	0%	0%	0%	
Peak Hr Begin:	7:30												
PHV	119	477	0	469	764	288	0	463	167	0	0	0	2747
PHF	0.797			0.941			0.972			0.000			0.951

Turning Movement Count Report PM

Location ID: 6
North/South: Mountain Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	59	118	0	65	60	71	0	116	52	0	0	0	541
16:15	54	151	0	58	39	51	0	110	70	0	0	0	533
16:30	40	147	0	78	46	45	0	118	64	0	0	0	538
16:45	50	142	0	65	53	56	0	135	66	0	0	0	567
17:00	58	152	0	76	57	51	0	143	56	0	0	0	593
17:15	46	123	0	70	56	63	0	122	60	0	0	0	540
17:30	37	142	0	84	48	61	0	121	54	0	0	0	547
17:45	39	148	0	86	49	48	0	143	51	0	0	0	564
Total Volume:	383	1123	0	582	408	446	0	1008	473	0	0	0	4423
Approach %	25%	75%	0%	41%	28%	31%	0%	68%	32%	0%	0%	0%	
Peak Hr Begin:	16:45												
PHV	191	559	0	295	214	231	0	521	236	0	0	0	2247
PHF	0.893			0.959			0.942			0.000			0.947

Pedestrian/Bicycle Count Report

Location ID: 6
North/South: Mountain Avenue
East/West: Central Avenue

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	1	2	0	0	0	2	0
7:15	1	0	4	0	0	0	0	0
7:30	1	0	2	0	0	0	2	0
7:45	0	0	3	2	0	0	0	1
8:00	1	0	3	0	0	0	0	0
8:15	0	0	2	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0
8:45	0	0	3	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	3	0	0	0	2	0
16:15	0	0	3	0	0	0	1	0
16:30	2	0	0	1	0	0	1	0
16:45	0	0	1	1	0	0	3	0
17:00	3	0	3	1	0	0	0	3
17:15	0	0	2	1	0	0	0	0
17:30	0	0	5	1	0	0	1	0
17:45	0	0	3	0	0	0	0	0

Turning Movement Count Report AM

Location ID: 4
North/South: Mayflower Avenue
East/West: Diamond/Evergreen

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	7	54	11	3	3	2	14	101	30	8	6	0	239
7:15	3	81	9	4	8	2	29	106	33	13	3	1	292
7:30	3	92	15	3	12	5	30	148	58	25	1	1	393
7:45	10	106	18	4	11	9	34	155	62	23	3	1	436
8:00	5	99	12	1	4	2	32	129	31	15	4	2	336
8:15	3	78	15	2	0	4	27	120	23	7	4	2	285
8:30	1	75	17	6	2	2	10	123	20	7	5	2	270
8:45	8	68	11	1	1	3	17	128	21	9	2	2	271
Total Volume:	40	653	108	24	41	29	193	1010	278	107	28	11	2522
Approach %	5%	82%	13%	26%	44%	31%	13%	68%	19%	73%	19%	8%	
Peak Hr Begin:	7:15												
PHV	21	378	54	12	35	18	125	538	184	76	11	5	1457
PHF	0.845			0.677			0.844			0.852			0.835

Turning Movement Count Report PM

Location ID: 4
North/South: Mayflower Avenue
East/West: Diamond/Evergreen

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	2	125	22	5	1	4	16	106	12	19	4	0	316
16:15	2	133	21	2	0	5	16	108	16	21	8	1	333
16:30	1	122	26	2	1	3	16	119	8	25	12	0	335
16:45	1	103	36	2	1	2	13	109	12	24	11	4	318
17:00	3	138	32	3	2	8	13	129	14	35	14	0	391
17:15	4	166	52	1	0	6	25	119	12	34	18	0	437
17:30	2	137	28	7	5	5	16	121	12	47	19	1	400
17:45	5	143	28	1	0	3	8	109	13	23	14	3	350
Total Volume:	20	1067	245	23	10	36	123	920	99	228	100	9	2880
Approach %	2%	80%	18%	33%	14%	52%	11%	81%	9%	68%	30%	3%	
Peak Hr Begin:	17:00												
PHV	14	584	140	12	7	22	62	478	51	139	65	4	1578
PHF	0.831			0.603			0.947			0.776			0.903

Pedestrian/Bicycle Count Report

Location ID: 4
North/South: Mayflower Avenue
East/West: Diamond/Evergreen

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	1	0	0	0	0	0
7:15	0	0	1	0	0	0	3	0
7:30	0	0	1	0	0	0	2	1
7:45	0	0	0	0	0	0	2	1
8:00	0	0	1	0	0	0	4	0
8:15	0	0	0	0	1	0	1	0
8:30	0	0	0	0	0	0	3	0
8:45	0	0	1	1	0	0	1	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	2	4	0	0	2	0
16:15	0	0	1	2	0	0	1	1
16:30	0	0	1	0	0	0	1	0
16:45	0	0	0	1	0	0	2	0
17:00	4	0	1	1	1	0	1	0
17:15	0	0	1	0	0	0	2	0
17:30	0	0	1	5	0	0	1	0
17:45	0	0	3	0	0	0	1	0

ITM Peak Hour Summary

Prepared by:

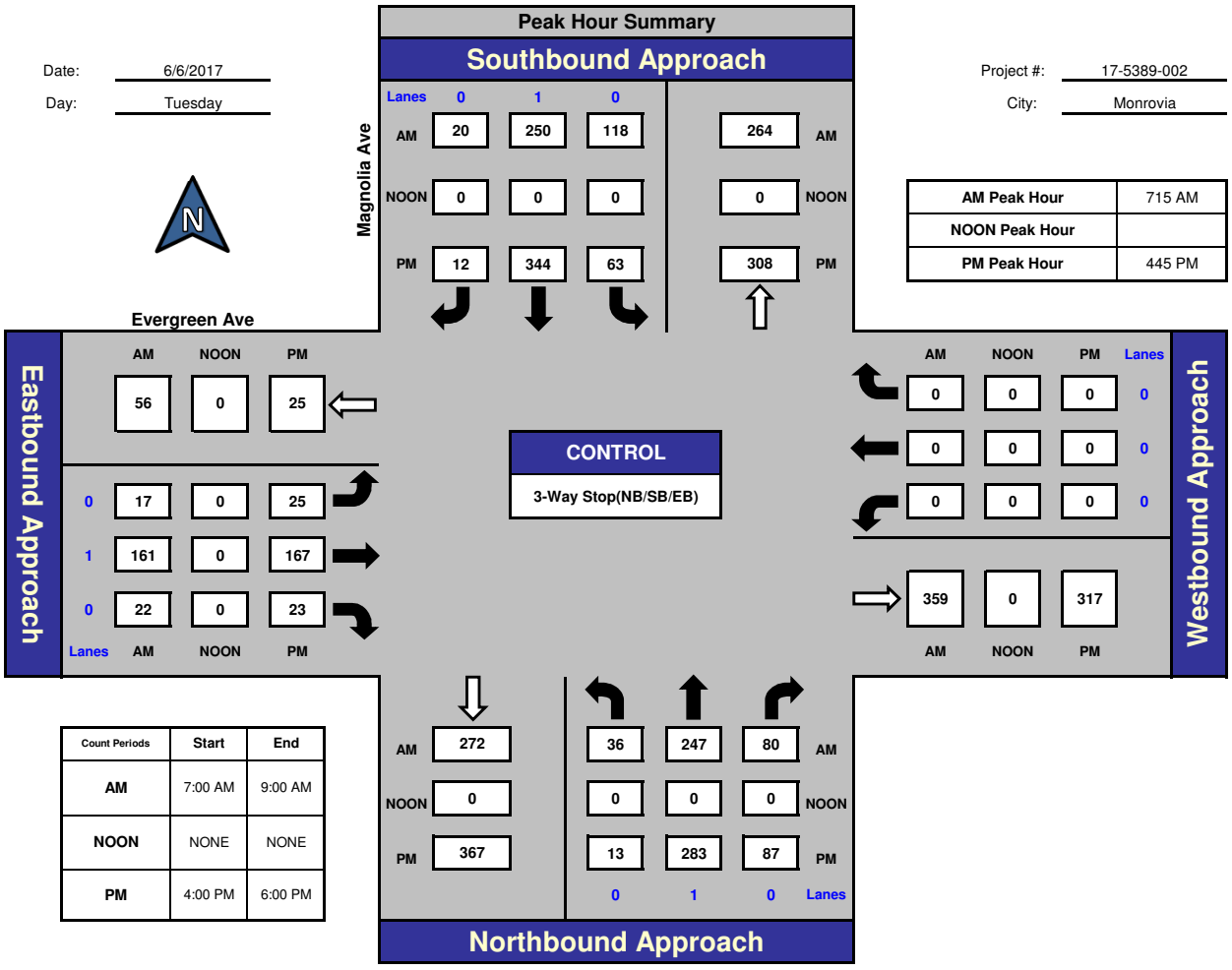
National Data & Surveying Services

Magnolia Ave and Evergreen Ave , Monrovia

Date: 6/6/2017
Day: Tuesday

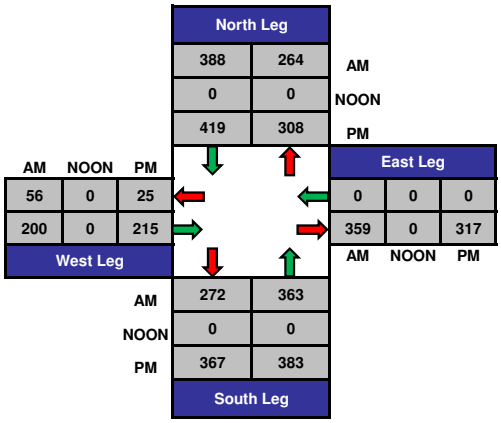
Project #: 17-5389-002
City: Monrovia

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

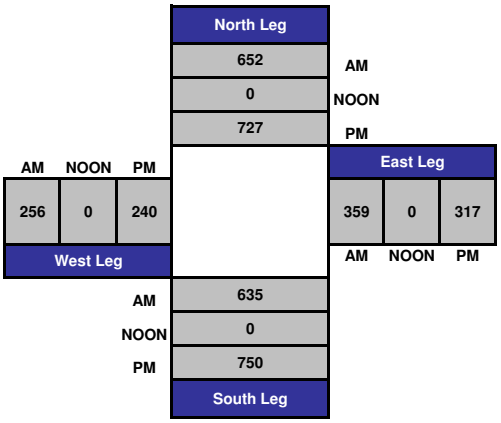


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

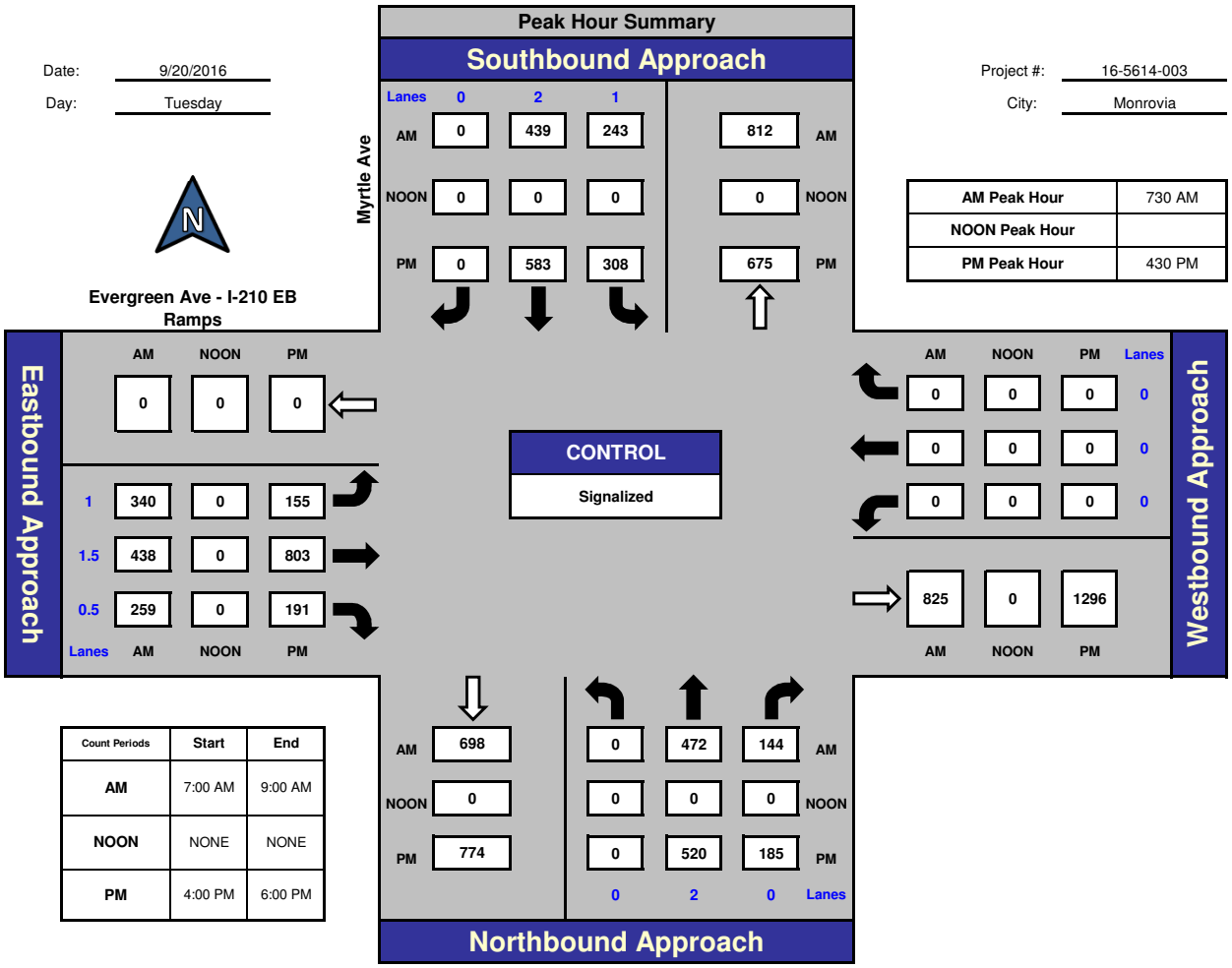
National Data & Surveying Services

Myrtle Ave and Evergreen Ave - I-210 EB Ramps , Monrovia

Date: 9/20/2016
Day: Tuesday

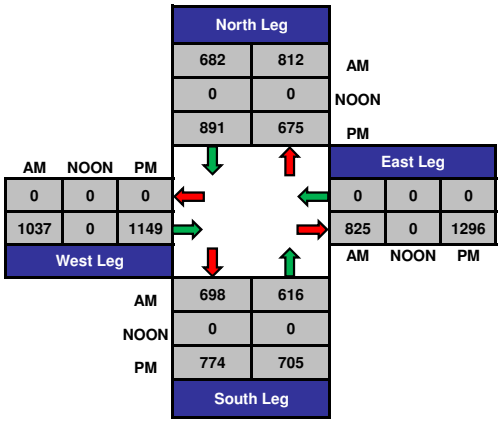
Project #: 16-5614-003
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

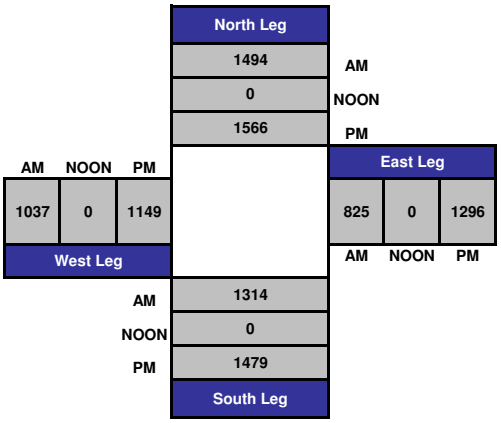


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 7
North/South: California Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	42	11	0	0	0	28	56	0	9	26	10	182
7:15	0	50	12	0	0	0	33	54	0	3	33	10	195
7:30	0	85	10	0	0	0	44	91	0	7	38	22	297
7:45	0	89	13	0	0	0	49	99	0	6	39	13	308
8:00	0	85	7	0	0	0	43	90	0	9	32	15	281
8:15	0	60	19	0	0	0	29	72	0	10	50	9	249
8:30	0	58	13	0	0	0	25	67	0	11	46	4	224
8:45	0	62	13	0	0	0	22	71	0	8	47	9	232
Total Volume:	0	531	98	0	0	0	273	600	0	63	311	92	1968
Approach %	0%	84%	16%	0%	0%	0%	31%	69%	0%	14%	67%	20%	
Peak Hr Begin:	7:30												
PHV	0	319	49	0	0	0	165	352	0	32	159	59	1135
PHF	0.902			0.000			0.873			0.906			0.921

Prepared by City Count, LLC. (www.citycount.com)

Turning Movement Count Report PM

Location ID: 7
North/South: California Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	66	33	0	0	0	38	60	0	20	158	6	381
16:15	0	53	22	0	0	0	35	45	0	19	144	5	323
16:30	0	85	24	0	0	0	44	64	0	21	155	9	402
16:45	0	85	47	0	0	0	28	64	0	20	166	9	419
17:00	0	77	50	0	0	0	49	62	0	30	159	4	431
17:15	0	76	37	0	0	0	32	56	0	23	162	6	392
17:30	0	81	29	0	0	0	48	89	0	25	153	8	433
17:45	0	86	29	0	0	0	36	82	0	18	173	16	440

Total Volume:	0	609	271	0	0	0	310	522	0	176	1270	63	3221
Approach %	0%	69%	31%	0%	0%	0%	37%	63%	0%	12%	84%	4%	

Peak Hr Begin:	17:00												
PHV	0	320	145	0	0	0	165	289	0	96	647	34	1696
PHF	0.915			0.000			0.828			0.938			0.964

Pedestrian/Bicycle Count Report

Location ID: 7
North/South: California Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	1	0	1	0
7:15	0	0	0	0	1	1	0	0
7:30	0	0	0	1	0	0	1	0
7:45	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	1
8:15	0	0	0	0	0	0	1	0
8:30	0	0	1	0	0	0	0	0
8:45	0	0	3	1	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	0	0	0	1	0	0
16:15	0	0	0	0	0	1	1	0
16:30	0	0	0	0	0	0	1	1
16:45	0	0	1	0	0	1	0	0
17:00	0	0	0	1	0	0	0	0
17:15	0	0	0	1	0	0	2	0
17:30	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	2	0

Turning Movement Count Report AM

Location ID: 8
North/South: Mountain Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	0	65	68	0	0	0	17	77	0	27	57	49	360
7:15	0	57	62	0	0	0	27	79	0	38	60	64	387
7:30	0	83	83	0	0	0	32	83	0	37	66	72	456
7:45	0	130	65	0	0	0	29	96	0	53	67	69	509
8:00	0	136	88	0	0	0	21	87	0	54	74	54	514
8:15	0	101	79	0	0	0	20	89	0	53	85	68	495
8:30	0	102	62	0	0	0	13	91	0	32	60	69	429
8:45	0	96	63	0	0	0	20	87	0	38	65	73	442
Total Volume:	0	770	570	0	0	0	179	689	0	332	534	518	3592
Approach %	0%	57%	43%	0%	0%	0%	21%	79%	0%	24%	39%	37%	
Peak Hr Begin:	7:30												
PHV	0	450	315	0	0	0	102	355	0	197	292	263	1974
PHF	0.854			0.000			0.914			0.913			0.960

Turning Movement Count Report PM

Location ID: 8
North/South: Mountain Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	0	104	79	0	0	0	37	127	0	54	233	44	678
16:15	0	120	82	0	0	0	33	120	0	49	211	54	669
16:30	0	115	82	0	0	0	30	106	0	53	257	72	715
16:45	0	121	67	0	0	0	23	152	0	50	248	55	716
17:00	0	117	81	0	0	0	31	129	0	34	290	61	743
17:15	0	112	85	0	0	0	29	128	0	45	287	60	746
17:30	0	115	81	0	0	0	13	131	0	37	256	45	678
17:45	0	113	81	0	0	0	17	130	0	51	231	63	686
Total Volume:	0	917	638	0	0	0	213	1023	0	373	2013	454	5631
Approach %	0%	59%	41%	0%	0%	0%	17%	83%	0%	13%	71%	16%	
Peak Hr Begin:	16:30												
PHV	0	465	315	0	0	0	113	515	0	182	1082	248	2920
PHF	0.985			0.000			0.897			0.964			0.979

Pedestrian/Bicycle Count Report

Location ID: 8
North/South: Mountain Avenue
East/West: Evergreen Avenue

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	5	0	0	0	2	0
7:15	0	0	3	0	1	0	0	0
7:30	0	0	3	0	1	0	3	0
7:45	0	0	2	0	0	0	0	1
8:00	0	0	2	0	0	0	0	0
8:15	0	0	2	0	0	0	0	1
8:30	0	0	0	0	3	0	0	1
8:45	0	0	4	0	0	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	7	0	1	0	2	0
16:15	0	0	2	0	0	0	1	1
16:30	0	0	1	0	0	0	4	0
16:45	0	0	1	1	0	1	1	0
17:00	0	0	4	0	0	0	0	2
17:15	0	0	3	1	0	0	0	0
17:30	0	0	3	1	1	1	1	0
17:45	0	0	3	0	3	0	3	0

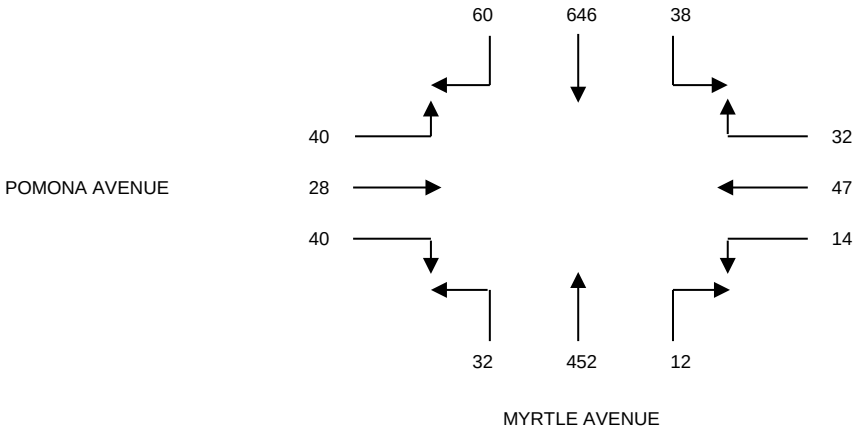
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF MONROVIA
DATE: WEDNESDAY, AUGUST 29, 2018
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S MYRTLE AVENUE
E/W POMONA AVENUE
FILE NUMBER: 1-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	20	98	15	10	10	3	2	97	9	9	1	8
0715-0730	18	102	9	7	11	5	2	104	11	5	3	6
0730-0745	12	144	5	6	19	2	1	101	7	3	3	11
0745-0800	12	161	5	7	17	4	2	105	7	5	3	16
0800-0815	15	165	10	7	11	2	3	111	7	11	7	8
0815-0830	15	170	11	8	10	3	4	115	8	12	8	8
0830-0845	18	150	12	10	9	5	3	121	10	12	10	8
0845-0900	15	140	10	7	8	3	4	116	7	10	7	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	62	505	34	30	57	14	7	407	34	22	10	41	1223
0715-0815	57	572	29	27	58	13	8	421	32	24	16	41	1298
0730-0830	54	640	31	28	57	11	10	432	29	31	21	43	1387
0745-0845	60	646	38	32	47	14	12	452	32	40	28	40	1441
0800-0900	63	625	43	32	38	13	14	463	32	45	32	32	1432

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

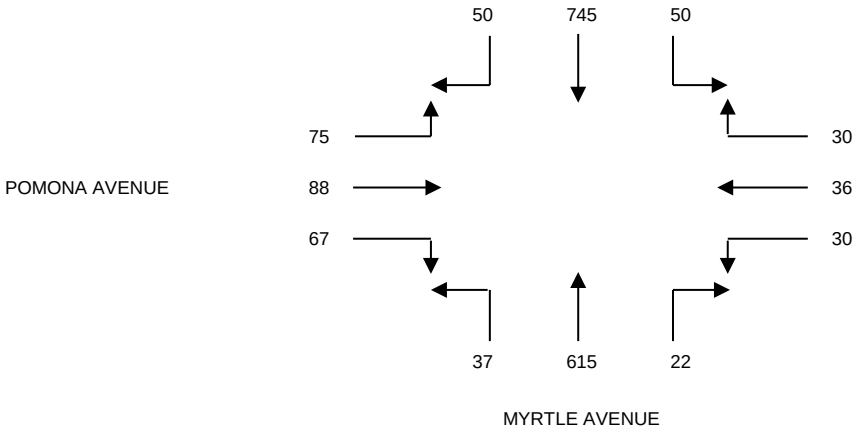
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF MONROVIA
DATE: WEDNESDAY, AUGUST 29, 2018
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S MYRTLE AVENUE
E/W POMONA AVENUE
FILE NUMBER: 1-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	8	167	7	5	5	7	5	157	5	9	20	12
0415-0430	9	145	10	4	4	7	2	123	4	13	17	11
0430-0445	10	173	13	5	5	8	3	162	6	12	20	14
0445-0500	14	185	18	6	4	8	4	168	6	12	21	17
0500-0515	14	180	10	10	9	7	6	160	11	21	20	26
0515-0530	14	177	8	9	9	8	7	157	12	20	22	22
0530-0545	8	203	14	5	14	7	5	130	8	14	25	10
0545-0600	8	194	14	3	15	8	6	123	7	14	23	16

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	41	670	48	20	18	30	14	610	21	46	78	54	1650
0415-0515	47	683	51	25	22	30	15	613	27	58	78	68	1717
0430-0530	52	715	49	30	27	31	20	647	35	65	83	79	1833
0445-0545	50	745	50	30	36	30	22	615	37	67	88	75	1845
0500-0600	44	754	46	27	47	30	24	570	38	69	90	74	1813

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

Turning Movement Count Report AM

Location ID: 9
North/South: 5th Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	6	0	6	9	255	2	1	2	3	1	58	2	345
7:15	7	0	9	20	311	1	0	4	6	1	70	3	432
7:30	15	2	20	25	283	0	2	13	4	1	117	3	485
7:45	10	8	20	47	319	1	1	18	10	7	126	5	572
8:00	10	17	24	41	340	2	1	6	9	13	173	6	642
8:15	6	3	12	34	299	2	1	8	5	4	164	5	543
8:30	11	2	12	23	293	0	3	3	11	7	156	4	525
8:45	11	0	14	10	211	1	1	4	4	4	154	1	415

Total Volume:	76	32	117	209	2311	9	10	58	52	38	1018	29	3959
Approach %	34%	14%	52%	8%	91%	0%	8%	48%	43%	4%	94%	3%	

Peak Hr Begin:	7:45												
PHV	37	30	68	145	1251	5	6	35	35	31	619	20	2282
PHF	0.662			0.914			0.655			0.872			0.889

Turning Movement Count Report PM

Location ID: 9
North/South: 5th Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	4	0	7	8	149	1	0	2	0	6	308	4	489
16:15	1	5	13	10	131	4	1	2	3	7	289	4	470
16:30	5	6	21	8	150	1	0	3	1	4	327	7	533
16:45	4	3	12	9	148	0	2	2	6	9	332	2	529
17:00	5	6	31	17	205	0	0	2	4	7	314	7	598
17:15	6	5	38	14	175	1	4	0	3	1	364	5	616
17:30	1	4	21	14	169	2	3	2	6	8	337	3	570
17:45	3	6	19	21	193	0	2	0	3	3	330	6	586

Total Volume:	29	35	162	101	1320	9	12	13	26	45	2601	38	4391
Approach %	13%	15%	72%	7%	92%	1%	24%	25%	51%	2%	97%	1%	

Peak Hr Begin:	17:00												
PHV	15	21	109	66	742	3	9	4	16	19	1345	21	2370
PHF	0.740			0.913			0.659			0.936			0.962

Pedestrian/Bicycle Count Report

Location ID: 9
North/South: 5th Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	0	0	0	0	0	0
7:15	1	0	0	0	1	1	0	0
7:30	0	0	1	0	1	0	1	0
7:45	0	1	2	0	1	0	3	0
8:00	0	0	2	0	1	0	1	0
8:15	2	0	1	0	0	0	1	0
8:30	1	3	1	0	1	0	0	0
8:45	0	0	0	0	2	0	0	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	1	0	0	0	0	0	0	0
16:15	0	0	3	0	5	0	1	0
16:30	2	0	1	0	2	1	2	1
16:45	2	0	0	0	1	0	2	0
17:00	0	0	0	0	1	0	1	1
17:15	0	0	1	0	2	0	0	0
17:30	0	0	1	0	2	0	0	0
17:45	1	0	0	0	1	1	1	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Mayflower Ave and Duarte Rd , Monrovia

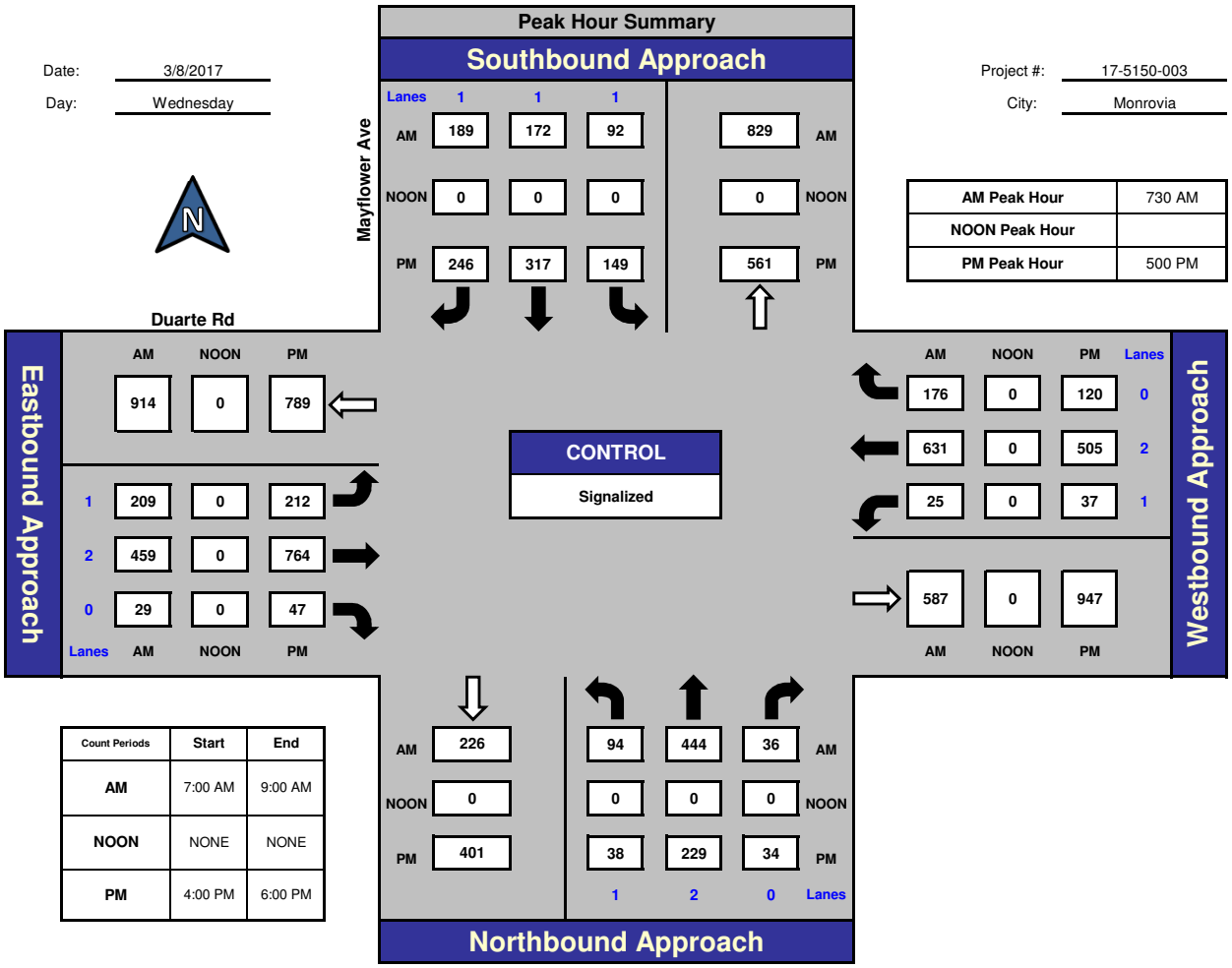
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-003

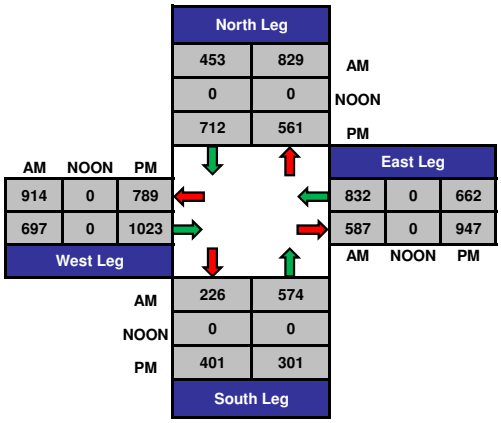
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

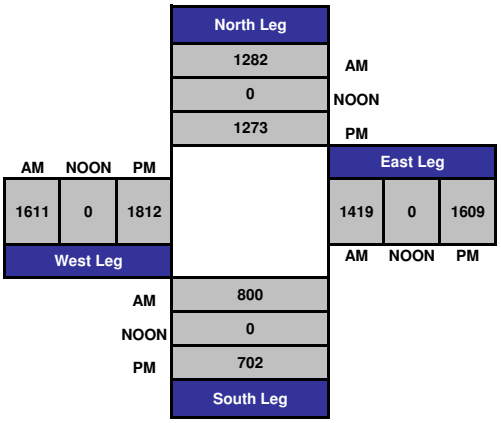


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 10
North/South: Magnolia Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	31	0	19	30	139	3	1	1	0	0	52	38	314
7:15	45	0	23	42	186	1	0	1	0	0	81	51	430
7:30	26	1	48	47	201	0	1	1	0	0	110	28	463
7:45	28	0	65	70	225	4	0	0	0	1	114	49	556
8:00	36	0	27	32	193	3	0	0	2	2	100	60	455
8:15	24	3	22	30	199	1	0	0	1	1	117	53	451
8:30	34	1	30	20	177	2	1	0	2	3	85	45	400
8:45	25	0	11	30	167	1	1	1	0	1	104	42	383
Total Volume:	249	5	245	301	1487	15	4	4	5	8	763	366	3452
Approach %	50%	1%	49%	17%	82%	1%	31%	31%	38%	1%	67%	32%	
Peak Hr Begin:	7:30												
PHV	114	4	162	179	818	8	1	1	3	4	441	190	1925
PHF	0.753			0.840			0.625			0.928			0.866

Turning Movement Count Report PM

Location ID: 10
North/South: Magnolia Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	47	0	29	35	82	2	2	0	2	1	184	48	432
16:15	34	0	24	42	110	1	0	0	0	2	185	46	444
16:30	33	0	50	35	112	0	4	0	1	1	202	61	499
16:45	41	0	35	39	103	0	1	2	0	0	188	61	470
17:00	44	0	34	43	119	0	2	1	1	0	218	50	512
17:15	41	0	44	32	142	1	0	0	2	0	209	56	527
17:30	35	0	44	25	133	1	0	0	0	1	232	64	535
17:45	53	0	31	46	131	0	1	1	2	1	235	67	568
Total Volume:	328	0	291	297	932	5	10	4	8	6	1653	453	3987
Approach %	53%	0%	47%	24%	76%	0%	45%	18%	36%	0%	78%	21%	
Peak Hr Begin:	17:00												
PHV	173	0	153	146	525	2	3	2	5	2	894	237	2142
PHF	0.959			0.951			0.625			0.935			0.943

Pedestrian/Bicycle Count Report

Location ID: 10
North/South: Magnolia Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	1	1	0	0	0	0	5	0
7:15	3	0	0	0	1	0	6	0
7:30	1	1	0	0	8	2	9	2
7:45	1	0	0	0	11	0	8	0
8:00	1	0	0	0	1	0	2	0
8:15	1	0	0	0	0	0	0	0
8:30	1	0	0	0	2	0	1	0
8:45	1	1	0	0	3	0	4	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	2	1	0	0	0	0	3	0
16:15	0	1	0	0	1	0	1	0
16:30	0	1	0	0	2	2	1	2
16:45	3	0	0	0	0	0	2	0
17:00	3	1	0	0	0	0	5	0
17:15	2	2	0	0	0	0	2	0
17:30	2	1	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Peck Rd and Duarte Rd , Monrovia

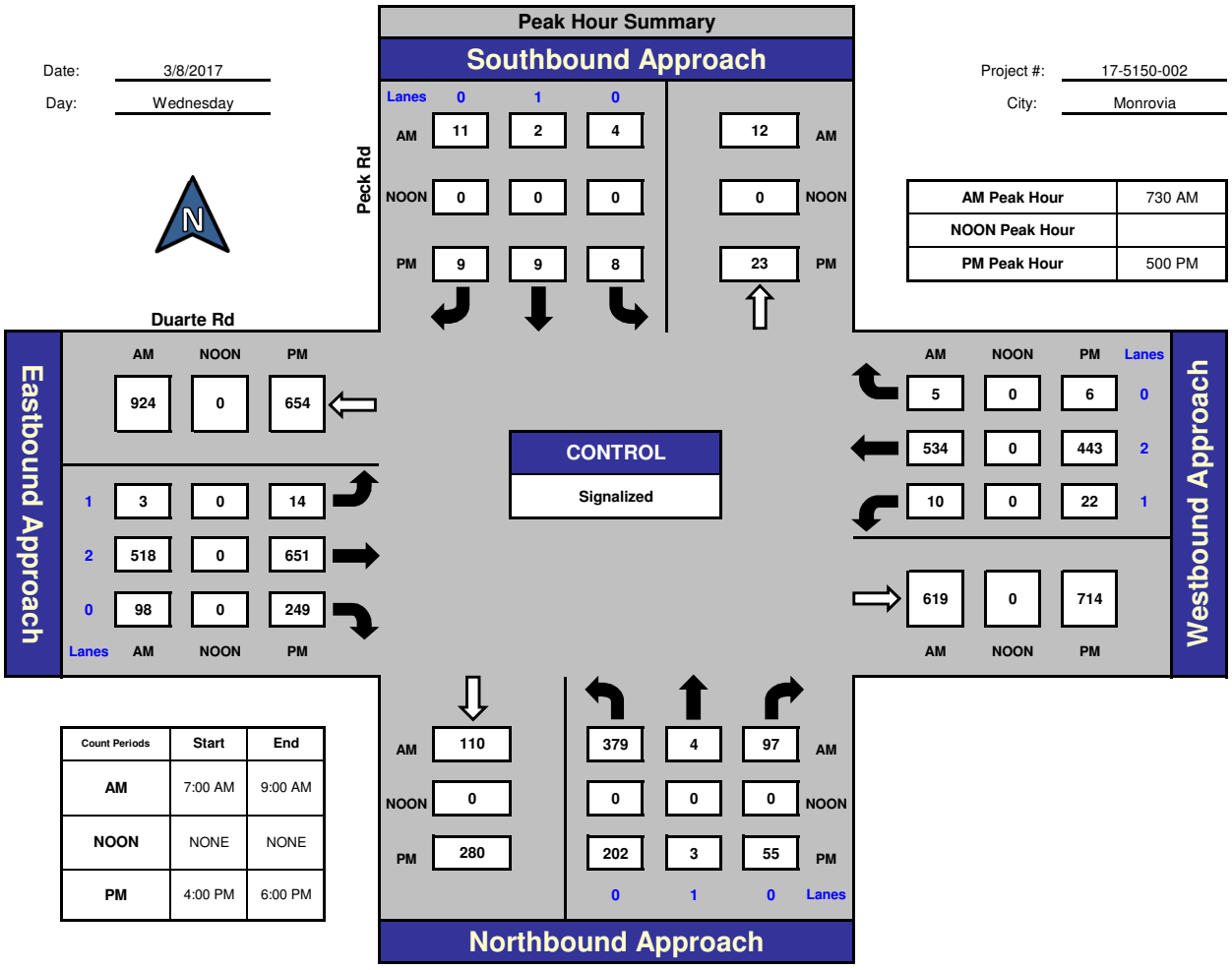
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-002

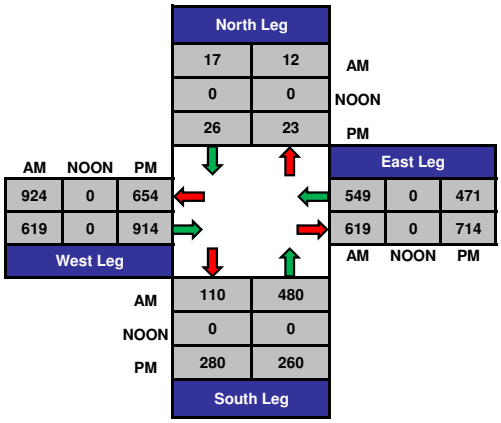
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

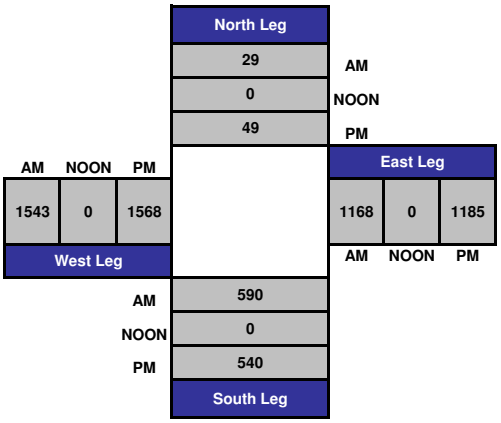


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 1
North/South: Myrtle Ave
East/West: Duarte Rd

Date: 08/18/16
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	19	80	4	1	60	7	5	83	23	22	40	22	366
7:15	30	103	4	4	73	17	7	139	20	10	41	16	464
7:30	29	119	4	6	100	17	8	88	33	34	55	40	533
7:45	29	152	7	11	60	14	12	119	34	34	95	39	606
8:00	38	139	9	7	69	19	12	99	34	38	57	19	540
8:15	36	123	5	6	72	9	11	95	31	20	72	26	506
8:30	50	101	10	4	80	12	12	131	29	21	59	36	545
8:45	49	104	13	7	66	18	7	97	28	29	64	36	518
9:00													0
9:15													0
9:30													0
9:45													0
Total Volume:	280	921	56	46	580	113	74	851	232	208	483	234	4078
Approach %	22%	73%	4%	6%	78%	15%	6%	74%	20%	22%	52%	25%	
Peak Hr Begin:	7:45												
PHV	153	515	31	28	281	54	47	444	128	113	283	120	2197
PHF	0.930			0.945			0.900			0.768			0.906

Turning Movement Count Report PM

Location ID: 1
North/South: Myrtle Ave
East/West: Duarte Rd

Date: 08/18/16
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
15:00	29	105	10	5	49	21	12	69	19	25	77	38	459
15:15	32	102	7	10	46	10	21	162	20	21	74	32	537
15:30	37	145	4	10	61	16	7	81	23	45	93	22	544
15:45	28	149	8	2	60	11	19	109	25	42	96	33	582
16:00	29	127	7	9	45	15	11	103	20	48	87	24	525
16:15	27	123	7	5	51	10	11	111	19	40	107	41	552
16:30	23	118	7	4	77	18	9	100	25	54	107	38	580
16:45	39	135	10	12	70	10	13	103	14	56	120	36	618
17:00	45	165	6	6	70	8	19	87	20	70	97	42	635
17:15	28	154	10	8	82	15	14	120	25	82	126	26	690
17:30	54	160	16	7	56	11	14	125	20	58	107	36	664
17:45	32	139	7	7	88	13	9	96	31	63	130	35	650
18:00	47	155	10	6	82	26	8	86	16	60	100	46	642
18:15	35	139	4	7	57	13	13	117	33	61	112	31	622
18:30	24	137	7	5	56	14	8	85	13	59	107	29	544
18:45	21	146	4	3	68	13	12	85	18	53	69	29	521
Total Volume:	530	2199	124	106	1018	224	200	1639	341	837	1609	538	9365
Approach %	19%	77%	4%	8%	76%	17%	9%	75%	16%	28%	54%	18%	
Peak Hr Begin:	17:15												
PHV	161	608	43	28	308	65	45	427	92	263	463	143	2646
PHF	0.883			0.879			0.887			0.928			0.959

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

California Ave and Duarte Rd , Monrovia

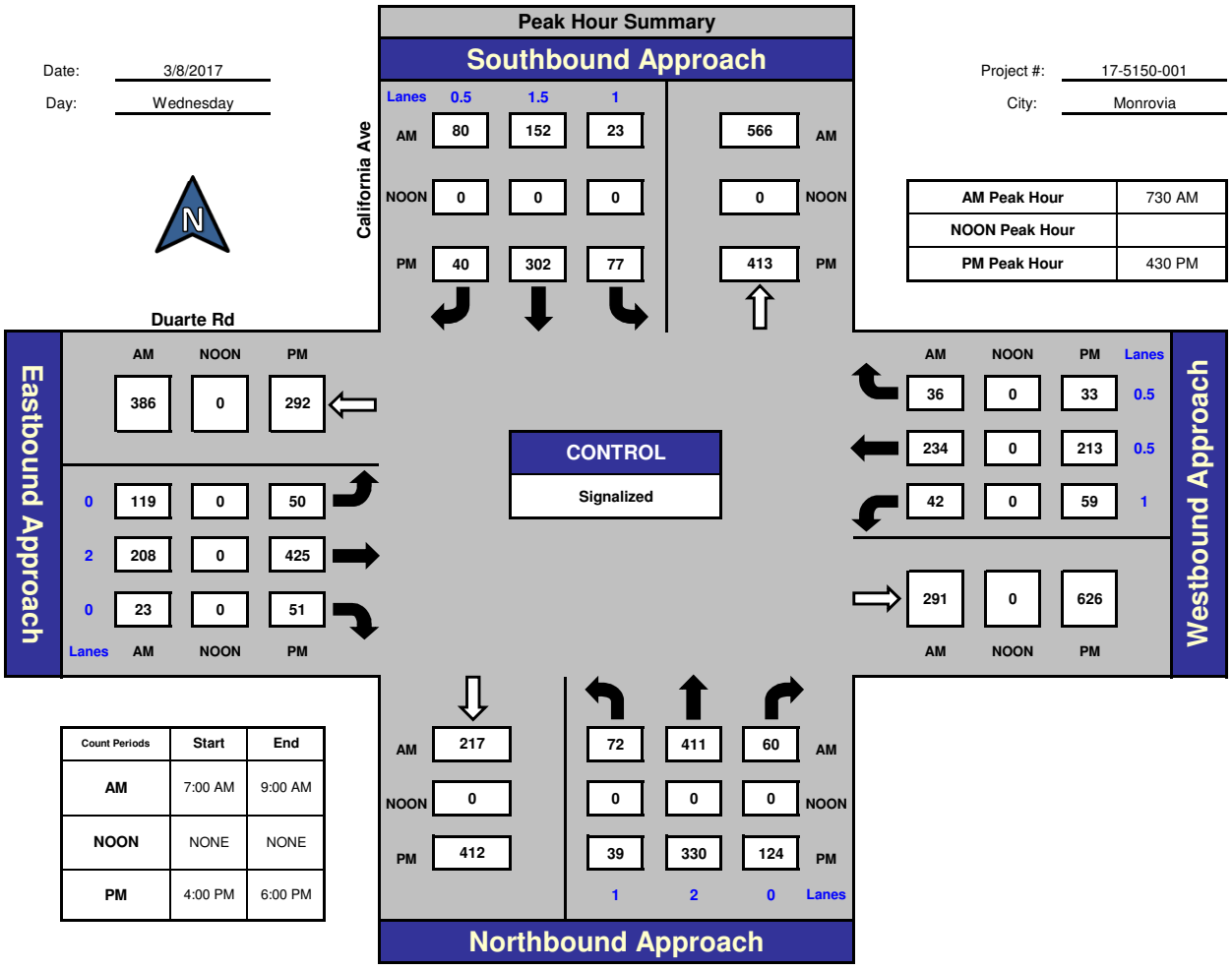
Date: 3/8/2017

Day: Wednesday

Project #: 17-5150-001

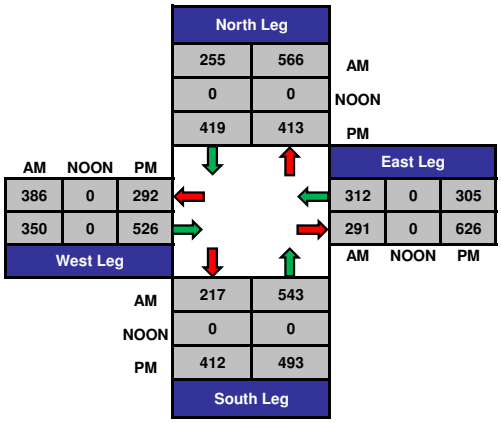
City: Monrovia

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

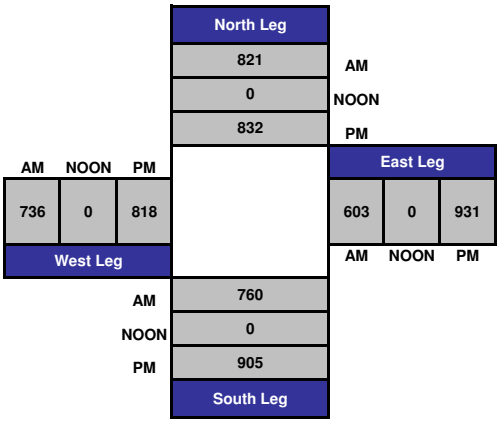


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Turning Movement Count Report AM

Location ID: 11
North/South: Mountain Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00	26	23	7	44	37	6	14	37	8	4	22	23	251
7:15	36	21	13	38	45	6	33	37	5	10	32	28	304
7:30	26	26	16	52	50	16	38	40	12	4	52	35	367
7:45	43	39	28	38	51	25	41	52	6	6	50	40	419
8:00	34	54	17	27	58	24	23	43	5	10	43	34	372
8:15	38	29	20	26	54	9	27	41	3	6	45	37	335
8:30	31	31	19	25	44	7	17	25	1	1	51	30	282
8:45	41	30	11	33	29	10	18	37	7	9	48	32	305

Total Volume:	275	253	131	283	368	103	211	312	47	50	343	259	2635
Approach %	42%	38%	20%	38%	49%	14%	37%	55%	8%	8%	53%	40%	

Peak Hr Begin:	7:30												
PHV	141	148	81	143	213	74	129	176	26	26	190	146	1493
PHF	0.841			0.911			0.836			0.943			0.891

Turning Movement Count Report PM

Location ID: 11
North/South: Mountain Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	Southbound			*Westbound*			*Northbound*			*Eastbound*			
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00	51	60	24	28	38	4	17	46	7	22	91	38	426
16:15	35	54	29	36	28	10	15	36	7	16	119	41	426
16:30	39	65	26	29	27	9	28	29	3	29	119	41	444
16:45	46	59	28	42	41	7	21	26	8	20	123	49	470
17:00	45	72	26	33	44	4	25	26	5	32	115	40	467
17:15	49	62	23	34	40	8	21	38	2	23	99	41	440
17:30	49	68	20	41	50	21	29	37	4	25	120	35	499
17:45	51	81	31	56	33	13	22	46	13	21	97	61	525
Total Volume:	365	521	207	299	301	76	178	284	49	188	883	346	3697
Approach %	33%	48%	19%	44%	45%	11%	35%	56%	10%	13%	62%	24%	
Peak Hr Begin:	17:00												
PHV	194	283	100	164	167	46	97	147	24	101	431	177	1931
PHF	0.885			0.842			0.827			0.948			0.920

Pedestrian/Bicycle Count Report

Location ID: 11
North/South: Mountain Avenue
East/West: Duarte Road

Date: 09/18/18
City: Monrovia, CA

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
7:00	0	0	4	1	0	0	0	0
7:15	0	0	1	0	0	0	0	0
7:30	3	0	3	0	2	0	3	0
7:45	0	0	1	5	0	1	0	0
8:00	0	0	3	0	3	1	1	0
8:15	0	0	1	0	1	2	0	0
8:30	0	0	0	0	2	0	0	0
8:45	1	2	6	0	1	0	2	0

	North		East		South		West	
Leg:	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*	*Peds*	*Bicycle*
16:00	0	0	2	0	0	0	1	0
16:15	0	0	4	0	0	0	0	1
16:30	0	0	0	1	0	1	2	1
16:45	1	0	3	1	0	0	3	1
17:00	0	0	1	0	1	0	0	0
17:15	0	0	0	0	0	0	1	0
17:30	0	0	3	0	1	1	0	1
17:45	0	0	0	0	0	1	1	0

Appendix B

Level of Service Worksheets

Existing Conditions (Year 2018)

EXISTING CONDITIONS (YEAR 2018)

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

1. Huntington Drive & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	60	0.000	N/S 1:	0.134 *
Southbound	Through	0.50	1,600	26	0.054	N/S 2:	0.000
	Left	1.00	1,600	157	0.098 *	E/W 1:	0.306
	Right	1.00	1,600	194	0.072	E/W 2:	0.433 *
Westbound	Through	2.00	3,200	1,283	0.401 *		
	Left	1.00	1,600	169	0.106	V/C Ratio:	0.567
	Right	0.50	0	42	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	16	0.036 *	ITS:	0.000
	Left	1.00	1,600	32	0.020		
	Right	0.50	0	57	0.000	ICU:	0.667
Eastbound	Through	1.50	3,200	584	0.200		
	Left	1.00	1,600	51	0.032 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	84	0.000	N/S 1:	0.260 *
Southbound	Through	0.50	1,600	16	0.063	N/S 2:	0.000
	Left	1.00	1,600	169	0.106 *	E/W 1:	0.483 *
	Right	1.00	1,600	152	0.042	E/W 2:	0.285
Westbound	Through	2.00	3,200	764	0.239		
	Left	1.00	1,600	45	0.028 *	V/C Ratio:	0.743
	Right	0.50	0	200	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	46	0.154 *	ITS:	0.000
	Left	1.00	1,600	74	0.046		
	Right	0.50	0	21	0.000	ICU:	0.843
Eastbound	Through	1.50	3,200	1,435	0.455 *		
	Left	1.00	1,600	74	0.046	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

2. Huntington Drive & I-210 EB Ramps/ Driveway

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	195	0.122 *	N/S 1:	0.097
Southbound	Through	0.50	111	9	0.081	N/S 2:	0.145 *
	Left	1.50	3,089	251	0.081	E/W 1:	0.164
	Right	1.00	1,600	109	0.028	E/W 2:	0.448 *
Westbound	Through	2.00	3,200	1,432	0.448 *		
	Left	1.00	1,600	8	0.005	V/C Ratio:	0.593
	Right	1.00	1,600	29	0.016	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	1.00	1,600	37	0.023 *		
	Right	0.50	0	11	0.000	ICU:	0.693
Eastbound	Through	2.50	4,800	751	0.159		
	Left	0.00	0	0	0.000 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	75	0.047	N/S 1:	0.113
Southbound	Through	0.50	37	4	0.109 *	N/S 2:	0.123 *
	Left	1.50	3,163	346	0.109	E/W 1:	0.331 *
	Right	1.00	1,600	32	0.000	E/W 2:	0.328
Westbound	Through	2.00	3,200	1,047	0.327		
	Left	1.00	1,600	20	0.013 *	V/C Ratio:	0.454
	Right	1.00	1,600	16	0.004	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	0.000
	Left	1.00	1,600	22	0.014 *		
	Right	0.50	0	27	0.000	ICU:	0.554
Eastbound	Through	2.50	4,800	1,497	0.318 *		
	Left	0.00	1,600	1	0.001	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

3. Huntington Drive & I-210 WB Ramps

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.50	2,817	169	0.050		N/S 1:	0.060 *
Southbound	Through	0.00	0	0	0.000		N/S 2:	0.050
	Left	0.50	383	23	0.060	*	E/W 1:	0.119
	Right	1.00	1,600	499	0.282		E/W 2:	0.455 *
Westbound	Through	2.00	3,200	1,395	0.436	*		
	Left	0.00	1,600	1	0.001		V/C Ratio:	0.515
	Right	0.00	0	0	0.000		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	0.615
Eastbound	Through	3.00	4,800	566	0.118			
	Left	1.00	1,600	31	0.019	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.50	2,511	361	0.115		N/S 1:	0.144 *
Southbound	Through	0.00	0	0	0.000		N/S 2:	0.115
	Left	0.50	689	99	0.144	*	E/W 1:	0.257
	Right	1.00	1,600	499	0.240		E/W 2:	0.493 *
Westbound	Through	2.00	3,200	1,395	0.436	*		
	Left	0.00	1,600	1	0.001		V/C Ratio:	0.637
	Right	0.00	0	0	0.000		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	0.737
Eastbound	Through	3.00	4,800	1,231	0.256			
	Left	1.00	1,600	91	0.057	*	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

4. Huntington Drive & Monterey Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	132	0.000		N/S 1:	0.137
Southbound	Through	0.50	1,600	57	0.118	*	N/S 2:	0.256 *
	Left	1.00	1,600	46	0.029		E/W 1:	0.151
	Right	1.00	1,600	69	0.029		E/W 2:	0.471 *
Westbound	Through	2.00	3,200	1,456	0.455	*		
	Left	1.00	1,600	13	0.008		V/C Ratio:	0.727
	Right	0.50	0	13	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	160	0.108		ITS:	0.000
	Left	1.00	1,600	221	0.138	*		
	Right	1.00	1,600	32	0.000		ICU:	0.827
Eastbound	Through	2.00	3,200	458	0.143			
	Left	1.00	1,600	25	0.016	*	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	91	0.000		N/S 1:	0.094
Southbound	Through	0.50	1,600	105	0.123	*	N/S 2:	0.196 *
	Left	1.00	1,600	74	0.046		E/W 1:	0.378 *
	Right	1.00	1,600	73	0.023		E/W 2:	0.300
Westbound	Through	2.00	3,200	835	0.261			
	Left	1.00	1,600	35	0.022	*	V/C Ratio:	0.574
	Right	0.50	0	20	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	56	0.048		ITS:	0.000
	Left	1.00	1,600	117	0.073	*		
	Right	1.00	1,600	264	0.128		ICU:	0.674
Eastbound	Through	2.00	3,200	1,139	0.356	*		
	Left	1.00	1,600	63	0.039		LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

5. Huntington Drive & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	35	0.000		N/S 1:	0.254	*
Southbound	Through	1.50	3,200	237	0.085		N/S 2:	0.203	
	Left	1.00	1,600	82	0.051	*	E/W 1:	0.168	
	Right	0.50	0	37	0.000		E/W 2:	0.350	*
Westbound	Through	1.50	3,200	1,020	0.330	*			
	Left	1.00	1,600	49	0.031		V/C Ratio:	0.604	
	Right	0.50	0	47	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	278	0.203	*	ITS:	0.000	
	Left	2.00	3,200	378	0.118				
	Right	0.50	0	87	0.000		ICU:	0.704	
Eastbound	Through	1.50	3,200	350	0.137				
	Left	1.00	1,600	32	0.020	*	LOS:	C	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	53	0.000		N/S 1:	0.249	*
Southbound	Through	1.50	3,200	253	0.096		N/S 2:	0.177	
	Left	1.00	1,600	106	0.066	*	E/W 1:	0.420	*
	Right	0.50	0	42	0.000		E/W 2:	0.232	
Westbound	Through	1.50	3,200	602	0.201				
	Left	1.00	1,600	147	0.092	*	V/C Ratio:	0.669	
	Right	0.50	0	96	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	197	0.183	*	ITS:	0.000	
	Left	2.00	3,200	258	0.081				
	Right	0.50	0	143	0.000		ICU:	0.769	
Eastbound	Through	1.50	3,200	905	0.328	*			
	Left	1.00	1,600	50	0.031		LOS:	C	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

6. Huntington Drive & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	36	0.000	N/S 1:	0.210 *
Southbound	Through	0.50	1,600	211	0.154	N/S 2:	0.187
	Left	1.00	1,600	43	0.027 *	E/W 1:	0.172
	Right	0.50	0	91	0.000	E/W 2:	0.400 *
Westbound	Through	1.50	3,200	1,077	0.365 *		
	Left	1.00	1,600	38	0.024	V/C Ratio:	0.610
	Right	0.50	0	53	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	239	0.183 *	ITS:	0.000
	Left	1.00	1,600	52	0.033		
	Right	0.50	0	25	0.000	ICU:	0.710
Eastbound	Through	1.50	3,200	448	0.148		
	Left	1.00	1,600	56	0.035 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	58	0.000	N/S 1:	0.231 *
Southbound	Through	0.50	1,600	211	0.168	N/S 2:	0.205
	Left	1.00	1,600	94	0.059 *	E/W 1:	0.412 *
	Right	0.50	0	39	0.000	E/W 2:	0.309
Westbound	Through	1.50	3,200	795	0.261		
	Left	1.00	1,600	108	0.068 *	V/C Ratio:	0.643
	Right	0.50	0	80	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	195	0.172 *	ITS:	0.000
	Left	1.00	1,600	59	0.037		
	Right	0.50	0	35	0.000	ICU:	0.743
Eastbound	Through	1.50	3,200	1,065	0.344 *		
	Left	1.00	1,600	77	0.048	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

7. Huntington Drive & Primrose Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	34	0.000	N/S 1:	0.027
Southbound	Through	0.34	1,600	0	0.033 *	N/S 2:	0.034 *
	Left	0.33	1,600	18	0.011	E/W 1:	0.132
	Right	0.50	0	44	0.000	E/W 2:	0.365 *
Westbound	Through	1.50	3,200	968	0.316 *		
	Left	1.00	1,600	17	0.011	V/C Ratio:	0.399
	Right	0.33	0	18	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	7	0.016	ITS:	0.000
	Left	0.33	1,600	1	0.001 *		
	Right	0.50	0	5	0.000	ICU:	0.499
Eastbound	Through	1.50	3,200	381	0.121		
	Left	1.00	1,600	78	0.049 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	103	0.000	N/S 1:	0.027
Southbound	Through	0.34	1,600	8	0.077 *	N/S 2:	0.080 *
	Left	0.33	1,600	12	0.008	E/W 1:	0.367 *
	Right	0.50	0	50	0.000	E/W 2:	0.300
Westbound	Through	1.50	3,200	772	0.257		
	Left	1.00	1,600	24	0.015 *	V/C Ratio:	0.447
	Right	0.33	0	21	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.019	ITS:	0.000
	Left	0.33	1,600	5	0.003 *		
	Right	0.50	0	15	0.000	ICU:	0.547
Eastbound	Through	1.50	3,200	1,111	0.352 *		
	Left	1.00	1,600	69	0.043	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

8. Huntington Drive & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	27	0.000		N/S 1:	0.228	*
Southbound	Through	1.50	3,200	286	0.098		N/S 2:	0.219	
	Left	1.00	1,600	36	0.023	*	E/W 1:	0.189	
	Right	0.50	0	73	0.000		E/W 2:	0.418	*
Westbound	Through	1.50	3,200	1,182	0.392	*			
	Left	1.00	1,600	111	0.069		V/C Ratio:	0.646	
	Right	0.50	0	106	0.000		Loss Time:	0.100	
Northbound	Through	1.50	3,200	551	0.205	*	ITS:	0.000	
	Left	1.00	1,600	194	0.121				
	Right	1.00	1,600	110	0.008		ICU:	0.746	
Eastbound	Through	2.00	3,200	385	0.120				
	Left	1.00	1,600	41	0.026	*	LOS:	C	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	58	0.000		N/S 1:	0.233	
Southbound	Through	1.50	3,200	533	0.185	*	N/S 2:	0.272	*
	Left	1.00	1,600	124	0.078		E/W 1:	0.375	*
	Right	0.50	0	51	0.000		E/W 2:	0.278	
Westbound	Through	1.50	3,200	685	0.230				
	Left	1.00	1,600	137	0.086	*	V/C Ratio:	0.647	
	Right	0.50	0	137	0.000		Loss Time:	0.100	
Northbound	Through	1.50	3,200	360	0.155		ITS:	0.000	
	Left	1.00	1,600	139	0.087	*			
	Right	1.00	1,600	150	0.050		ICU:	0.747	
Eastbound	Through	2.00	3,200	925	0.289	*			
	Left	1.00	1,600	77	0.048		LOS:	C	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

9. Huntington Drive & Ivy Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	27	0.000	N/S 1:	0.016
Southbound	Through	0.34	1,600	4	0.024 *	N/S 2:	0.027 *
	Left	0.33	1,600	7	0.004	E/W 1:	0.130
	Right	0.50	0	60	0.000	E/W 2:	0.357 *
Westbound	Through	1.50	3,200	999	0.331 *		
	Left	1.00	1,600	18	0.011	V/C Ratio:	0.384
	Right	0.33	0	9	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	6	0.012	ITS:	0.000
	Left	0.33	1,600	4	0.003 *		
	Right	0.50	0	11	0.000	ICU:	0.484
Eastbound	Through	1.50	3,200	369	0.119		
	Left	1.00	1,600	41	0.026 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	102	0.000	N/S 1:	0.034
Southbound	Through	0.34	1,600	4	0.089 *	N/S 2:	0.090 *
	Left	0.33	1,600	37	0.023	E/W 1:	0.417 *
	Right	0.50	0	41	0.000	E/W 2:	0.287
Westbound	Through	1.50	3,200	742	0.245		
	Left	1.00	1,600	30	0.019 *	V/C Ratio:	0.507
	Right	0.33	0	13	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.011	ITS:	0.000
	Left	0.33	1,600	1	0.001 *		
	Right	0.50	0	12	0.000	ICU:	0.607
Eastbound	Through	1.50	3,200	1,260	0.398 *		
	Left	1.00	1,600	67	0.042	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

10. Huntington Drive & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	61	0.000	N/S 1:	0.124
Southbound	Through	0.50	1,600	218	0.174 *	N/S 2:	0.249 *
	Left	1.00	1,600	33	0.021	E/W 1:	0.177
	Right	0.50	0	31	0.000	E/W 2:	0.471 *
Westbound	Through	1.50	3,200	1,353	0.433 *		
	Left	1.00	1,600	44	0.028	V/C Ratio:	0.720
	Right	0.50	0	85	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	245	0.103	ITS:	0.000
	Left	1.00	1,600	120	0.075 *		
	Right	0.50	0	40	0.000	ICU:	0.820
Eastbound	Through	1.50	3,200	437	0.149		
	Left	1.00	1,600	60	0.038 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	37	0.000	N/S 1:	0.117
Southbound	Through	0.50	1,600	191	0.143 *	N/S 2:	0.167 *
	Left	1.00	1,600	55	0.034	E/W 1:	0.453 *
	Right	0.50	0	23	0.000	E/W 2:	0.275
Westbound	Through	1.50	3,200	710	0.229		
	Left	1.00	1,600	78	0.049 *	V/C Ratio:	0.620
	Right	0.50	0	82	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	184	0.083	ITS:	0.000
	Left	1.00	1,600	38	0.024 *		
	Right	0.50	0	94	0.000	ICU:	0.720
Eastbound	Through	1.50	3,200	1,199	0.404 *		
	Left	1.00	1,600	74	0.046	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

11. Huntington Drive & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	48	0.000	N/S 1:	0.286
Southbound	Through	1.50	3,200	367	0.130 *	N/S 2:	0.341 *
	Left	1.00	1,600	101	0.063	E/W 1:	0.179
	Right	0.50	0	226	0.000	E/W 2:	0.412 *
Westbound	Through	1.50	3,200	847	0.335 *		
	Left	1.00	1,600	82	0.051	V/C Ratio:	0.753
	Right	0.50	0	100	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	614	0.223	ITS:	0.000
	Left	1.00	1,600	337	0.211 *		
	Right	0.50	0	115	0.000	ICU:	0.853
Eastbound	Through	1.50	3,200	294	0.128		
	Left	1.00	1,600	123	0.077 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	66	0.000	N/S 1:	0.341 *
Southbound	Through	1.50	3,200	517	0.182	N/S 2:	0.315
	Left	1.00	1,600	233	0.146 *	E/W 1:	0.516 *
	Right	0.50	0	72	0.000	E/W 2:	0.217
Westbound	Through	1.50	3,200	533	0.189		
	Left	1.00	1,600	120	0.075 *	V/C Ratio:	0.857
	Right	0.50	0	200	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	424	0.195 *	ITS:	0.000
	Left	1.00	1,600	212	0.133		
	Right	0.50	0	249	0.000	ICU:	0.957
Eastbound	Through	1.50	3,200	1,163	0.441 *		
	Left	1.00	1,600	44	0.028	LOS:	E

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

12. Central Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.163 *
Southbound	Through	1.50	3,200	388	0.122	N/S 2:	0.131
	Left	0.00	0	0	0.000 *	E/W 1:	0.063
	Right	0.50	0	247	0.000	E/W 2:	0.173 *
Westbound	Through	0.50	1,600	28	0.172 *		
	Left	1.00	1,600	101	0.063	V/C Ratio:	0.336
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	523	0.163 *	ITS:	0.000
	Left	1.00	1,600	14	0.009		
	Right	0.50	0	0	0.000	ICU:	0.436
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	1	0.001 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.160
Southbound	Through	1.50	3,200	669	0.209 *	N/S 2:	0.212 *
	Left	0.00	0	0	0.000	E/W 1:	0.046
	Right	0.50	0	105	0.000	E/W 2:	0.077 *
Westbound	Through	0.50	1,600	4	0.068 *		
	Left	1.00	1,600	74	0.046	V/C Ratio:	0.289
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	511	0.160	ITS:	0.000
	Left	1.00	1,600	5	0.003 *		
	Right	0.50	0	0	0.000	ICU:	0.389
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	14	0.009 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

13. Central Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	9	0.000	N/S 1:	0.163
Southbound	Through	0.34	1,600	285	0.184 *	N/S 2:	0.199 *
	Left	0.33	0	0	0.000	E/W 1:	0.060
	Right	0.50	0	36	0.000	E/W 2:	0.122 *
Westbound	Through	1.00	3,200	258	0.122 *		
	Left	0.50	1,600	96	0.060	V/C Ratio:	0.321
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	237	0.163	ITS:	0.000
	Left	0.33	1,600	24	0.015 *		
	Right	0.00	0	0	0.000	ICU:	0.421
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	10	0.000	N/S 1:	0.193
Southbound	Through	0.34	1,600	308	0.199 *	N/S 2:	0.218 *
	Left	0.33	0	0	0.000	E/W 1:	0.079
	Right	0.50	0	71	0.000	E/W 2:	0.107 *
Westbound	Through	1.00	3,200	145	0.107 *		
	Left	0.50	1,600	127	0.079	V/C Ratio:	0.325
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	279	0.193	ITS:	0.000
	Left	0.33	1,600	30	0.019 *		
	Right	0.00	0	0	0.000	ICU:	0.425
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

14. Central Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	78	0.000		N/S 1:	0.184	
Southbound	Through	1.50	3,200	466	0.170	*	N/S 2:	0.314	*
	Left	0.00	0	0	0.000		E/W 1:	0.136	
	Right	1.00	1,600	323	0.202		E/W 2:	0.349	*
Westbound	Through	1.00	1,600	558	0.349	*			
	Left	1.00	1,600	218	0.136		V/C Ratio:	0.663	
	Right	0.00	0	0	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	590	0.184		ITS:	0.000	
	Left	1.00	1,600	231	0.144	*			
	Right	0.00	0	0	0.000		ICU:	0.763	
Eastbound	Through	0.00	0	0	0.000				
	Left	0.00	0	0	0.000	*	LOS:	C	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	197	0.000		N/S 1:	0.121	
Southbound	Through	1.50	3,200	680	0.274	*	N/S 2:	0.452	*
	Left	0.00	0	0	0.000		E/W 1:	0.124	
	Right	1.00	1,600	283	0.177		E/W 2:	0.312	*
Westbound	Through	1.00	1,600	499	0.312	*			
	Left	1.00	1,600	199	0.124		V/C Ratio:	0.764	
	Right	0.00	0	0	0.000		Loss Time:	0.100	
Northbound	Through	2.00	3,200	387	0.121		ITS:	0.000	
	Left	1.00	1,600	285	0.178	*			
	Right	0.00	0	0	0.000		ICU:	0.864	
Eastbound	Through	0.00	0	0	0.000				
	Left	0.00	0	0	0.000	*	LOS:	D	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

15. Central Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	40	0.000	N/S 1:	0.105
Southbound	Through	1.50	3,200	258	0.093 *	N/S 2:	0.141 *
	Left	0.00	0	0	0.000	E/W 1:	0.069
	Right	0.50	0	190	0.000	E/W 2:	0.130 *
Westbound	Through	2.00	4,800	322	0.130 *		
	Left	0.50	1,600	111	0.069	V/C Ratio:	0.271
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	336	0.105	ITS:	0.000
	Left	1.00	1,600	77	0.048 *		
	Right	0.00	0	0	0.000	ICU:	0.371
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	52	0.000	N/S 1:	0.072
Southbound	Through	1.50	3,200	394	0.139 *	N/S 2:	0.174 *
	Left	0.00	0	0	0.000	E/W 1:	0.048
	Right	0.50	0	50	0.000	E/W 2:	0.064 *
Westbound	Through	2.00	4,800	180	0.064 *		
	Left	0.50	1,600	76	0.048	V/C Ratio:	0.238
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	229	0.072	ITS:	0.000
	Left	1.00	1,600	56	0.035 *		
	Right	0.00	0	0	0.000	ICU:	0.338
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

16. Central Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	119	0.000	N/S 1:	0.145
Southbound	Through	1.50	3,200	477	0.186 *	N/S 2:	0.290 *
	Left	0.00	0	0	0.000	E/W 1:	0.180
	Right	0.50	0	469	0.000	E/W 2:	0.385 *
Westbound	Through	1.50	3,200	764	0.385 *		
	Left	1.00	1,600	288	0.180	V/C Ratio:	0.675
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	463	0.145	ITS:	0.000
	Left	1.00	1,600	167	0.104 *		
	Right	0.00	0	0	0.000	ICU:	0.775
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	191	0.000	N/S 1:	0.163
Southbound	Through	1.50	3,200	559	0.234 *	N/S 2:	0.382 *
	Left	0.00	0	0	0.000	E/W 1:	0.144
	Right	0.50	1,600	295	0.184 *	E/W 2:	0.184 *
Westbound	Through	1.50	1,600	214	0.134		
	Left	1.00	1,600	231	0.144	V/C Ratio:	0.566
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	521	0.163	ITS:	0.000
	Left	1.00	1,600	236	0.148 *		
	Right	0.00	0	0	0.000	ICU:	0.666
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

17. Evergreen Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	21	0.000	N/S 1:	0.299 *
Southbound	Through	1.00	3,200	378	0.142	N/S 2:	0.257
	Left	0.50	1,600	54	0.034 *	E/W 1:	0.069 *
	Right	0.33	0	12	0.000	E/W 2:	0.044
Westbound	Through	0.34	1,600	35	0.041		
	Left	0.33	1,600	18	0.011 *	V/C Ratio:	0.368
	Right	0.50	0	125	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	538	0.265 *	ITS:	0.000
	Left	0.50	1,600	184	0.115		
	Right	0.33	0	76	0.000	ICU:	0.468
Eastbound	Through	0.34	1,600	11	0.058 *		
	Left	0.33	1,600	5	0.003	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	14	0.000	N/S 1:	0.273 *
Southbound	Through	1.00	3,200	584	0.231	N/S 2:	0.263
	Left	0.50	1,600	140	0.088 *	E/W 1:	0.144 *
	Right	0.33	0	12	0.000	E/W 2:	0.029
Westbound	Through	0.34	1,600	7	0.026		
	Left	0.33	1,600	22	0.014 *	V/C Ratio:	0.417
	Right	0.50	0	62	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	478	0.185 *	ITS:	0.000
	Left	0.50	1,600	51	0.032		
	Right	0.33	0	139	0.000	ICU:	0.517
Eastbound	Through	0.34	1,600	65	0.130 *		
	Left	0.33	1,600	4	0.003	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

18. Evergreen Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	20	0.000	N/S 1:	0.301 *
Southbound	Through	0.34	1,600	250	0.243	N/S 2:	0.266
	Left	0.33	1,600	118	0.074 *	E/W 1:	0.125 *
	Right	0.00	0	0	0.000	E/W 2:	0.011
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.426
	Right	0.33	0	80	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	247	0.227 *	ITS:	0.000
	Left	0.33	1,600	36	0.023		
	Right	0.33	0	22	0.000	ICU:	0.526
Eastbound	Through	0.34	1,600	161	0.125 *		
	Left	0.33	1,600	17	0.011	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	12	0.000	N/S 1:	0.278 *
Southbound	Through	0.34	1,600	344	0.262	N/S 2:	0.270
	Left	0.33	1,600	63	0.039 *	E/W 1:	0.134 *
	Right	0.00	0	0	0.000	E/W 2:	0.016
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.412
	Right	0.33	0	87	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	283	0.239 *	ITS:	0.000
	Left	0.33	1,600	13	0.008		
	Right	0.33	0	23	0.000	ICU:	0.512
Eastbound	Through	0.34	1,600	167	0.134 *		
	Left	0.33	1,600	25	0.016	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

19. Central Drive & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	0	0.000		N/S 1:	0.345	*
Southbound	Through	2.00	3,200	439	0.137		N/S 2:	0.137	
	Left	1.00	1,600	243	0.152	*	E/W 1:	0.218	*
	Right	0.00	0	0	0.000		E/W 2:	0.213	
Westbound	Through	0.00	0	0	0.000				
	Left	0.00	0	0	0.000	*	V/C Ratio:	0.563	
	Right	0.50	0	144	0.000		Loss Time:	0.100	
Northbound	Through	1.50	3,200	472	0.193	*	ITS:	0.000	
	Left	0.00	0	0	0.000				
	Right	0.50	0	259	0.000		ICU:	0.663	
Eastbound	Through	1.50	3,200	438	0.218	*			
	Left	1.00	1,600	340	0.213		LOS:	B	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.00	0	0	0.000		N/S 1:	0.413	*
Southbound	Through	2.00	3,200	583	0.182		N/S 2:	0.182	
	Left	1.00	1,600	308	0.193	*	E/W 1:	0.311	*
	Right	0.00	0	0	0.000		E/W 2:	0.097	
Westbound	Through	0.00	0	0	0.000				
	Left	0.00	0	0	0.000	*	V/C Ratio:	0.724	
	Right	0.50	0	185	0.000		Loss Time:	0.100	
Northbound	Through	1.50	3,200	520	0.220	*	ITS:	0.000	
	Left	0.00	0	0	0.000				
	Right	0.50	0	191	0.000		ICU:	0.824	
Eastbound	Through	1.50	3,200	803	0.311	*			
	Left	1.00	1,600	155	0.097		LOS:	D	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

20. Evergreen Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.193 *
Southbound	Through	2.00	3,200	319	0.100	N/S 2:	0.100
	Left	1.00	1,600	49	0.031 *	E/W 1:	0.052 *
	Right	0.00	0	0	0.000	E/W 2:	0.037
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.245
	Right	0.50	0	165	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	352	0.162 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	32	0.000	ICU:	0.345
Eastbound	Through	2.00	4,800	159	0.052 *		
	Left	0.50	1,600	59	0.037	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.233 *
Southbound	Through	2.00	3,200	320	0.100	N/S 2:	0.100
	Left	1.00	1,600	145	0.091 *	E/W 1:	0.162 *
	Right	0.00	0	0	0.000	E/W 2:	0.021
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.395
	Right	0.50	0	165	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	289	0.142 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	96	0.000	ICU:	0.495
Eastbound	Through	2.00	4,800	647	0.162 *		
	Left	0.50	1,600	34	0.021	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

21. Evergreen Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.340 *
Southbound	Through	2.00	3,200	450	0.141	N/S 2:	0.141
	Left	1.00	1,600	315	0.197 *	E/W 1:	0.123
	Right	0.00	0	0	0.000	E/W 2:	0.164 *
Westbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.504
	Right	0.50	0	102	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	355	0.143 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	197	0.123	ICU:	0.604
Eastbound	Through	2.00	3,200	292	0.091		
	Left	1.00	1,600	263	0.164 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.393 *
Southbound	Through	2.00	3,200	465	0.145	N/S 2:	0.145
	Left	1.00	1,600	315	0.197 *	E/W 1:	0.338 *
	Right	0.00	0	0	0.000	E/W 2:	0.155
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.731
	Right	0.50	0	113	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	515	0.196 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	182	0.114	ICU:	0.831
Eastbound	Through	2.00	3,200	1,082	0.338 *		
	Left	1.00	1,600	248	0.155	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

22. Pomona Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	60	0.000		N/S 1:	0.169
Southbound	Through	1.50	3,200	646	0.221	*	N/S 2:	0.241 *
	Left	1.00	1,600	38	0.024		E/W 1:	0.077
	Right	0.33	0	32	0.000		E/W 2:	0.083 *
Westbound	Through	0.34	1,600	47	0.058	*		
	Left	0.33	1,600	14	0.009		V/C Ratio:	0.324
	Right	0.50	0	12	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	452	0.145		ITS:	0.000
	Left	1.00	1,600	32	0.020	*		
	Right	0.33	0	40	0.000		ICU:	0.424
Eastbound	Through	0.34	1,600	28	0.068			
	Left	0.33	1,600	40	0.025	*	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	50	0.000		N/S 1:	0.230
Southbound	Through	1.50	3,200	745	0.248	*	N/S 2:	0.271 *
	Left	1.00	1,600	50	0.031		E/W 1:	0.163 *
	Right	0.33	0	30	0.000		E/W 2:	0.107
Westbound	Through	0.34	1,600	36	0.060			
	Left	0.33	1,600	30	0.019	*	V/C Ratio:	0.434
	Right	0.50	0	22	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	615	0.199		ITS:	0.000
	Left	1.00	1,600	37	0.023	*		
	Right	0.33	0	67	0.000		ICU:	0.534
Eastbound	Through	0.34	1,600	88	0.144	*		
	Left	0.33	1,600	75	0.047		LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

23. Duarte Road & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	37	0.000		N/S 1:	0.091
Southbound	Through	0.34	1,600	30	0.084	*	N/S 2:	0.106 *
	Left	0.33	1,600	68	0.043		E/W 1:	0.206
	Right	0.50	0	145	0.000		E/W 2:	0.449 *
Westbound	Through	1.50	3,200	1,251	0.436	*		
	Left	1.00	1,600	5	0.003		V/C Ratio:	0.555
	Right	0.33	0	6	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	35	0.048		ITS:	0.000
	Left	0.33	1,600	35	0.022	*		
	Right	0.50	0	31	0.000		ICU:	0.655
Eastbound	Through	1.50	3,200	619	0.203			
	Left	1.00	1,600	20	0.013	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	15	0.000		N/S 1:	0.086
Southbound	Through	0.34	1,600	21	0.091	*	N/S 2:	0.101 *
	Left	0.33	1,600	109	0.068		E/W 1:	0.428 *
	Right	0.50	0	66	0.000		E/W 2:	0.266
Westbound	Through	1.50	3,200	742	0.253			
	Left	1.00	1,600	3	0.002	*	V/C Ratio:	0.529
	Right	0.33	0	9	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.018		ITS:	0.000
	Left	0.33	1,600	16	0.010	*		
	Right	0.50	0	19	0.000		ICU:	0.629
Eastbound	Through	1.50	3,200	1,345	0.426	*		
	Left	1.00	1,600	21	0.013		LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

24. Duarte Road & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	189	0.053		N/S 1:	0.208 *
Southbound	Through	1.00	1,600	172	0.108		N/S 2:	0.167
	Left	1.00	1,600	92	0.058	*	E/W 1:	0.169
	Right	0.50	0	176	0.000		E/W 2:	0.383 *
Westbound	Through	1.50	3,200	631	0.252	*		
	Left	1.00	1,600	25	0.016		V/C Ratio:	0.591
	Right	0.50	0	36	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	444	0.150	*	ITS:	0.000
	Left	1.00	1,600	94	0.059			
	Right	0.50	0	29	0.000		ICU:	0.691
Eastbound	Through	1.50	3,200	459	0.153			
	Left	1.00	1,600	209	0.131	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	246	0.088		N/S 1:	0.175
Southbound	Through	1.00	1,600	317	0.198	*	N/S 2:	0.222 *
	Left	1.00	1,600	149	0.093		E/W 1:	0.276
	Right	0.50	0	120	0.000		E/W 2:	0.328 *
Westbound	Through	1.50	3,200	505	0.195	*		
	Left	1.00	1,600	37	0.023		V/C Ratio:	0.550
	Right	0.50	0	34	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	229	0.082		ITS:	0.000
	Left	1.00	1,600	38	0.024	*		
	Right	0.50	0	47	0.000		ICU:	0.650
Eastbound	Through	1.50	3,200	764	0.253			
	Left	1.00	1,600	212	0.133	*	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

25. Duarte Road & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	114	0.012		N/S 1:	0.107 *
Southbound	Through	0.50	1,600	4	0.104	*	N/S 2:	0.000
	Left	0.50	1,600	162	0.101		E/W 1:	0.144
	Right	0.50	0	179	0.000		E/W 2:	0.431 *
Westbound	Through	1.50	3,200	818	0.312	*		
	Left	1.00	1,600	8	0.005		V/C Ratio:	0.538
	Right	0.33	0	1	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	1	0.003	*	ITS:	0.000
	Left	0.33	1,600	3	0.002			
	Right	0.50	0	4	0.000		ICU:	0.638
Eastbound	Through	1.50	3,200	441	0.139			
	Left	1.00	1,600	190	0.119	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	173	0.034		N/S 1:	0.102 *
Southbound	Through	0.50	1,600	0	0.096	*	N/S 2:	0.000
	Left	0.50	1,600	153	0.096		E/W 1:	0.281
	Right	0.50	0	146	0.000		E/W 2:	0.358 *
Westbound	Through	1.50	3,200	525	0.210	*		
	Left	1.00	1,600	2	0.001		V/C Ratio:	0.460
	Right	0.33	0	3	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	2	0.006	*	ITS:	0.000
	Left	0.33	1,600	5	0.003			
	Right	0.50	0	2	0.000		ICU:	0.560
Eastbound	Through	1.50	3,200	894	0.280			
	Left	1.00	1,600	237	0.148	*	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

26. Duarte Road & Peck Road

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	11	0.000	N/S 1:	0.303 *
Southbound	Through	0.34	1,600	2	0.011	N/S 2:	0.248
	Left	0.33	1,600	4	0.003 *	E/W 1:	0.199 *
	Right	0.50	0	5	0.000	E/W 2:	0.170
Westbound	Through	1.50	3,200	534	0.168		
	Left	1.00	1,600	10	0.006 *	V/C Ratio:	0.502
	Right	0.33	0	97	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.300 *	ITS:	0.000
	Left	0.33	1,600	379	0.237		
	Right	0.50	0	98	0.000	ICU:	0.602
Eastbound	Through	1.50	3,200	518	0.193 *		
	Left	1.00	1,600	3	0.002	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	9	0.000	N/S 1:	0.168 *
Southbound	Through	0.34	1,600	9	0.016	N/S 2:	0.142
	Left	0.33	1,600	8	0.005 *	E/W 1:	0.295 *
	Right	0.50	0	6	0.000	E/W 2:	0.149
Westbound	Through	1.50	3,200	443	0.140		
	Left	1.00	1,600	22	0.014 *	V/C Ratio:	0.463
	Right	0.33	0	55	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	3	0.163 *	ITS:	0.000
	Left	0.33	1,600	202	0.126		
	Right	0.50	0	249	0.000	ICU:	0.563
Eastbound	Through	1.50	3,200	651	0.281 *		
	Left	1.00	1,600	14	0.009	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

27. Duarte Road & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	153	0.000	N/S 1:	0.172
Southbound	Through	1.50	3,200	515	0.209 *	N/S 2:	0.289 *
	Left	1.00	1,600	31	0.019	E/W 1:	0.158
	Right	0.50	0	28	0.000	E/W 2:	0.172 *
Westbound	Through	1.50	3,200	281	0.097 *		
	Left	1.00	1,600	54	0.034	V/C Ratio:	0.461
	Right	0.50	0	47	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	444	0.153	ITS:	0.000
	Left	1.00	1,600	128	0.080 *		
	Right	0.50	0	113	0.000	ICU:	0.761
Eastbound	Through	1.50	3,200	283	0.124		
	Left	1.00	1,600	120	0.075 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	161	0.000	N/S 1:	0.175
Southbound	Through	1.50	3,200	608	0.240 *	N/S 2:	0.298 *
	Left	1.00	1,600	43	0.027	E/W 1:	0.268 *
	Right	0.50	0	28	0.000	E/W 2:	0.194
Westbound	Through	1.50	3,200	308	0.105		
	Left	1.00	1,600	65	0.041 *	V/C Ratio:	0.566
	Right	0.50	0	45	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	427	0.148	ITS:	0.000
	Left	1.00	1,600	92	0.058 *		
	Right	0.50	0	263	0.000	ICU:	0.866
Eastbound	Through	1.50	3,200	463	0.227 *		
	Left	1.00	1,600	143	0.089	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

28. Duarte Road & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	80	0.000	N/S 1:	0.161 *
Southbound	Through	1.50	3,200	152	0.073	N/S 2:	0.118
	Left	1.00	1,600	23	0.014 *	E/W 1:	0.170
	Right	0.50	0	36	0.000	E/W 2:	0.243 *
Westbound	Through	0.50	1,600	234	0.169 *		
	Left	1.00	1,600	42	0.026	V/C Ratio:	0.404
	Right	0.50	0	60	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	411	0.147 *	ITS:	0.000
	Left	1.00	1,600	72	0.045		
	Right	0.50	0	23	0.000	ICU:	0.704
Eastbound	Through	0.50	1,600	208	0.144		
	Left	1.00	1,600	119	0.074 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	40	0.000	N/S 1:	0.190 *
Southbound	Through	1.50	3,200	302	0.107	N/S 2:	0.131
	Left	1.00	1,600	77	0.048 *	E/W 1:	0.181
	Right	0.50	0	33	0.000	E/W 2:	0.228 *
Westbound	Through	0.50	1,600	213	0.154 *		
	Left	1.00	1,600	59	0.037	V/C Ratio:	0.418
	Right	0.50	0	124	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	330	0.142 *	ITS:	0.000
	Left	1.00	1,600	39	0.024		
	Right	0.50	0	23	0.000	ICU:	0.718
Eastbound	Through	0.50	1,600	208	0.144		
	Left	1.00	1,600	119	0.074 *	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

29. Duarte Road & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	141	0.043	N/S 1:	0.161 *
Southbound	Through	1.00	1,600	148	0.093	N/S 2:	0.109
	Left	1.00	1,600	81	0.051 *	E/W 1:	0.114
	Right	1.00	1,600	143	0.064	E/W 2:	0.158 *
Westbound	Through	2.00	3,200	213	0.067 *		
	Left	1.00	1,600	74	0.046	V/C Ratio:	0.319
	Right	1.00	1,600	129	0.058	Loss Time:	0.300
Northbound	Through	1.00	1,600	176	0.110 *	ITS:	0.000
	Left	1.00	1,600	26	0.016		
	Right	0.50	0	26	0.000	ICU:	0.619
Eastbound	Through	1.50	3,200	190	0.068		
	Left	1.00	1,600	146	0.091 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	194	0.066	N/S 1:	0.155
Southbound	Through	1.00	1,600	283	0.177 *	N/S 2:	0.192 *
	Left	1.00	1,600	100	0.063	E/W 1:	0.195 *
	Right	1.00	1,600	164	0.071	E/W 2:	0.182
Westbound	Through	2.00	3,200	167	0.052		
	Left	1.00	1,600	46	0.029 *	V/C Ratio:	0.387
	Right	1.00	1,600	97	0.046	Loss Time:	0.300
Northbound	Through	1.00	1,600	147	0.092	ITS:	0.000
	Left	1.00	1,600	24	0.015 *		
	Right	0.50	0	101	0.000	ICU:	0.687
Eastbound	Through	1.50	3,200	431	0.166 *		
	Left	1.00	1,600	177	0.111	LOS:	B

* Critical Movement

Future Buildout Conditions (Year 2040)

EXISTING CONDITIONS (YEAR 2018)

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

1. Huntington Drive & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	66	0.000	N/S 1:	0.196 *
Southbound	Through	0.50	1,600	34	0.063	N/S 2:	0.000
	Left	1.00	1,600	180	0.113 *	E/W 1:	0.373
	Right	1.00	1,600	217	0.079	E/W 2:	0.495 *
Westbound	Through	2.00	3,200	1,471	0.460 *		
	Left	1.00	1,600	224	0.140	V/C Ratio:	0.691
	Right	0.50	0	106	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	26	0.083 *	ITS:	0.000
	Left	1.00	1,600	45	0.028		
	Right	0.50	0	68	0.000	ICU:	0.791
Eastbound	Through	1.50	3,200	676	0.233		
	Left	1.00	1,600	56	0.035 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	92	0.000	N/S 1:	0.357 *
Southbound	Through	0.50	1,600	30	0.076	N/S 2:	0.000
	Left	1.00	1,600	209	0.131 *	E/W 1:	0.618 *
	Right	1.00	1,600	192	0.055	E/W 2:	0.336
Westbound	Through	2.00	3,200	911	0.285		
	Left	1.00	1,600	140	0.088 *	V/C Ratio:	0.975
	Right	0.50	0	300	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	61	0.226 *	ITS:	0.000
	Left	1.00	1,600	92	0.058		
	Right	0.50	0	37	0.000	ICU:	1.075
Eastbound	Through	1.50	3,200	1,658	0.530 *		
	Left	1.00	1,600	81	0.051	LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

2. Huntington Drive & I-210 EB Ramps/ Driveway

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	234	0.146	*	N/S 1:	0.142
Southbound	Through	0.50	80	10	0.125		N/S 2:	0.172 *
	Left	1.50	3,120	390	0.125		E/W 1:	0.202
	Right	1.00	1,600	148	0.030		E/W 2:	0.518 *
Westbound	Through	2.00	3,200	1,659	0.518	*		
	Left	1.00	1,600	9	0.006		V/C Ratio:	0.690
	Right	1.00	1,600	32	0.017		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000		ITS:	0.000
	Left	1.00	1,600	41	0.026	*		
	Right	0.50	0	12	0.000		ICU:	0.790
Eastbound	Through	2.50	4,800	927	0.196			
	Left	0.00	0	0	0.000	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	127	0.079		N/S 1:	0.218
Southbound	Through	0.50	19	4	0.214	*	N/S 2:	0.229 *
	Left	1.50	3,181	680	0.214		E/W 1:	0.402
	Right	1.00	1,600	161	0.000		E/W 2:	0.405 *
Westbound	Through	2.00	3,200	1,293	0.404	*		
	Left	1.00	1,600	22	0.014		V/C Ratio:	0.634
	Right	1.00	1,600	18	0.004		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000		ITS:	0.000
	Left	1.00	1,600	24	0.015	*		
	Right	0.50	0	30	0.000		ICU:	0.734
Eastbound	Through	2.50	4,800	1,829	0.388			
	Left	0.00	1,600	1	0.001	*	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

3. Huntington Drive & I-210 WB Ramps

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.50	2,400	195	0.062	N/S 1:	0.081 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.062
	Left	0.50	800	65	0.081 *	E/W 1:	0.167
	Right	1.00	1,600	799	0.459	E/W 2:	0.551 *
Westbound	Through	2.00	3,200	1,638	0.512 *		
	Left	0.00	1,600	1	0.001	V/C Ratio:	0.632
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.732
Eastbound	Through	3.00	4,800	795	0.166		
	Left	1.00	1,600	63	0.039 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.50	2,074	418	0.158	N/S 1:	0.202 *
Southbound	Through	0.00	0	0	0.000	N/S 2:	0.158
	Left	0.50	1,126	227	0.202 *	E/W 1:	0.371
	Right	1.00	1,600	852	0.432	E/W 2:	0.644 *
Westbound	Through	2.00	3,200	1,782	0.557 *		
	Left	0.00	1,600	1	0.001	V/C Ratio:	0.846
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.00	0	0	0.000	ICU:	0.946
Eastbound	Through	3.00	4,800	1,777	0.370		
	Left	1.00	1,600	139	0.087 *	LOS:	E

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

4. Huntington Drive & Monterey Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	145	0.000	N/S 1:	0.173
Southbound	Through	0.50	1,600	70	0.134 *	N/S 2:	0.319 *
	Left	1.00	1,600	51	0.032	E/W 1:	0.237
	Right	1.00	1,600	76	0.032	E/W 2:	0.612 *
Westbound	Through	2.00	3,200	1,902	0.594 *		
	Left	1.00	1,600	64	0.040	V/C Ratio:	0.931
	Right	0.50	0	45	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	180	0.141	ITS:	0.000
	Left	1.00	1,600	296	0.185 *		
	Right	1.00	1,600	121	0.000	ICU:	1.031
Eastbound	Through	2.00	3,200	630	0.197		
	Left	1.00	1,600	28	0.018 *	LOS:	F

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	100	0.000	N/S 1:	0.227
Southbound	Through	0.50	1,600	139	0.149 *	N/S 2:	0.414 *
	Left	1.00	1,600	81	0.051	E/W 1:	0.600 *
	Right	1.00	1,600	80	0.025	E/W 2:	0.410
Westbound	Through	2.00	3,200	1,175	0.367		
	Left	1.00	1,600	198	0.124 *	V/C Ratio:	1.014
	Right	0.50	0	194	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	87	0.176	ITS:	0.000
	Left	1.00	1,600	424	0.265 *		
	Right	1.00	1,600	562	0.219	ICU:	1.114
Eastbound	Through	2.00	3,200	1,522	0.476 *		
	Left	1.00	1,600	69	0.043	LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

5. Huntington Drive & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	46	0.000		N/S 1:	0.296	*
Southbound	Through	1.50	3,200	268	0.098		N/S 2:	0.270	
	Left	1.00	1,600	91	0.057	*	E/W 1:	0.233	
	Right	0.50	0	42	0.000		E/W 2:	0.453	*
Westbound	Through	1.50	3,200	1,330	0.429	*			
	Left	1.00	1,600	56	0.035		V/C Ratio:	0.749	
	Right	0.50	0	65	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	318	0.239	*	ITS:	0.000	
	Left	2.00	3,200	551	0.172				
	Right	0.50	0	138	0.000		ICU:	0.849	
Eastbound	Through	1.50	3,200	495	0.198				
	Left	1.00	1,600	39	0.024	*	LOS:	D	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	81	0.000		N/S 1:	0.304	*
Southbound	Through	1.50	3,200	297	0.118		N/S 2:	0.252	
	Left	1.00	1,600	117	0.073	*	E/W 1:	0.593	*
	Right	0.50	0	47	0.000		E/W 2:	0.349	
Westbound	Through	1.50	3,200	909	0.299				
	Left	1.00	1,600	164	0.103	*	V/C Ratio:	0.897	
	Right	0.50	0	136	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	234	0.231	*	ITS:	0.000	
	Left	2.00	3,200	429	0.134				
	Right	0.50	0	283	0.000		ICU:	0.997	
Eastbound	Through	1.50	3,200	1,286	0.490	*			
	Left	1.00	1,600	80	0.050		LOS:	E	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

6. Huntington Drive & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	40	0.000	N/S 1:	0.292 *
Southbound	Through	0.50	1,600	249	0.181	N/S 2:	0.275
	Left	1.00	1,600	69	0.043 *	E/W 1:	0.219
	Right	0.50	0	100	0.000	E/W 2:	0.496 *
Westbound	Through	1.50	3,200	1,300	0.438 *		
	Left	1.00	1,600	47	0.029	V/C Ratio:	0.788
	Right	0.50	0	77	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	322	0.249 *	ITS:	0.000
	Left	1.00	1,600	151	0.094		
	Right	0.50	0	57	0.000	ICU:	0.888
Eastbound	Through	1.50	3,200	550	0.190		
	Left	1.00	1,600	93	0.058 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	64	0.000	N/S 1:	0.297
Southbound	Through	0.50	1,600	293	0.223 *	N/S 2:	0.326 *
	Left	1.00	1,600	117	0.073	E/W 1:	0.555 *
	Right	0.50	0	43	0.000	E/W 2:	0.390
Westbound	Through	1.50	3,200	1,025	0.334		
	Left	1.00	1,600	141	0.088 *	V/C Ratio:	0.881
	Right	0.50	0	102	0.000	Loss Time:	0.100
Northbound	Through	0.50	1,600	257	0.224	ITS:	0.000
	Left	1.00	1,600	165	0.103 *		
	Right	0.50	0	165	0.000	ICU:	0.981
Eastbound	Through	1.50	3,200	1,330	0.467 *		
	Left	1.00	1,600	90	0.056	LOS:	E

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

7. Huntington Drive & Primrose Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	37	0.000		N/S 1:	0.031
Southbound	Through	0.34	1,600	0	0.036	*	N/S 2:	0.037 *
	Left	0.33	1,600	20	0.013		E/W 1:	0.175
	Right	0.50	0	48	0.000		E/W 2:	0.442 *
Westbound	Through	1.50	3,200	1,195	0.388	*		
	Left	1.00	1,600	19	0.012		V/C Ratio:	0.479
	Right	0.33	0	20	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	8	0.018		ITS:	0.000
	Left	0.33	1,600	1	0.001	*		
	Right	0.50	0	6	0.000		ICU:	0.579
Eastbound	Through	1.50	3,200	516	0.163			
	Left	1.00	1,600	86	0.054	*	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	113	0.000		N/S 1:	0.029
Southbound	Through	0.34	1,600	9	0.084	*	N/S 2:	0.088 *
	Left	0.33	1,600	13	0.008		E/W 1:	0.461 *
	Right	0.50	0	55	0.000		E/W 2:	0.382
Westbound	Through	1.50	3,200	1,013	0.334			
	Left	1.00	1,600	26	0.016	*	V/C Ratio:	0.549
	Right	0.33	0	23	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.021		ITS:	0.000
	Left	0.33	1,600	6	0.004	*		
	Right	0.50	0	17	0.000		ICU:	0.649
Eastbound	Through	1.50	3,200	1,408	0.445	*		
	Left	1.00	1,600	76	0.048		LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

8. Huntington Drive & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	62	0.000	N/S 1:	0.276
Southbound	Through	1.50	3,200	360	0.132 *	N/S 2:	0.299 *
	Left	1.00	1,600	49	0.031	E/W 1:	0.227
	Right	0.50	0	80	0.000	E/W 2:	0.479 *
Westbound	Through	1.50	3,200	1,331	0.441 *		
	Left	1.00	1,600	126	0.079	V/C Ratio:	0.778
	Right	0.50	0	135	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	648	0.245	ITS:	0.000
	Left	1.00	1,600	267	0.167 *		
	Right	1.00	1,600	156	0.014	ICU:	0.878
Eastbound	Through	2.00	3,200	474	0.148		
	Left	1.00	1,600	61	0.038 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	103	0.000	N/S 1:	0.286
Southbound	Through	1.50	3,200	642	0.233 *	N/S 2:	0.361 *
	Left	1.00	1,600	140	0.088	E/W 1:	0.441 *
	Right	0.50	0	65	0.000	E/W 2:	0.362
Westbound	Through	1.50	3,200	826	0.278		
	Left	1.00	1,600	167	0.104 *	V/C Ratio:	0.802
	Right	0.50	0	164	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	468	0.198	ITS:	0.000
	Left	1.00	1,600	205	0.128 *		
	Right	1.00	1,600	228	0.078	ICU:	0.902
Eastbound	Through	2.00	3,200	1,077	0.337 *		
	Left	1.00	1,600	134	0.084	LOS:	E

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

9. Huntington Drive & Ivy Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	30	0.000	N/S 1:	0.020
Southbound	Through	0.34	1,600	6	0.028 *	N/S 2:	0.031 *
	Left	0.33	1,600	8	0.005	E/W 1:	0.169
	Right	0.50	0	66	0.000	E/W 2:	0.403 *
Westbound	Through	1.50	3,200	1,133	0.375 *		
	Left	1.00	1,600	22	0.014	V/C Ratio:	0.434
	Right	0.33	0	11	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	8	0.015	ITS:	0.000
	Left	0.33	1,600	5	0.003 *		
	Right	0.50	0	14	0.000	ICU:	0.534
Eastbound	Through	1.50	3,200	481	0.155		
	Left	1.00	1,600	45	0.028 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	112	0.000	N/S 1:	0.042
Southbound	Through	0.34	1,600	5	0.099 *	N/S 2:	0.101 *
	Left	0.33	1,600	41	0.026	E/W 1:	0.482 *
	Right	0.50	0	45	0.000	E/W 2:	0.345
Westbound	Through	1.50	3,200	911	0.299		
	Left	1.00	1,600	34	0.021 *	V/C Ratio:	0.583
	Right	0.33	0	16	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	6	0.016	ITS:	0.000
	Left	0.33	1,600	3	0.002 *		
	Right	0.50	0	14	0.000	ICU:	0.683
Eastbound	Through	1.50	3,200	1,460	0.461 *		
	Left	1.00	1,600	74	0.046	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

10. Huntington Drive & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	67	0.000	N/S 1:	0.144
Southbound	Through	0.50	1,600	254	0.201 *	N/S 2:	0.284 *
	Left	1.00	1,600	36	0.023	E/W 1:	0.220
	Right	0.50	0	34	0.000	E/W 2:	0.528 *
Westbound	Through	1.50	3,200	1,524	0.487 *		
	Left	1.00	1,600	51	0.032	V/C Ratio:	0.812
	Right	0.50	0	103	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	284	0.121	ITS:	0.000
	Left	1.00	1,600	132	0.083 *		
	Right	0.50	0	44	0.000	ICU:	0.912
Eastbound	Through	1.50	3,200	556	0.188		
	Left	1.00	1,600	66	0.041 *	LOS:	E

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	41	0.000	N/S 1:	0.137
Southbound	Through	0.50	1,600	228	0.168 *	N/S 2:	0.194 *
	Left	1.00	1,600	61	0.038	E/W 1:	0.527 *
	Right	0.50	0	25	0.000	E/W 2:	0.333
Westbound	Through	1.50	3,200	877	0.282		
	Left	1.00	1,600	95	0.059 *	V/C Ratio:	0.721
	Right	0.50	0	95	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	223	0.099	ITS:	0.000
	Left	1.00	1,600	42	0.026 *		
	Right	0.50	0	103	0.000	ICU:	0.821
Eastbound	Through	1.50	3,200	1,396	0.468 *		
	Left	1.00	1,600	81	0.051	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

11. Huntington Drive & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	60	0.000	N/S 1:	0.315
Southbound	Through	1.50	3,200	408	0.146 *	N/S 2:	0.401 *
	Left	1.00	1,600	111	0.069	E/W 1:	0.224
	Right	0.50	0	249	0.000	E/W 2:	0.469 *
Westbound	Through	1.50	3,200	977	0.383 *		
	Left	1.00	1,600	90	0.056	V/C Ratio:	0.870
	Right	0.50	0	110	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	677	0.246	ITS:	0.000
	Left	1.00	1,600	408	0.255 *		
	Right	0.50	0	135	0.000	ICU:	0.970
Eastbound	Through	1.50	3,200	401	0.168		
	Left	1.00	1,600	137	0.086 *	LOS:	E

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	75	0.000	N/S 1:	0.377 *
Southbound	Through	1.50	3,200	575	0.203	N/S 2:	0.355
	Left	1.00	1,600	256	0.160 *	E/W 1:	0.607 *
	Right	0.50	0	79	0.000	E/W 2:	0.273
Westbound	Through	1.50	3,200	686	0.239		
	Left	1.00	1,600	132	0.083 *	V/C Ratio:	0.984
	Right	0.50	0	220	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	473	0.217 *	ITS:	0.000
	Left	1.00	1,600	243	0.152		
	Right	0.50	0	310	0.000	ICU:	1.084
Eastbound	Through	1.50	3,200	1,366	0.524 *		
	Left	1.00	1,600	55	0.034	LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

12. Central Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.200 *
Southbound	Through	1.50	3,200	490	0.153	N/S 2:	0.162
	Left	0.00	0	0	0.000 *	E/W 1:	0.084
	Right	0.50	0	339	0.000	E/W 2:	0.232 *
Westbound	Through	0.50	1,600	31	0.231 *		
	Left	1.00	1,600	135	0.084	V/C Ratio:	0.432
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	640	0.200 *	ITS:	0.000
	Left	1.00	1,600	15	0.009		
	Right	0.50	0	0	0.000	ICU:	0.532
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	1	0.001 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.206
Southbound	Through	1.50	3,200	869	0.272 *	N/S 2:	0.276 *
	Left	0.00	0	0	0.000	E/W 1:	0.105
	Right	0.50	0	184	0.000	E/W 2:	0.127 *
Westbound	Through	0.50	1,600	4	0.118 *		
	Left	1.00	1,600	168	0.105	V/C Ratio:	0.403
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	660	0.206	ITS:	0.000
	Left	1.00	1,600	6	0.004 *		
	Right	0.50	0	0	0.000	ICU:	0.503
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	15	0.009 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

13. Central Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	10	0.000	N/S 1:	0.336 *
Southbound	Through	0.34	1,600	368	0.236	N/S 2:	0.289
	Left	0.33	0	0	0.000 *	E/W 1:	0.066
	Right	0.50	0	40	0.000	E/W 2:	0.145 *
Westbound	Through	1.00	3,200	317	0.145 *		
	Left	0.50	1,600	106	0.066	V/C Ratio:	0.481
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	454	0.336 *	ITS:	0.000
	Left	0.33	1,600	84	0.053		
	Right	0.00	0	0	0.000	ICU:	0.581
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	11	0.000	N/S 1:	0.344
Southbound	Through	0.34	1,600	539	0.344 *	N/S 2:	0.388 *
	Left	0.33	0	0	0.000	E/W 1:	0.088
	Right	0.50	0	78	0.000	E/W 2:	0.154 *
Westbound	Through	1.00	3,200	276	0.154 *		
	Left	0.50	1,600	140	0.088	V/C Ratio:	0.542
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	480	0.344	ITS:	0.000
	Left	0.33	1,600	71	0.044 *		
	Right	0.00	0	0	0.000	ICU:	0.642
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

14. Central Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	129	0.000	N/S 1:	0.236
Southbound	Through	1.50	3,200	578	0.221 *	N/S 2:	0.473 *
	Left	0.00	0	0	0.000	E/W 1:	0.184
	Right	1.00	1,600	382	0.239	E/W 2:	0.410 *
Westbound	Through	1.00	1,600	656	0.410 *		
	Left	1.00	1,600	294	0.184	V/C Ratio:	0.883
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	755	0.236	ITS:	0.000
	Left	1.00	1,600	403	0.252 *		
	Right	0.00	0	0	0.000	ICU:	0.983
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	E

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	245	0.000	N/S 1:	0.168
Southbound	Through	1.50	3,200	878	0.351 *	N/S 2:	0.628 *
	Left	0.00	0	0	0.000	E/W 1:	0.234
	Right	1.00	1,600	342	0.214	E/W 2:	0.438 *
Westbound	Through	1.00	1,600	701	0.438 *		
	Left	1.00	1,600	375	0.234	V/C Ratio:	1.066
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	536	0.168	ITS:	0.000
	Left	1.00	1,600	443	0.277 *		
	Right	0.00	0	0	0.000	ICU:	1.166
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

15. Central Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	44	0.000	N/S 1:	0.134
Southbound	Through	1.50	3,200	304	0.109 *	N/S 2:	0.162 *
	Left	0.00	0	0	0.000	E/W 1:	0.078
	Right	0.50	0	209	0.000	E/W 2:	0.145 *
Westbound	Through	2.00	4,800	363	0.145 *		
	Left	0.50	1,600	125	0.078	V/C Ratio:	0.307
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	428	0.134	ITS:	0.000
	Left	1.00	1,600	85	0.053 *		
	Right	0.00	0	0	0.000	ICU:	0.407
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	57	0.000	N/S 1:	0.088
Southbound	Through	1.50	3,200	508	0.177 *	N/S 2:	0.216 *
	Left	0.00	0	0	0.000	E/W 1:	0.058
	Right	0.50	0	55	0.000	E/W 2:	0.080 *
Westbound	Through	2.00	4,800	236	0.080 *		
	Left	0.50	1,600	93	0.058	V/C Ratio:	0.296
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	281	0.088	ITS:	0.000
	Left	1.00	1,600	62	0.039 *		
	Right	0.00	0	0	0.000	ICU:	0.396
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

16. Central Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	137	0.000	N/S 1:	0.171
Southbound	Through	1.50	3,200	530	0.208 *	N/S 2:	0.323 *
	Left	0.00	0	0	0.000	E/W 1:	0.198
	Right	0.50	0	516	0.000	E/W 2:	0.439 *
Westbound	Through	1.50	3,200	890	0.439 *		
	Left	1.00	1,600	317	0.198	V/C Ratio:	0.762
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	548	0.171	ITS:	0.000
	Left	1.00	1,600	184	0.115 *		
	Right	0.00	0	0	0.000	ICU:	0.862
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	239	0.000	N/S 1:	0.184
Southbound	Through	1.50	3,200	628	0.271 *	N/S 2:	0.434 *
	Left	0.00	0	0	0.000	E/W 1:	0.159
	Right	0.50	1,600	325	0.203 *	E/W 2:	0.203 *
Westbound	Through	1.50	1,600	265	0.166		
	Left	1.00	1,600	254	0.159	V/C Ratio:	0.637
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	590	0.184	ITS:	0.000
	Left	1.00	1,600	260	0.163 *		
	Right	0.00	0	0	0.000	ICU:	0.737
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

17. Evergreen Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	23	0.000	N/S 1:	0.370 *
Southbound	Through	1.00	3,200	463	0.183	N/S 2:	0.309
	Left	0.50	1,600	100	0.063 *	E/W 1:	0.086 *
	Right	0.33	0	42	0.000	E/W 2:	0.077
Westbound	Through	0.34	1,600	39	0.073		
	Left	0.33	1,600	35	0.022 *	V/C Ratio:	0.456
	Right	0.50	0	153	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	628	0.307 *	ITS:	0.000
	Left	0.50	1,600	202	0.126		
	Right	0.33	0	84	0.000	ICU:	0.556
Eastbound	Through	0.34	1,600	12	0.064 *		
	Left	0.33	1,600	6	0.004	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	15	0.000	N/S 1:	0.411 *
Southbound	Through	1.00	3,200	743	0.322	N/S 2:	0.357
	Left	0.50	1,600	273	0.171 *	E/W 1:	0.164 *
	Right	0.33	0	32	0.000	E/W 2:	0.049
Westbound	Through	0.34	1,600	8	0.046		
	Left	0.33	1,600	34	0.021 *	V/C Ratio:	0.575
	Right	0.50	0	107	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	605	0.240 *	ITS:	0.000
	Left	0.50	1,600	56	0.035		
	Right	0.33	0	153	0.000	ICU:	0.675
Eastbound	Through	0.34	1,600	72	0.143 *		
	Left	0.33	1,600	4	0.003	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

18. Evergreen Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	36	0.000	N/S 1:	0.507 *
Southbound	Through	0.34	1,600	315	0.301	N/S 2:	0.335
	Left	0.33	1,600	130	0.081 *	E/W 1:	0.230 *
	Right	0.00	0	0	0.000	E/W 2:	0.048
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.737
	Right	0.33	0	162	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	465	0.426 *	ITS:	0.000
	Left	0.33	1,600	54	0.034		
	Right	0.33	0	24	0.000	ICU:	0.837
Eastbound	Through	0.34	1,600	267	0.230 *		
	Left	0.33	1,600	77	0.048	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	77	0.000	N/S 1:	0.486 *
Southbound	Through	0.34	1,600	514	0.413	N/S 2:	0.462
	Left	0.33	1,600	69	0.043 *	E/W 1:	0.224 *
	Right	0.00	0	0	0.000	E/W 2:	0.041
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.710
	Right	0.33	0	146	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	484	0.443 *	ITS:	0.000
	Left	0.33	1,600	78	0.049		
	Right	0.33	0	25	0.000	ICU:	0.810
Eastbound	Through	0.34	1,600	268	0.224 *		
	Left	0.33	1,600	66	0.041	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

19. Evergreen Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.495 *
Southbound	Through	2.00	3,200	570	0.178		N/S 2:	0.178
	Left	1.00	1,600	299	0.187	*	E/W 1:	0.305 *
	Right	0.00	0	0	0.000		E/W 2:	0.278
Westbound	Through	0.00	0	0	0.000			
	Left	0.00	0	0	0.000	*	V/C Ratio:	0.800
	Right	0.50	0	281	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	704	0.308	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.50	0	354	0.000		ICU:	0.900
Eastbound	Through	1.50	3,200	621	0.305	*		
	Left	1.00	1,600	444	0.278		LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.00	0	0	0.000		N/S 1:	0.564 *
Southbound	Through	2.00	3,200	901	0.282		N/S 2:	0.282
	Left	1.00	1,600	365	0.228	*	E/W 1:	0.453 *
	Right	0.00	0	0	0.000		E/W 2:	0.140
Westbound	Through	0.00	0	0	0.000			
	Left	0.00	0	0	0.000	*	V/C Ratio:	1.017
	Right	0.50	0	316	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	758	0.336	*	ITS:	0.000
	Left	0.00	0	0	0.000			
	Right	0.50	0	463	0.000		ICU:	1.117
Eastbound	Through	1.50	3,200	988	0.453	*		
	Left	1.00	1,600	224	0.140		LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

20. Evergreen Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.226 *
Southbound	Through	2.00	3,200	364	0.114	N/S 2:	0.114
	Left	1.00	1,600	63	0.039 *	E/W 1:	0.067 *
	Right	0.00	0	0	0.000	E/W 2:	0.059
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.293
	Right	0.50	0	182	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	416	0.187 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	35	0.000	ICU:	0.393
Eastbound	Through	2.00	4,800	192	0.067 *		
	Left	0.50	1,600	95	0.059	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.290 *
Southbound	Through	2.00	3,200	393	0.123	N/S 2:	0.123
	Left	1.00	1,600	203	0.127 *	E/W 1:	0.182 *
	Right	0.00	0	0	0.000	E/W 2:	0.028
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.472
	Right	0.50	0	182	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	339	0.163 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	106	0.000	ICU:	0.572
Eastbound	Through	2.00	4,800	723	0.182 *		
	Left	0.50	1,600	45	0.028	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

21. Evergreen Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.377 *
Southbound	Through	2.00	3,200	500	0.156	N/S 2:	0.156
	Left	1.00	1,600	347	0.217 *	E/W 1:	0.136
	Right	0.00	0	0	0.000	E/W 2:	0.199 *
Westbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.576
	Right	0.50	0	112	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	400	0.160 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	217	0.136	ICU:	0.676
Eastbound	Through	2.00	3,200	347	0.108		
	Left	1.00	1,600	319	0.199 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.436 *
Southbound	Through	2.00	3,200	525	0.164	N/S 2:	0.164
	Left	1.00	1,600	347	0.217 *	E/W 1:	0.389 *
	Right	0.00	0	0	0.000	E/W 2:	0.176
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.825
	Right	0.50	0	124	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	576	0.219 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	200	0.125	ICU:	0.925
Eastbound	Through	2.00	3,200	1,244	0.389 *		
	Left	1.00	1,600	281	0.176	LOS:	E

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

22. Pomona Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	126	0.000		N/S 1:	0.236
Southbound	Through	1.50	3,200	775	0.282	*	N/S 2:	0.308 *
	Left	1.00	1,600	74	0.046		E/W 1:	0.180
	Right	0.33	0	141	0.000		E/W 2:	0.243 *
Westbound	Through	0.34	1,600	52	0.147	*		
	Left	0.33	1,600	42	0.026		V/C Ratio:	0.551
	Right	0.50	0	21	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	588	0.190		ITS:	0.000
	Left	1.00	1,600	42	0.026	*		
	Right	0.33	0	61	0.000		ICU:	0.651
Eastbound	Through	0.34	1,600	31	0.154			
	Left	0.33	1,600	154	0.096	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	259	0.000		N/S 1:	0.377
Southbound	Through	1.50	3,200	1,023	0.401	*	N/S 2:	0.439 *
	Left	1.00	1,600	161	0.101		E/W 1:	0.247 *
	Right	0.33	0	95	0.000		E/W 2:	0.216
Westbound	Through	0.34	1,600	40	0.115			
	Left	0.33	1,600	49	0.031	*	V/C Ratio:	0.686
	Right	0.50	0	50	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	834	0.276		ITS:	0.000
	Left	1.00	1,600	60	0.038	*		
	Right	0.33	0	86	0.000		ICU:	0.786
Eastbound	Through	0.34	1,600	97	0.216	*		
	Left	0.33	1,600	162	0.101		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

23. Duarte Road & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	45	0.000		N/S 1:	0.102
Southbound	Through	0.34	1,600	33	0.098	*	N/S 2:	0.122 *
	Left	0.33	1,600	79	0.049		E/W 1:	0.232
	Right	0.50	0	164	0.000		E/W 2:	0.512 *
Westbound	Through	1.50	3,200	1,424	0.496	*		
	Left	1.00	1,600	6	0.004		V/C Ratio:	0.634
	Right	0.33	0	7	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	39	0.053		ITS:	0.000
	Left	0.33	1,600	39	0.024	*		
	Right	0.50	0	34	0.000		ICU:	0.734
Eastbound	Through	1.50	3,200	697	0.228			
	Left	1.00	1,600	26	0.016	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	25	0.000		N/S 1:	0.100
Southbound	Through	0.34	1,600	23	0.110	*	N/S 2:	0.121 *
	Left	0.33	1,600	128	0.080		E/W 1:	0.488 *
	Right	0.50	0	81	0.000		E/W 2:	0.312
Westbound	Through	1.50	3,200	856	0.293			
	Left	1.00	1,600	3	0.002	*	V/C Ratio:	0.609
	Right	0.33	0	10	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.020		ITS:	0.000
	Left	0.33	1,600	18	0.011	*		
	Right	0.50	0	21	0.000		ICU:	0.709
Eastbound	Through	1.50	3,200	1,533	0.486	*		
	Left	1.00	1,600	31	0.019		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

24. Duarte Road & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	255	0.077		N/S 1:	0.236 *
Southbound	Through	1.00	1,600	196	0.123		N/S 2:	0.187
	Left	1.00	1,600	109	0.068	*	E/W 1:	0.191
	Right	0.50	0	199	0.000		E/W 2:	0.455 *
Westbound	Through	1.50	3,200	727	0.289	*		
	Left	1.00	1,600	28	0.018		V/C Ratio:	0.691
	Right	0.50	0	40	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	499	0.168	*	ITS:	0.000
	Left	1.00	1,600	103	0.064			
	Right	0.50	0	32	0.000		ICU:	0.791
Eastbound	Through	1.50	3,200	520	0.173			
	Left	1.00	1,600	265	0.166	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	345	0.117		N/S 1:	0.207
Southbound	Through	1.00	1,600	375	0.234	*	N/S 2:	0.260 *
	Left	1.00	1,600	174	0.109		E/W 1:	0.317
	Right	0.50	0	144	0.000		E/W 2:	0.427 *
Westbound	Through	1.50	3,200	590	0.229	*		
	Left	1.00	1,600	41	0.026		V/C Ratio:	0.687
	Right	0.50	0	37	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	275	0.098		ITS:	0.000
	Left	1.00	1,600	42	0.026	*		
	Right	0.50	0	52	0.000		ICU:	0.787
Eastbound	Through	1.50	3,200	879	0.291			
	Left	1.00	1,600	316	0.198	*	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

25. Duarte Road & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	134	0.018		N/S 1:	0.147 *
Southbound	Through	0.50	1,600	4	0.144	*	N/S 2:	0.000
	Left	0.50	1,600	227	0.142		E/W 1:	0.165
	Right	0.50	0	334	0.000		E/W 2:	0.528 *
Westbound	Through	1.50	3,200	929	0.395	*		
	Left	1.00	1,600	9	0.006		V/C Ratio:	0.675
	Right	0.33	0	1	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	1	0.003	*	ITS:	0.000
	Left	0.33	1,600	3	0.002			
	Right	0.50	0	4	0.000		ICU:	0.775
Eastbound	Through	1.50	3,200	504	0.159			
	Left	1.00	1,600	212	0.133	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	196	0.038		N/S 1:	0.165 *
Southbound	Through	0.50	1,600	0	0.158	*	N/S 2:	0.000
	Left	0.50	1,600	253	0.158		E/W 1:	0.321
	Right	0.50	0	324	0.000		E/W 2:	0.463 *
Westbound	Through	1.50	3,200	617	0.294	*		
	Left	1.00	1,600	2	0.001		V/C Ratio:	0.628
	Right	0.33	0	3	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	2	0.007	*	ITS:	0.000
	Left	0.33	1,600	6	0.004			
	Right	0.50	0	2	0.000		ICU:	0.728
Eastbound	Through	1.50	3,200	1,023	0.320			
	Left	1.00	1,600	271	0.169	*	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

26. Duarte Road & Peck Road

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	131	0.000		N/S 1:	0.386
Southbound	Through	0.34	1,600	2	0.135	*	N/S 2:	0.398 *
	Left	0.33	1,600	83	0.052		E/W 1:	0.246 *
	Right	0.50	0	12	0.000		E/W 2:	0.204
Westbound	Through	1.50	3,200	631	0.201			
	Left	1.00	1,600	20	0.013	*	V/C Ratio:	0.644
	Right	0.33	0	110	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.334		ITS:	0.000
	Left	0.33	1,600	421	0.263	*		
	Right	0.50	0	110	0.000		ICU:	0.744
Eastbound	Through	1.50	3,200	635	0.233	*		
	Left	1.00	1,600	4	0.003		LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	90	0.000		N/S 1:	0.224
Southbound	Through	0.34	1,600	10	0.101	*	N/S 2:	0.240 *
	Left	0.33	1,600	62	0.039		E/W 1:	0.363 *
	Right	0.50	0	125	0.000		E/W 2:	0.247
Westbound	Through	1.50	3,200	608	0.229			
	Left	1.00	1,600	29	0.018	*	V/C Ratio:	0.603
	Right	0.33	0	70	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	3	0.185		ITS:	0.000
	Left	0.33	1,600	223	0.139	*		
	Right	0.50	0	276	0.000		ICU:	0.703
Eastbound	Through	1.50	3,200	827	0.345	*		
	Left	1.00	1,600	28	0.018		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

27. Duarte Road & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	192	0.000	N/S 1:	0.210
Southbound	Through	1.50	3,200	642	0.261 *	N/S 2:	0.360 *
	Left	1.00	1,600	43	0.027	E/W 1:	0.202
	Right	0.50	0	34	0.000	E/W 2:	0.237 *
Westbound	Through	1.50	3,200	327	0.113 *		
	Left	1.00	1,600	64	0.040	V/C Ratio:	0.597
	Right	0.50	0	61	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	525	0.183	ITS:	0.000
	Left	1.00	1,600	159	0.099 *		
	Right	0.50	0	165	0.000	ICU:	0.897
Eastbound	Through	1.50	3,200	352	0.162		
	Left	1.00	1,600	198	0.124 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	293	0.000	N/S 1:	0.240
Southbound	Through	1.50	3,200	777	0.334 *	N/S 2:	0.438 *
	Left	1.00	1,600	53	0.033	E/W 1:	0.338 *
	Right	0.50	0	41	0.000	E/W 2:	0.273
Westbound	Through	1.50	3,200	402	0.138		
	Left	1.00	1,600	85	0.053 *	V/C Ratio:	0.776
	Right	0.50	0	59	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	604	0.207	ITS:	0.000
	Left	1.00	1,600	167	0.104 *		
	Right	0.50	0	348	0.000	ICU:	1.076
Eastbound	Through	1.50	3,200	564	0.285 *		
	Left	1.00	1,600	216	0.135	LOS:	F

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

28. Duarte Road & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	90	0.000	N/S 1:	0.184 *
Southbound	Through	1.50	3,200	180	0.084	N/S 2:	0.133
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.218
	Right	0.50	0	43	0.000	E/W 2:	0.291 *
Westbound	Through	0.50	1,600	282	0.203 *		
	Left	1.00	1,600	46	0.029	V/C Ratio:	0.475
	Right	0.50	0	66	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	456	0.163 *	ITS:	0.000
	Left	1.00	1,600	79	0.049		
	Right	0.50	0	29	0.000	ICU:	0.775
Eastbound	Through	0.50	1,600	274	0.189		
	Left	1.00	1,600	140	0.088 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	52	0.000	N/S 1:	0.217 *
Southbound	Through	1.50	3,200	343	0.123	N/S 2:	0.152
	Left	1.00	1,600	90	0.056 *	E/W 1:	0.242
	Right	0.50	0	45	0.000	E/W 2:	0.305 *
Westbound	Through	0.50	1,600	308	0.221 *		
	Left	1.00	1,600	65	0.041	V/C Ratio:	0.522
	Right	0.50	0	136	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	379	0.161 *	ITS:	0.000
	Left	1.00	1,600	46	0.029		
	Right	0.50	0	28	0.000	ICU:	0.822
Eastbound	Through	0.50	1,600	294	0.201		
	Left	1.00	1,600	134	0.084 *	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

29. Duarte Road & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	155	0.047		N/S 1:	0.183 *
Southbound	Through	1.00	1,600	168	0.105		N/S 2:	0.123
	Left	1.00	1,600	89	0.056	*	E/W 1:	0.142
	Right	1.00	1,600	157	0.070		E/W 2:	0.183 *
Westbound	Through	2.00	3,200	261	0.082	*		
	Left	1.00	1,600	81	0.051		V/C Ratio:	0.366
	Right	1.00	1,600	142	0.063		Loss Time:	0.300
Northbound	Through	1.00	1,600	203	0.127	*	ITS:	0.000
	Left	1.00	1,600	29	0.018			
	Right	0.50	0	29	0.000		ICU:	0.666
Eastbound	Through	1.50	3,200	263	0.091			
	Left	1.00	1,600	161	0.101	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	213	0.072		N/S 1:	0.176
Southbound	Through	1.00	1,600	324	0.203	*	N/S 2:	0.219 *
	Left	1.00	1,600	110	0.069		E/W 1:	0.237 *
	Right	1.00	1,600	180	0.078		E/W 2:	0.205
Westbound	Through	2.00	3,200	267	0.083			
	Left	1.00	1,600	51	0.032	*	V/C Ratio:	0.456
	Right	1.00	1,600	107	0.051		Loss Time:	0.300
Northbound	Through	1.00	1,600	171	0.107		ITS:	0.000
	Left	1.00	1,600	26	0.016	*		
	Right	0.50	0	111	0.000		ICU:	0.756
Eastbound	Through	1.50	3,200	544	0.205	*		
	Left	1.00	1,600	195	0.122		LOS:	C

* Critical Movement

Future Buildout Conditions with Planned Improvements and Mitigations (Year 2040)

EXISTING CONDITIONS (YEAR 2018)

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

1. Huntington Drive & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	66	0.000		N/S 1:	0.196 *
Southbound	Through	0.50	1,600	34	0.063		N/S 2:	0.000
	Left	1.00	1,600	180	0.113	*	E/W 1:	0.295
	Right	1.00	1,600	217	0.079		E/W 2:	0.495 *
Westbound	Through	2.00	3,200	1,471	0.460	*		
	Left	1.00	1,600	224	0.140		V/C Ratio:	0.691
	Right	0.50	0	106	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	26	0.083	*	ITS:	-0.100
	Left	1.00	1,600	45	0.028			
	Right	0.50	0	68	0.000		ICU:	0.691
Eastbound	Through	2.50	4,800	676	0.155			
	Left	1.00	1,600	56	0.035	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	92	0.000		N/S 1:	0.357 *
Southbound	Through	0.50	1,600	30	0.076		N/S 2:	0.000
	Left	1.00	1,600	209	0.131	*	E/W 1:	0.441 *
	Right	1.00	1,600	192	0.055		E/W 2:	0.336
Westbound	Through	2.00	3,200	911	0.285			
	Left	1.00	1,600	140	0.088	*	V/C Ratio:	0.798
	Right	0.50	0	300	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	61	0.226	*	ITS:	-0.100
	Left	1.00	1,600	92	0.058			
	Right	0.50	0	37	0.000		ICU:	0.798
Eastbound	Through	2.50	4,800	1,658	0.353	*		
	Left	1.00	1,600	81	0.051		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

2. Huntington Drive & I-210 EB Ramps/ Driveway

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	234	0.146 *	N/S 1:	0.142
Southbound	Through	0.50	80	10	0.125	N/S 2:	0.172 *
	Left	1.50	3,120	390	0.125	E/W 1:	0.202
	Right	1.00	1,600	148	0.030	E/W 2:	0.518 *
Westbound	Through	2.00	3,200	1,659	0.518 *		
	Left	1.00	1,600	9	0.006	V/C Ratio:	0.690
	Right	1.00	1,600	32	0.017	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	-0.100
	Left	1.00	1,600	41	0.026 *		
	Right	0.50	0	12	0.000	ICU:	0.690
Eastbound	Through	2.50	4,800	927	0.196		
	Left	0.00	0	0	0.000 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	127	0.079	N/S 1:	0.218
Southbound	Through	0.50	19	4	0.214 *	N/S 2:	0.229 *
	Left	1.50	3,181	680	0.214	E/W 1:	0.402
	Right	1.00	1,600	161	0.000	E/W 2:	0.405 *
Westbound	Through	2.00	3,200	1,293	0.404 *		
	Left	1.00	1,600	22	0.014	V/C Ratio:	0.634
	Right	1.00	1,600	18	0.004	Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	ITS:	-0.100
	Left	1.00	1,600	24	0.015 *		
	Right	0.50	0	30	0.000	ICU:	0.634
Eastbound	Through	2.50	4,800	1,829	0.388		
	Left	0.00	1,600	1	0.001 *	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

3. Huntington Drive & I-210 WB Ramps

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.50	2,400	195	0.062		N/S 1:	0.081 *
Southbound	Through	0.00	0	0	0.000		N/S 2:	0.062
	Left	0.50	800	65	0.081	*	E/W 1:	0.167
	Right	1.00	1,600	799	0.459		E/W 2:	0.551 *
Westbound	Through	2.00	3,200	1,638	0.512	*		
	Left	0.00	1,600	1	0.001		V/C Ratio:	0.632
	Right	0.00	0	0	0.000		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	*	ITS:	-0.100
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	0.632
Eastbound	Through	3.00	4,800	795	0.166			
	Left	1.00	1,600	63	0.039	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.50	2,074	418	0.158		N/S 1:	0.202 *
Southbound	Through	0.00	0	0	0.000		N/S 2:	0.158
	Left	0.50	1,126	227	0.202	*	E/W 1:	0.371
	Right	1.00	1,600	852	0.432		E/W 2:	0.644 *
Westbound	Through	2.00	3,200	1,782	0.557	*		
	Left	0.00	1,600	1	0.001		V/C Ratio:	0.846
	Right	0.00	0	0	0.000		Loss Time:	0.100
Northbound	Through	0.00	0	0	0.000	*	ITS:	-0.100
	Left	0.00	0	0	0.000			
	Right	0.00	0	0	0.000		ICU:	0.846
Eastbound	Through	3.00	4,800	1,777	0.370			
	Left	1.00	1,600	139	0.087	*	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

4. Huntington Drive & Monterey Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	145	0.000		N/S 1:	0.173
Southbound	Through	0.50	1,600	70	0.134	*	N/S 2:	0.319 *
	Left	1.00	1,600	51	0.032		E/W 1:	0.157
	Right	0.50	0	76	0.000		E/W 2:	0.430 *
Westbound	Through	2.50	4,800	1,902	0.412	*		
	Left	1.00	1,600	64	0.040		V/C Ratio:	0.749
	Right	0.50	0	45	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	180	0.141		ITS:	-0.100
	Left	1.00	1,600	296	0.185	*		
	Right	0.50	0	121	0.000		ICU:	0.749
Eastbound	Through	3.50	6,400	630	0.117			
	Left	1.00	1,600	28	0.018	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	100	0.000		N/S 1:	0.227
Southbound	Through	0.50	1,600	139	0.149	*	N/S 2:	0.414 *
	Left	1.00	1,600	81	0.051		E/W 1:	0.475 *
	Right	0.50	0	80	0.000		E/W 2:	0.304
Westbound	Through	2.50	4,800	1,175	0.261			
	Left	1.00	1,600	198	0.124	*	V/C Ratio:	0.889
	Right	0.50	0	194	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	87	0.176		ITS:	-0.100
	Left	1.00	1,600	424	0.265	*		
	Right	0.50	1,600	562	0.351	*	ICU:	0.889
Eastbound	Through	3.50	4,800	1,522	0.317			
	Left	1.00	1,600	69	0.043		LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

5. Huntington Drive & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	46	0.000		N/S 1:	0.296	*
Southbound	Through	1.50	3,200	268	0.098		N/S 2:	0.270	
	Left	1.00	1,600	91	0.057	*	E/W 1:	0.233	
	Right	0.50	0	42	0.000		E/W 2:	0.453	*
Westbound	Through	1.50	3,200	1,330	0.429	*			
	Left	1.00	1,600	56	0.035		V/C Ratio:	0.749	
	Right	0.50	0	65	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	318	0.239	*	ITS:	-0.100	
	Left	2.00	3,200	551	0.172				
	Right	0.50	0	138	0.000		ICU:	0.749	
Eastbound	Through	1.50	3,200	495	0.198				
	Left	1.00	1,600	39	0.024	*	LOS:	C	

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis		
	Right	0.50	0	81	0.000		N/S 1:	0.304	*
Southbound	Through	1.50	3,200	297	0.118		N/S 2:	0.252	
	Left	1.00	1,600	117	0.073	*	E/W 1:	0.593	*
	Right	0.50	0	47	0.000		E/W 2:	0.349	
Westbound	Through	1.50	3,200	909	0.299				
	Left	1.00	1,600	164	0.103	*	V/C Ratio:	0.897	
	Right	0.50	0	136	0.000		Loss Time:	0.100	
Northbound	Through	0.50	1,600	234	0.231	*	ITS:	-0.100	
	Left	2.00	3,200	429	0.134				
	Right	0.50	0	283	0.000		ICU:	0.897	
Eastbound	Through	1.50	3,200	1,286	0.490	*			
	Left	1.00	1,600	80	0.050		LOS:	D	

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

6. Huntington Drive & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	40	0.000		N/S 1:	0.292 *
Southbound	Through	0.50	1,600	249	0.181		N/S 2:	0.275
	Left	1.00	1,600	69	0.043	*	E/W 1:	0.219
	Right	0.50	0	100	0.000		E/W 2:	0.496 *
Westbound	Through	1.50	3,200	1,300	0.438	*		
	Left	1.00	1,600	47	0.029		V/C Ratio:	0.788
	Right	0.50	0	77	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	322	0.249	*	ITS:	-0.100
	Left	1.00	1,600	151	0.094			
	Right	0.50	0	57	0.000		ICU:	0.788
Eastbound	Through	1.50	3,200	550	0.190			
	Left	1.00	1,600	93	0.058	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	64	0.000		N/S 1:	0.297
Southbound	Through	0.50	1,600	293	0.223	*	N/S 2:	0.326 *
	Left	1.00	1,600	117	0.073		E/W 1:	0.555 *
	Right	0.50	0	43	0.000		E/W 2:	0.390
Westbound	Through	1.50	3,200	1,025	0.334			
	Left	1.00	1,600	141	0.088	*	V/C Ratio:	0.881
	Right	0.50	0	102	0.000		Loss Time:	0.100
Northbound	Through	0.50	1,600	257	0.224		ITS:	-0.100
	Left	1.00	1,600	165	0.103	*		
	Right	0.50	0	165	0.000		ICU:	0.881
Eastbound	Through	1.50	3,200	1,330	0.467	*		
	Left	1.00	1,600	90	0.056		LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

7. Huntington Drive & Primrose Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	37	0.000		N/S 1:	0.031
Southbound	Through	0.34	1,600	0	0.036	*	N/S 2:	0.037 *
	Left	0.33	1,600	20	0.013		E/W 1:	0.175
	Right	0.50	0	48	0.000		E/W 2:	0.442 *
Westbound	Through	1.50	3,200	1,195	0.388	*		
	Left	1.00	1,600	19	0.012		V/C Ratio:	0.479
	Right	0.33	0	20	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	8	0.018		ITS:	-0.100
	Left	0.33	1,600	1	0.001	*		
	Right	0.50	0	6	0.000		ICU:	0.479
Eastbound	Through	1.50	3,200	516	0.163			
	Left	1.00	1,600	86	0.054	*	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	113	0.000		N/S 1:	0.029
Southbound	Through	0.34	1,600	9	0.084	*	N/S 2:	0.088 *
	Left	0.33	1,600	13	0.008		E/W 1:	0.461 *
	Right	0.50	0	55	0.000		E/W 2:	0.382
Westbound	Through	1.50	3,200	1,013	0.334			
	Left	1.00	1,600	26	0.016	*	V/C Ratio:	0.549
	Right	0.33	0	23	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.021		ITS:	-0.100
	Left	0.33	1,600	6	0.004	*		
	Right	0.50	0	17	0.000		ICU:	0.549
Eastbound	Through	1.50	3,200	1,408	0.445	*		
	Left	1.00	1,600	76	0.048		LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

8. Huntington Drive & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	62	0.000		N/S 1:	0.276
Southbound	Through	1.50	3,200	360	0.132	*	N/S 2:	0.299 *
	Left	1.00	1,600	49	0.031		E/W 1:	0.227
	Right	0.50	0	80	0.000		E/W 2:	0.479 *
Westbound	Through	1.50	3,200	1,331	0.441	*		
	Left	1.00	1,600	126	0.079		V/C Ratio:	0.778
	Right	0.50	0	135	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	648	0.245		ITS:	-0.100
	Left	1.00	1,600	267	0.167	*		
	Right	1.00	1,600	156	0.014		ICU:	0.778
Eastbound	Through	2.00	3,200	474	0.148			
	Left	1.00	1,600	61	0.038	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	103	0.000		N/S 1:	0.286
Southbound	Through	1.50	3,200	642	0.233	*	N/S 2:	0.361 *
	Left	1.00	1,600	140	0.088		E/W 1:	0.441 *
	Right	0.50	0	65	0.000		E/W 2:	0.362
Westbound	Through	1.50	3,200	826	0.278			
	Left	1.00	1,600	167	0.104	*	V/C Ratio:	0.802
	Right	0.50	0	164	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	468	0.198		ITS:	-0.100
	Left	1.00	1,600	205	0.128	*		
	Right	1.00	1,600	228	0.078		ICU:	0.802
Eastbound	Through	2.00	3,200	1,077	0.337	*		
	Left	1.00	1,600	134	0.084		LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

9. Huntington Drive & Ivy Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	30	0.000		N/S 1:	0.020
Southbound	Through	0.34	1,600	6	0.028	*	N/S 2:	0.031 *
	Left	0.33	1,600	8	0.005		E/W 1:	0.169
	Right	0.50	0	66	0.000		E/W 2:	0.403 *
Westbound	Through	1.50	3,200	1,133	0.375	*		
	Left	1.00	1,600	22	0.014		V/C Ratio:	0.434
	Right	0.33	0	11	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	8	0.015		ITS:	-0.100
	Left	0.33	1,600	5	0.003	*		
	Right	0.50	0	14	0.000		ICU:	0.434
Eastbound	Through	1.50	3,200	481	0.155			
	Left	1.00	1,600	45	0.028	*	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	112	0.000		N/S 1:	0.042
Southbound	Through	0.34	1,600	5	0.099	*	N/S 2:	0.101 *
	Left	0.33	1,600	41	0.026		E/W 1:	0.482 *
	Right	0.50	0	45	0.000		E/W 2:	0.345
Westbound	Through	1.50	3,200	911	0.299			
	Left	1.00	1,600	34	0.021	*	V/C Ratio:	0.583
	Right	0.33	0	16	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	6	0.016		ITS:	-0.100
	Left	0.33	1,600	3	0.002	*		
	Right	0.50	0	14	0.000		ICU:	0.583
Eastbound	Through	1.50	3,200	1,460	0.461	*		
	Left	1.00	1,600	74	0.046		LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

10. Huntington Drive & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	67	0.000		N/S 1:	0.144
Southbound	Through	0.50	1,600	254	0.201	*	N/S 2:	0.284 *
	Left	1.00	1,600	36	0.023		E/W 1:	0.220
	Right	0.50	0	34	0.000		E/W 2:	0.528 *
Westbound	Through	1.50	3,200	1,524	0.487	*		
	Left	1.00	1,600	51	0.032		V/C Ratio:	0.812
	Right	0.50	0	103	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	284	0.121		ITS:	-0.100
	Left	1.00	1,600	132	0.083	*		
	Right	0.50	0	44	0.000		ICU:	0.812
Eastbound	Through	1.50	3,200	556	0.188			
	Left	1.00	1,600	66	0.041	*	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	41	0.000		N/S 1:	0.137
Southbound	Through	0.50	1,600	228	0.168	*	N/S 2:	0.194 *
	Left	1.00	1,600	61	0.038		E/W 1:	0.527 *
	Right	0.50	0	25	0.000		E/W 2:	0.333
Westbound	Through	1.50	3,200	877	0.282			
	Left	1.00	1,600	95	0.059	*	V/C Ratio:	0.721
	Right	0.50	0	95	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	223	0.099		ITS:	-0.100
	Left	1.00	1,600	42	0.026	*		
	Right	0.50	0	103	0.000		ICU:	0.721
Eastbound	Through	1.50	3,200	1,396	0.468	*		
	Left	1.00	1,600	81	0.051		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

11. Huntington Drive & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	60	0.000	N/S 1:	0.315
Southbound	Through	1.50	3,200	408	0.146 *	N/S 2:	0.401 *
	Left	1.00	1,600	111	0.069	E/W 1:	0.168
	Right	0.50	0	249	0.000	E/W 2:	0.341 *
Westbound	Through	2.50	4,800	977	0.255 *		
	Left	1.00	1,600	90	0.056	V/C Ratio:	0.742
	Right	0.50	0	110	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	677	0.246	ITS:	-0.100
	Left	1.00	1,600	408	0.255 *		
	Right	0.50	0	135	0.000	ICU:	0.742
Eastbound	Through	2.50	4,800	401	0.112		
	Left	1.00	1,600	137	0.086 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	75	0.000	N/S 1:	0.377 *
Southbound	Through	1.50	3,200	575	0.203	N/S 2:	0.355
	Left	1.00	1,600	256	0.160 *	E/W 1:	0.432 *
	Right	0.50	0	79	0.000	E/W 2:	0.193
Westbound	Through	2.50	4,800	686	0.159		
	Left	1.00	1,600	132	0.083 *	V/C Ratio:	0.809
	Right	0.50	0	220	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	473	0.217 *	ITS:	-0.100
	Left	1.00	1,600	243	0.152		
	Right	0.50	0	310	0.000	ICU:	0.809
Eastbound	Through	2.50	4,800	1,366	0.349 *		
	Left	1.00	1,600	55	0.034	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

12. Central Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.200 *
Southbound	Through	1.50	3,200	490	0.153	N/S 2:	0.162
	Left	0.00	0	0	0.000 *	E/W 1:	0.084
	Right	0.50	0	339	0.000	E/W 2:	0.232 *
Westbound	Through	0.50	1,600	31	0.231 *		
	Left	1.00	1,600	135	0.084	V/C Ratio:	0.432
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	640	0.200 *	ITS:	0.000
	Left	1.00	1,600	15	0.009		
	Right	0.50	0	0	0.000	ICU:	0.532
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	1	0.001 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	1	0.000	N/S 1:	0.206
Southbound	Through	1.50	3,200	869	0.272 *	N/S 2:	0.276 *
	Left	0.00	0	0	0.000	E/W 1:	0.105
	Right	0.50	0	184	0.000	E/W 2:	0.127 *
Westbound	Through	0.50	1,600	4	0.118 *		
	Left	1.00	1,600	168	0.105	V/C Ratio:	0.403
	Right	0.50	0	0	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	660	0.206	ITS:	0.000
	Left	1.00	1,600	6	0.004 *		
	Right	0.50	0	0	0.000	ICU:	0.503
Eastbound	Through	0.00	0	0	0.000		
	Left	0.50	1,600	15	0.009 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

13. Central Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	10	0.000	N/S 1:	0.336 *
Southbound	Through	0.34	1,600	368	0.236	N/S 2:	0.289
	Left	0.33	0	0	0.000 *	E/W 1:	0.066
	Right	0.50	0	40	0.000	E/W 2:	0.145 *
Westbound	Through	1.00	3,200	317	0.145 *		
	Left	0.50	1,600	106	0.066	V/C Ratio:	0.481
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	454	0.336 *	ITS:	0.000
	Left	0.33	1,600	84	0.053		
	Right	0.00	0	0	0.000	ICU:	0.581
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	11	0.000	N/S 1:	0.344
Southbound	Through	0.34	1,600	539	0.344 *	N/S 2:	0.388 *
	Left	0.33	0	0	0.000	E/W 1:	0.088
	Right	0.50	0	78	0.000	E/W 2:	0.154 *
Westbound	Through	1.00	3,200	276	0.154 *		
	Left	0.50	1,600	140	0.088	V/C Ratio:	0.542
	Right	0.33	0	0	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	480	0.344	ITS:	0.000
	Left	0.33	1,600	71	0.044 *		
	Right	0.00	0	0	0.000	ICU:	0.642
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

14. Central Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	0 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	129	0.081	N/S 1:	0.236
Southbound	Through	2.00	3,200	578	0.181 *	N/S 2:	0.433 *
	Left	0.00	0	0	0.000	E/W 1:	0.184
	Right	1.00	1,600	382	0.239	E/W 2:	0.297 *
Westbound	Through	1.50	3,200	656	0.297 *		
	Left	0.50	1,600	294	0.184	V/C Ratio:	0.730
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	755	0.236	ITS:	-0.100
	Left	1.00	1,600	403	0.252 *		
	Right	0.00	0	0	0.000	ICU:	0.730
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	245	0.153	N/S 1:	0.168
Southbound	Through	2.00	3,200	878	0.274 *	N/S 2:	0.551 *
	Left	0.00	0	0	0.000	E/W 1:	0.234
	Right	1.00	1,600	342	0.214	E/W 2:	0.336 *
Westbound	Through	1.50	3,200	701	0.336 *		
	Left	0.50	1,600	375	0.234	V/C Ratio:	0.887
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	536	0.168	ITS:	-0.100
	Left	1.00	1,600	443	0.277 *		
	Right	0.00	0	0	0.000	ICU:	0.887
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

15. Central Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	44	0.000	N/S 1:	0.134
Southbound	Through	1.50	3,200	304	0.109 *	N/S 2:	0.162 *
	Left	0.00	0	0	0.000	E/W 1:	0.078
	Right	0.50	0	209	0.000	E/W 2:	0.145 *
Westbound	Through	2.00	4,800	363	0.145 *		
	Left	0.50	1,600	125	0.078	V/C Ratio:	0.307
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	428	0.134	ITS:	0.000
	Left	1.00	1,600	85	0.053 *		
	Right	0.00	0	0	0.000	ICU:	0.407
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	57	0.000	N/S 1:	0.088
Southbound	Through	1.50	3,200	508	0.177 *	N/S 2:	0.216 *
	Left	0.00	0	0	0.000	E/W 1:	0.058
	Right	0.50	0	55	0.000	E/W 2:	0.080 *
Westbound	Through	2.00	4,800	236	0.080 *		
	Left	0.50	1,600	93	0.058	V/C Ratio:	0.296
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	281	0.088	ITS:	0.000
	Left	1.00	1,600	62	0.039 *		
	Right	0.00	0	0	0.000	ICU:	0.396
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

16. Central Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	137	0.000	N/S 1:	0.171
Southbound	Through	1.50	3,200	530	0.208 *	N/S 2:	0.323 *
	Left	0.00	0	0	0.000	E/W 1:	0.198
	Right	0.50	0	516	0.000	E/W 2:	0.439 *
Westbound	Through	1.50	3,200	890	0.439 *		
	Left	1.00	1,600	317	0.198	V/C Ratio:	0.762
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	548	0.171	ITS:	0.000
	Left	1.00	1,600	184	0.115 *		
	Right	0.00	0	0	0.000	ICU:	0.862
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	239	0.000	N/S 1:	0.184
Southbound	Through	1.50	3,200	628	0.271 *	N/S 2:	0.434 *
	Left	0.00	0	0	0.000	E/W 1:	0.159
	Right	0.50	1,600	325	0.203 *	E/W 2:	0.203 *
Westbound	Through	1.50	1,600	265	0.166		
	Left	1.00	1,600	254	0.159	V/C Ratio:	0.637
	Right	0.00	0	0	0.000	Loss Time:	0.100
Northbound	Through	2.00	3,200	590	0.184	ITS:	0.000
	Left	1.00	1,600	260	0.163 *		
	Right	0.00	0	0	0.000	ICU:	0.737
Eastbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

17. Evergreen Avenue & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	23	0.000	N/S 1:	0.370 *
Southbound	Through	1.00	3,200	463	0.183	N/S 2:	0.309
	Left	0.50	1,600	100	0.063 *	E/W 1:	0.086 *
	Right	0.33	0	42	0.000	E/W 2:	0.077
Westbound	Through	0.34	1,600	39	0.073		
	Left	0.33	1,600	35	0.022 *	V/C Ratio:	0.456
	Right	0.50	0	153	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	628	0.307 *	ITS:	0.000
	Left	0.50	1,600	202	0.126		
	Right	0.33	0	84	0.000	ICU:	0.556
Eastbound	Through	0.34	1,600	12	0.064 *		
	Left	0.33	1,600	6	0.004	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	15	0.000	N/S 1:	0.411 *
Southbound	Through	1.00	3,200	743	0.322	N/S 2:	0.357
	Left	0.50	1,600	273	0.171 *	E/W 1:	0.164 *
	Right	0.33	0	32	0.000	E/W 2:	0.049
Westbound	Through	0.34	1,600	8	0.046		
	Left	0.33	1,600	34	0.021 *	V/C Ratio:	0.575
	Right	0.50	0	107	0.000	Loss Time:	0.100
Northbound	Through	1.00	3,200	605	0.240 *	ITS:	0.000
	Left	0.50	1,600	56	0.035		
	Right	0.33	0	153	0.000	ICU:	0.675
Eastbound	Through	0.34	1,600	72	0.143 *		
	Left	0.33	1,600	4	0.003	LOS:	B

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

18. Evergreen Avenue & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	36	0.000	N/S 1:	0.507 *
Southbound	Through	0.34	1,600	315	0.301	N/S 2:	0.335
	Left	0.33	1,600	130	0.081 *	E/W 1:	0.230 *
	Right	0.00	0	0	0.000	E/W 2:	0.048
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.737
	Right	0.33	0	162	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	465	0.426 *	ITS:	0.000
	Left	0.33	1,600	54	0.034		
	Right	0.33	0	24	0.000	ICU:	0.837
Eastbound	Through	0.34	1,600	267	0.230 *		
	Left	0.33	1,600	77	0.048	LOS:	D

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.33	0	77	0.000	N/S 1:	0.486 *
Southbound	Through	0.34	1,600	514	0.413	N/S 2:	0.462
	Left	0.33	1,600	69	0.043 *	E/W 1:	0.224 *
	Right	0.00	0	0	0.000	E/W 2:	0.041
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.710
	Right	0.33	0	146	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	484	0.443 *	ITS:	0.000
	Left	0.33	1,600	78	0.049		
	Right	0.33	0	25	0.000	ICU:	0.810
Eastbound	Through	0.34	1,600	268	0.224 *		
	Left	0.33	1,600	66	0.041	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

19. Evergreen Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.407 *
Southbound	Through	2.00	3,200	570	0.178	N/S 2:	0.178
	Left	1.00	1,600	299	0.187 *	E/W 1:	0.296 *
	Right	0.00	0	0	0.000	E/W 2:	0.278
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.703
	Right	1.00	1,600	281	0.176	Loss Time:	0.100
Northbound	Through	2.00	3,200	704	0.220 *	ITS:	-0.100
	Left	0.00	0	0	0.000		
	Right	0.50	0	354	0.000	ICU:	0.703
Eastbound	Through	2.00	4,800	621	0.296 *		
	Left	0.50	1,600	444	0.278	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.465 *
Southbound	Through	2.00	3,200	901	0.282	N/S 2:	0.282
	Left	1.00	1,600	365	0.228 *	E/W 1:	0.349 *
	Right	0.00	0	0	0.000	E/W 2:	0.140
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.814
	Right	1.00	1,600	316	0.198	Loss Time:	0.100
Northbound	Through	2.00	3,200	758	0.237 *	ITS:	-0.100
	Left	0.00	0	0	0.000		
	Right	0.50	0	463	0.000	ICU:	0.814
Eastbound	Through	2.00	4,800	988	0.349 *		
	Left	0.50	1,600	224	0.140	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

20. Evergreen Avenue & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.226 *
Southbound	Through	2.00	3,200	364	0.114	N/S 2:	0.114
	Left	1.00	1,600	63	0.039 *	E/W 1:	0.067 *
	Right	0.00	0	0	0.000	E/W 2:	0.059
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.293
	Right	0.50	0	182	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	416	0.187 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	35	0.000	ICU:	0.393
Eastbound	Through	2.00	4,800	192	0.067 *		
	Left	0.50	1,600	95	0.059	LOS:	A

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.290 *
Southbound	Through	2.00	3,200	393	0.123	N/S 2:	0.123
	Left	1.00	1,600	203	0.127 *	E/W 1:	0.182 *
	Right	0.00	0	0	0.000	E/W 2:	0.028
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.472
	Right	0.50	0	182	0.000	Loss Time:	0.100
Northbound	Through	1.50	3,200	339	0.163 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	0.50	0	106	0.000	ICU:	0.572
Eastbound	Through	2.00	4,800	723	0.182 *		
	Left	0.50	1,600	45	0.028	LOS:	A

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

21. Evergreen Avenue & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.342 *
Southbound	Through	2.00	3,200	500	0.156	N/S 2:	0.156
	Left	1.00	1,600	347	0.217 *	E/W 1:	0.136
	Right	0.00	0	0	0.000	E/W 2:	0.199 *
Westbound	Through	0.00	0	0	0.000 *		
	Left	0.00	0	0	0.000	V/C Ratio:	0.541
	Right	1.00	1,600	112	0.070	Loss Time:	0.100
Northbound	Through	2.00	3,200	400	0.125 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	217	0.136	ICU:	0.641
Eastbound	Through	2.00	3,200	347	0.108		
	Left	1.00	1,600	319	0.199 *	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.00	0	0	0.000	N/S 1:	0.397 *
Southbound	Through	2.00	3,200	525	0.164	N/S 2:	0.164
	Left	1.00	1,600	347	0.217 *	E/W 1:	0.389 *
	Right	0.00	0	0	0.000	E/W 2:	0.176
Westbound	Through	0.00	0	0	0.000		
	Left	0.00	0	0	0.000 *	V/C Ratio:	0.786
	Right	1.00	1,600	124	0.078	Loss Time:	0.100
Northbound	Through	2.00	3,200	576	0.180 *	ITS:	0.000
	Left	0.00	0	0	0.000		
	Right	1.00	1,600	200	0.125	ICU:	0.886
Eastbound	Through	2.00	3,200	1,244	0.389 *		
	Left	1.00	1,600	281	0.176	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

22. Pomona Avenue & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	126	0.000		N/S 1:	0.236
Southbound	Through	1.50	3,200	775	0.282	*	N/S 2:	0.308 *
	Left	1.00	1,600	74	0.046		E/W 1:	0.180
	Right	0.33	0	141	0.000		E/W 2:	0.243 *
Westbound	Through	0.34	1,600	52	0.147	*		
	Left	0.33	1,600	42	0.026		V/C Ratio:	0.551
	Right	0.50	0	21	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	588	0.190		ITS:	0.000
	Left	1.00	1,600	42	0.026	*		
	Right	0.33	0	61	0.000		ICU:	0.651
Eastbound	Through	0.34	1,600	31	0.154			
	Left	0.33	1,600	154	0.096	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	259	0.000		N/S 1:	0.377
Southbound	Through	1.50	3,200	1,023	0.401	*	N/S 2:	0.439 *
	Left	1.00	1,600	161	0.101		E/W 1:	0.247 *
	Right	0.33	0	95	0.000		E/W 2:	0.216
Westbound	Through	0.34	1,600	40	0.115			
	Left	0.33	1,600	49	0.031	*	V/C Ratio:	0.686
	Right	0.50	0	50	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	834	0.276		ITS:	0.000
	Left	1.00	1,600	60	0.038	*		
	Right	0.33	0	86	0.000		ICU:	0.786
Eastbound	Through	0.34	1,600	97	0.216	*		
	Left	0.33	1,600	162	0.101		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

23. Duarte Road & Fifth Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	45	0.000		N/S 1:	0.102
Southbound	Through	0.34	1,600	33	0.098	*	N/S 2:	0.122 *
	Left	0.33	1,600	79	0.049		E/W 1:	0.232
	Right	0.50	0	164	0.000		E/W 2:	0.512 *
Westbound	Through	1.50	3,200	1,424	0.496	*		
	Left	1.00	1,600	6	0.004		V/C Ratio:	0.634
	Right	0.33	0	7	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	39	0.053		ITS:	0.000
	Left	0.33	1,600	39	0.024	*		
	Right	0.50	0	34	0.000		ICU:	0.734
Eastbound	Through	1.50	3,200	697	0.228			
	Left	1.00	1,600	26	0.016	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	25	0.000		N/S 1:	0.100
Southbound	Through	0.34	1,600	23	0.110	*	N/S 2:	0.121 *
	Left	0.33	1,600	128	0.080		E/W 1:	0.488 *
	Right	0.50	0	81	0.000		E/W 2:	0.312
Westbound	Through	1.50	3,200	856	0.293			
	Left	1.00	1,600	3	0.002	*	V/C Ratio:	0.609
	Right	0.33	0	10	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.020		ITS:	0.000
	Left	0.33	1,600	18	0.011	*		
	Right	0.50	0	21	0.000		ICU:	0.709
Eastbound	Through	1.50	3,200	1,533	0.486	*		
	Left	1.00	1,600	31	0.019		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

24. Duarte Road & Mayflower Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	255	0.077		N/S 1:	0.236 *
Southbound	Through	1.00	1,600	196	0.123		N/S 2:	0.187
	Left	1.00	1,600	109	0.068	*	E/W 1:	0.191
	Right	0.50	0	199	0.000		E/W 2:	0.455 *
Westbound	Through	1.50	3,200	727	0.289	*		
	Left	1.00	1,600	28	0.018		V/C Ratio:	0.691
	Right	0.50	0	40	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	499	0.168	*	ITS:	0.000
	Left	1.00	1,600	103	0.064			
	Right	0.50	0	32	0.000		ICU:	0.791
Eastbound	Through	1.50	3,200	520	0.173			
	Left	1.00	1,600	265	0.166	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	345	0.117		N/S 1:	0.207
Southbound	Through	1.00	1,600	375	0.234	*	N/S 2:	0.260 *
	Left	1.00	1,600	174	0.109		E/W 1:	0.317
	Right	0.50	0	144	0.000		E/W 2:	0.427 *
Westbound	Through	1.50	3,200	590	0.229	*		
	Left	1.00	1,600	41	0.026		V/C Ratio:	0.687
	Right	0.50	0	37	0.000		Loss Time:	0.100
Northbound	Through	1.50	3,200	275	0.098		ITS:	0.000
	Left	1.00	1,600	42	0.026	*		
	Right	0.50	0	52	0.000		ICU:	0.787
Eastbound	Through	1.50	3,200	879	0.291			
	Left	1.00	1,600	316	0.198	*	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

25. Duarte Road & Magnolia Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	Y
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	134	0.018	N/S 1:	0.147 *
Southbound	Through	0.50	1,600	4	0.144 *	N/S 2:	0.000
	Left	0.50	1,600	227	0.142	E/W 1:	0.165
	Right	0.50	0	334	0.000	E/W 2:	0.528 *
Westbound	Through	1.50	3,200	929	0.395 *		
	Left	1.00	1,600	9	0.006	V/C Ratio:	0.675
	Right	0.33	0	1	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	1	0.003 *	ITS:	0.000
	Left	0.33	1,600	3	0.002		
	Right	0.50	0	4	0.000	ICU:	0.775
Eastbound	Through	1.50	3,200	504	0.159		
	Left	1.00	1,600	212	0.133 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	1.00	1,600	196	0.038	N/S 1:	0.165 *
Southbound	Through	0.50	1,600	0	0.158 *	N/S 2:	0.000
	Left	0.50	1,600	253	0.158	E/W 1:	0.321
	Right	0.50	0	324	0.000	E/W 2:	0.463 *
Westbound	Through	1.50	3,200	617	0.294 *		
	Left	1.00	1,600	2	0.001	V/C Ratio:	0.628
	Right	0.33	0	3	0.000	Loss Time:	0.100
Northbound	Through	0.34	1,600	2	0.007 *	ITS:	0.000
	Left	0.33	1,600	6	0.004		
	Right	0.50	0	2	0.000	ICU:	0.728
Eastbound	Through	1.50	3,200	1,023	0.320		
	Left	1.00	1,600	271	0.169 *	LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

26. Duarte Road & Peck Road

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	10%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	131	0.000		N/S 1:	0.386
Southbound	Through	0.34	1,600	2	0.135	*	N/S 2:	0.398 *
	Left	0.33	1,600	83	0.052		E/W 1:	0.246 *
	Right	0.50	0	12	0.000		E/W 2:	0.204
Westbound	Through	1.50	3,200	631	0.201			
	Left	1.00	1,600	20	0.013	*	V/C Ratio:	0.644
	Right	0.33	0	110	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	4	0.334		ITS:	0.000
	Left	0.33	1,600	421	0.263	*		
	Right	0.50	0	110	0.000		ICU:	0.744
Eastbound	Through	1.50	3,200	635	0.233	*		
	Left	1.00	1,600	4	0.003		LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.33	0	90	0.000		N/S 1:	0.224
Southbound	Through	0.34	1,600	10	0.101	*	N/S 2:	0.240 *
	Left	0.33	1,600	62	0.039		E/W 1:	0.363 *
	Right	0.50	0	125	0.000		E/W 2:	0.247
Westbound	Through	1.50	3,200	608	0.229			
	Left	1.00	1,600	29	0.018	*	V/C Ratio:	0.603
	Right	0.33	0	70	0.000		Loss Time:	0.100
Northbound	Through	0.34	1,600	3	0.185		ITS:	0.000
	Left	0.33	1,600	223	0.139	*		
	Right	0.50	0	276	0.000		ICU:	0.703
Eastbound	Through	1.50	3,200	827	0.345	*		
	Left	1.00	1,600	28	0.018		LOS:	C

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

27. Duarte Road & Myrtle Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	10%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	192	0.000		N/S 1:	0.210
Southbound	Through	1.50	3,200	642	0.261	*	N/S 2:	0.360 *
	Left	1.00	1,600	43	0.027		E/W 1:	0.150
	Right	1.00	1,600	34	0.008		E/W 2:	0.226 *
Westbound	Through	2.00	3,200	327	0.102	*		
	Left	1.00	1,600	64	0.040		V/C Ratio:	0.586
	Right	0.50	0	61	0.000		Loss Time:	0.300
Northbound	Through	1.50	3,200	525	0.183		ITS:	-0.100
	Left	1.00	1,600	159	0.099	*		
	Right	1.00	1,600	165	0.053		ICU:	0.786
Eastbound	Through	2.00	3,200	352	0.110			
	Left	1.00	1,600	198	0.124	*	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	0.50	0	293	0.000		N/S 1:	0.240
Southbound	Through	1.50	3,200	777	0.334	*	N/S 2:	0.438 *
	Left	1.00	1,600	53	0.033		E/W 1:	0.229
	Right	1.00	1,600	41	0.009		E/W 2:	0.261 *
Westbound	Through	2.00	3,200	402	0.126	*		
	Left	1.00	1,600	85	0.053		V/C Ratio:	0.699
	Right	0.50	0	59	0.000		Loss Time:	0.300
Northbound	Through	1.50	3,200	604	0.207		ITS:	-0.100
	Left	1.00	1,600	167	0.104	*		
	Right	1.00	1,600	348	0.165		ICU:	0.899
Eastbound	Through	2.00	3,200	564	0.176			
	Left	1.00	1,600	216	0.135	*	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

28. Duarte Road & California Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	90	0.000	N/S 1:	0.184 *
Southbound	Through	1.50	3,200	180	0.084	N/S 2:	0.133
	Left	1.00	1,600	34	0.021 *	E/W 1:	0.218
	Right	0.50	0	43	0.000	E/W 2:	0.291 *
Westbound	Through	0.50	1,600	282	0.203 *		
	Left	1.00	1,600	46	0.029	V/C Ratio:	0.475
	Right	0.50	0	66	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	456	0.163 *	ITS:	0.000
	Left	1.00	1,600	79	0.049		
	Right	0.50	0	29	0.000	ICU:	0.775
Eastbound	Through	0.50	1,600	274	0.189		
	Left	1.00	1,600	140	0.088 *	LOS:	C

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C	ICU Analysis	
	Right	0.50	0	52	0.000	N/S 1:	0.217 *
Southbound	Through	1.50	3,200	343	0.123	N/S 2:	0.152
	Left	1.00	1,600	90	0.056 *	E/W 1:	0.242
	Right	0.50	0	45	0.000	E/W 2:	0.305 *
Westbound	Through	0.50	1,600	308	0.221 *		
	Left	1.00	1,600	65	0.041	V/C Ratio:	0.522
	Right	0.50	0	136	0.000	Loss Time:	0.300
Northbound	Through	1.50	3,200	379	0.161 *	ITS:	0.000
	Left	1.00	1,600	46	0.029		
	Right	0.50	0	28	0.000	ICU:	0.822
Eastbound	Through	0.50	1,600	294	0.201		
	Left	1.00	1,600	134	0.084 *	LOS:	D

* Critical Movement

Monrovia Transportation Impact Fee Study

Intersection Capacity Utilization Analysis

29. Duarte Road & Mountain Avenue

Through Lane Capacity:	1600 vph	North/South Split Phase:	N
Left-Turn Lane Capacity:	1600 vph	East/West Split Phase:	N
Double-Left Penalty:	0 %	Loss Time % per Cycle:	30%
Right-Turn on Red:	50 %	ITS Percentage:	0%
Overlapping Right Turn:			

WEEKDAY MORNING PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	155	0.047		N/S 1:	0.183 *
Southbound	Through	1.00	1,600	168	0.105		N/S 2:	0.123
	Left	1.00	1,600	89	0.056	*	E/W 1:	0.142
	Right	1.00	1,600	157	0.070		E/W 2:	0.183 *
Westbound	Through	2.00	3,200	261	0.082	*		
	Left	1.00	1,600	81	0.051		V/C Ratio:	0.366
	Right	1.00	1,600	142	0.063		Loss Time:	0.300
Northbound	Through	1.00	1,600	203	0.127	*	ITS:	0.000
	Left	1.00	1,600	29	0.018			
	Right	0.50	0	29	0.000		ICU:	0.666
Eastbound	Through	1.50	3,200	263	0.091			
	Left	1.00	1,600	161	0.101	*	LOS:	B

WEEKDAY AFTERNOON PEAK HOUR

Approach	Movement	Lanes	Capacity	Volume	V/C		ICU Analysis	
	Right	1.00	1,600	213	0.072		N/S 1:	0.176
Southbound	Through	1.00	1,600	324	0.203	*	N/S 2:	0.219 *
	Left	1.00	1,600	110	0.069		E/W 1:	0.237 *
	Right	1.00	1,600	180	0.078		E/W 2:	0.205
Westbound	Through	2.00	3,200	267	0.083			
	Left	1.00	1,600	51	0.032	*	V/C Ratio:	0.456
	Right	1.00	1,600	107	0.051		Loss Time:	0.300
Northbound	Through	1.00	1,600	171	0.107		ITS:	0.000
	Left	1.00	1,600	26	0.016	*		
	Right	0.50	0	111	0.000		ICU:	0.756
Eastbound	Through	1.50	3,200	544	0.205	*		
	Left	1.00	1,600	195	0.122		LOS:	C

* Critical Movement

Appendix C

Signal Warrant Worksheets

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	9
Major Street Name:	Huntington Boulevard
Minor Street Name:	Ivy Avenue

Intersection Number & Name as Displayed

9. HUNTINGTON BOULEVARD & IVY AVENUE

Major Street Lanes:	2
Minor Street Lanes:	1
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	1,504	1,278	902
Major Street (Approach 2):	935	795	561
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	157	133	94

Input Required

Value is automatically generated, but can be input manually if desired.

Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

9. HUNTINGTON BOULEVARD & IVY AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Ivy Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)

Major Street (Approach 1):	902
Major Street (Approach 2):	561
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	94

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **1,463** Minor: **94**
	Major	Minor	100%	80%	100%	80%	
	1	1	500	400	150	120	
→	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**NO**
	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **1,463** Minor: **94**
	Major	Minor	100%	80%	100%	80%	
	1	1	750	600	75	60	
→	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**YES**
	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied?	NO		
Condition B 80% satisfied?	YES	80% Combination Satisfied?	**NO**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

9. HUNTINGTON BOULEVARD & IVY AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Ivy Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

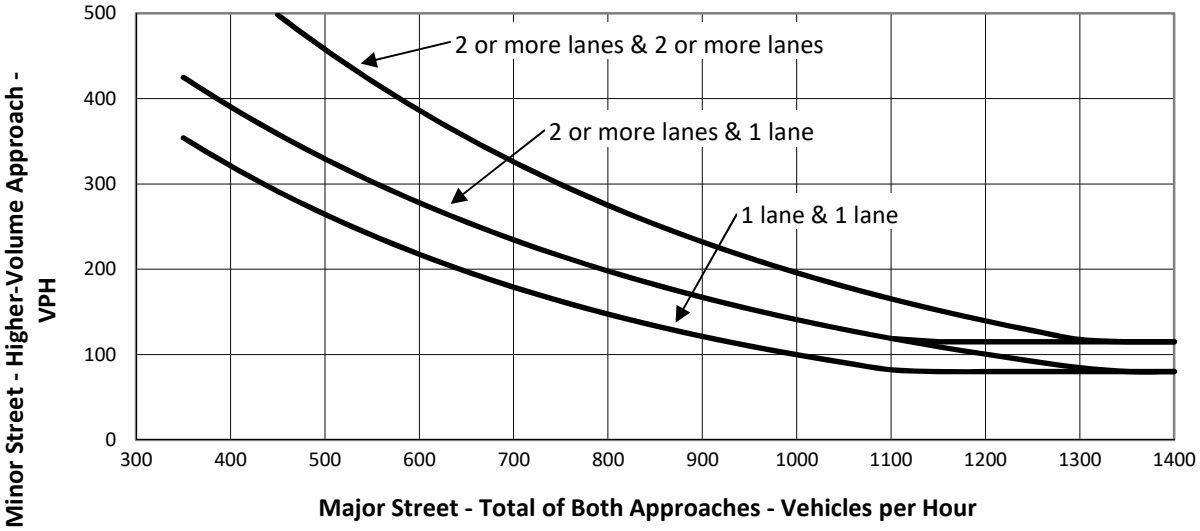
Major Street (Approach 1):	1,278
Major Street (Approach 2):	795
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	133

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	1,278
Major Street (Approach 2):	795
Total Major Street Volume:	2,073
Major Street Left Turns:	0
Minor Street (Higher Volume):	133
Total Minor Street Volume:	133

Minimum Major Street Volume:	390
Satisfied?	YES
Minimum Minor Street Volume:	80
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

9. HUNTINGTON BOULEVARD & IVY AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Ivy Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

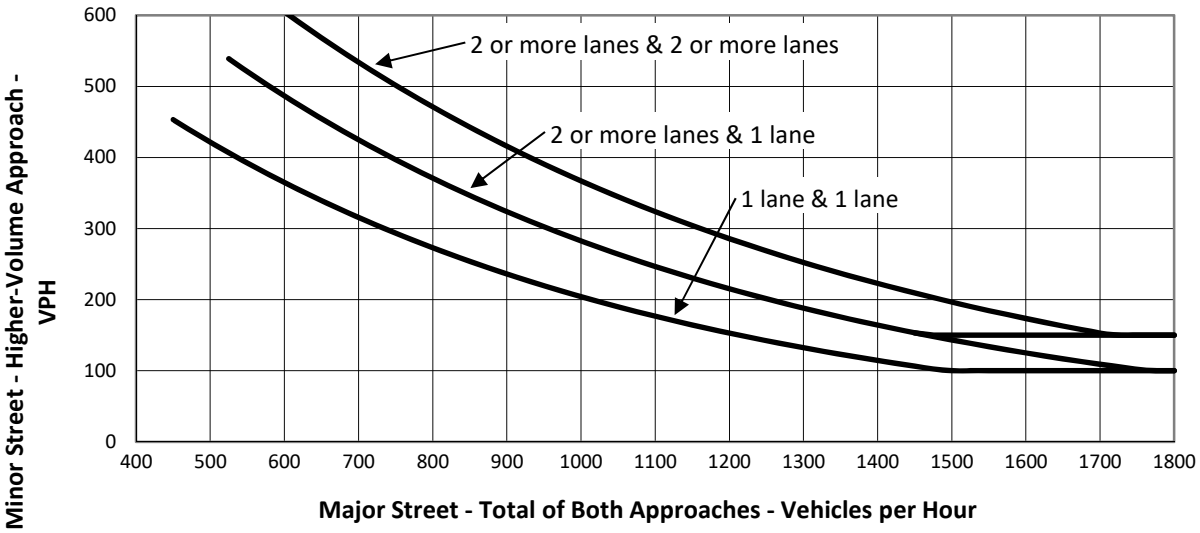
Vehicles per Hour (Peak Hour)	
Major Street (Approach 1):	1,504
Major Street (Approach 2):	935
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	157

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,504
Major Street (Approach 2):	935
Total Major Street Volume:	2,439
Major Street Left Turns:	0
Minor Street (Higher Volume):	157
Total Minor Street Volume:	157

Minimum Major Street Volume:	510
Satisfied?	YES
Minimum Minor Street Volume:	100
Satisfied?	YES
Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **9**
Major Street Name: **Huntington Boulevard**
Minor Street Name: **Ivy Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	NO
1B - Interruption of Continuous Traffic	YES
1C - 80% Combination	NO
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	7
Major Street Name:	Huntington Boulevard
Minor Street Name:	Primrose Avenue

Intersection Number & Name as Displayed

7. HUNTINGTON BOULEVARD & PRIMROSE AVENUE

Major Street Lanes:	2
Minor Street Lanes:	1
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	1,408	1,197	845
Major Street (Approach 2):	1,004	853	602
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	135	115	81

Input Required

Value is automatically generated, but can be input manually if desired.

Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

7. HUNTINGTON BOULEVARD & PRIMROSE AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Primrose Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)
Major Street (Approach 1): 845
Major Street (Approach 2): 602
[a] Major Street Left-Turns: 0
Minor Street (Higher Volume): 81

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **1,447** Minor: **81**
	Major	Minor	100%	80%	100%	80%	
	1	1	500	400	150	120	
→	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**NO**
	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **1,447** Minor: **81**
	Major	Minor	100%	80%	100%	80%	
	1	1	750	600	75	60	
→	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**YES**
	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied? NO
Condition B 80% satisfied? YES
80% Combination Satisfied? **NO**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

7. HUNTINGTON BOULEVARD & PRIMROSE AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Primrose Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

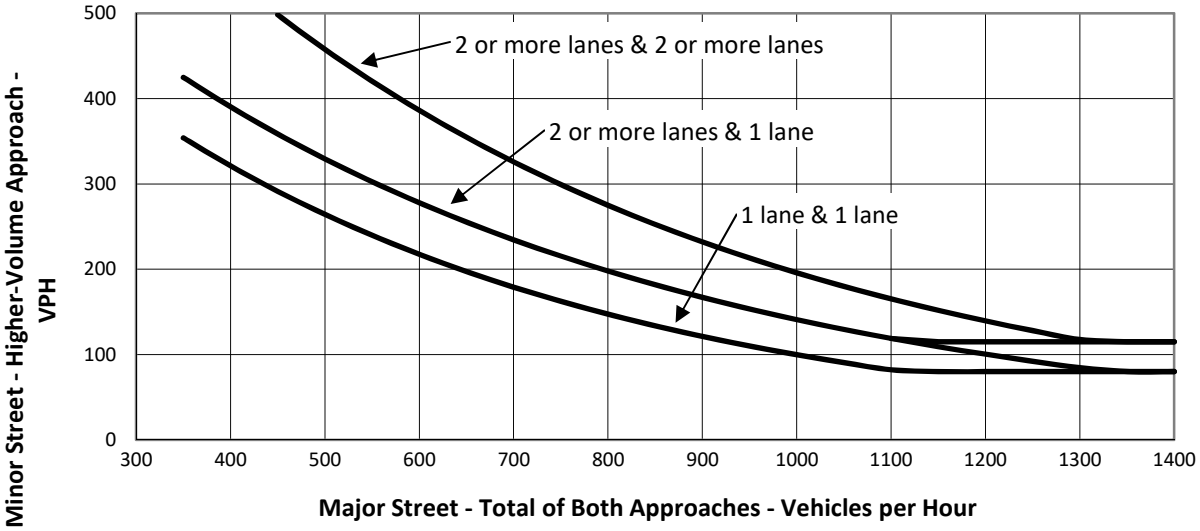
Major Street (Approach 1):	1,197
Major Street (Approach 2):	853
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	115

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	1,197
Major Street (Approach 2):	853
Total Major Street Volume:	2,050
Major Street Left Turns:	0
Minor Street (Higher Volume):	115
Total Minor Street Volume:	115

Minimum Major Street Volume:	390
Satisfied?	YES
Minimum Minor Street Volume:	80
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

7. HUNTINGTON BOULEVARD & PRIMROSE AVENUE

Major Street Name: Huntington Boulevard
Minor Street Name: Primrose Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

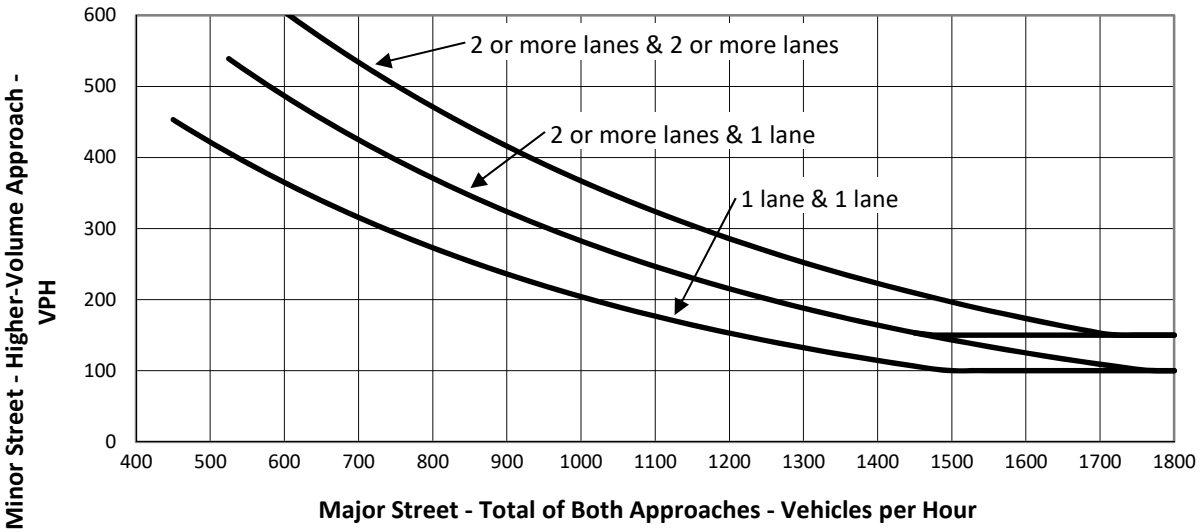
Vehicles per Hour (Peak Hour)	
Major Street (Approach 1):	1,408
Major Street (Approach 2):	1,004
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	135

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,408
Major Street (Approach 2):	1,004
Total Major Street Volume:	2,412
Major Street Left Turns:	0
Minor Street (Higher Volume):	135
Total Minor Street Volume:	135

Minimum Major Street Volume:	510
Satisfied?	YES
Minimum Minor Street Volume:	100
Satisfied?	YES
Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **7**
Major Street Name: **Huntington Boulevard**
Minor Street Name: **Primrose Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	NO
1B - Interruption of Continuous Traffic	YES
1C - 80% Combination	NO
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	12
Major Street Name:	Mayflower Avenue
Minor Street Name:	Central Avenue

Intersection Number & Name as Displayed

12. MAYFLOWER AVENUE & CENTRAL AVENUE

Major Street Lanes:	2
Minor Street Lanes:	1
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	610	519	366
Major Street (Approach 2):	437	371	262
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	446	379	268

Input Required

Value is automatically generated, but can be input manually if desired.

Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

12. MAYFLOWER AVENUE & CENTRAL AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Central Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)
Major Street (Approach 1): 366
Major Street (Approach 2): 262
[a] Major Street Left-Turns: 0
Minor Street (Higher Volume): 268

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **628** Minor: **268**
	Major	Minor	100%	80%	100%	80%	
	1	1	500	400	150	120	
→	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**YES**
	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **628** Minor: **268**
	Major	Minor	100%	80%	100%	80%	
	1	1	750	600	75	60	
→	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**NO**
	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied? YES
Condition B 80% satisfied? NO
80% Combination Satisfied? **NO**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

12. MAYFLOWER AVENUE & CENTRAL AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Central Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

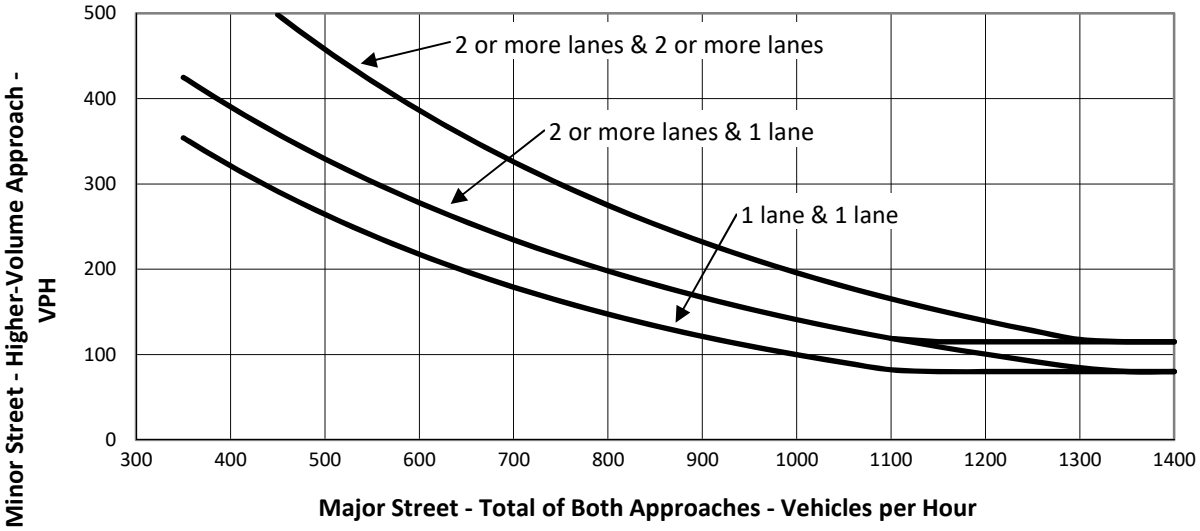
Major Street (Approach 1):	519
Major Street (Approach 2):	371
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	379

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	519
Major Street (Approach 2):	371
Total Major Street Volume:	890
Major Street Left Turns:	0
Minor Street (Higher Volume):	379
Total Minor Street Volume:	379

Minimum Major Street Volume:	390
Satisfied?	YES
Minimum Minor Street Volume:	170
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

12. MAYFLOWER AVENUE & CENTRAL AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Central Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

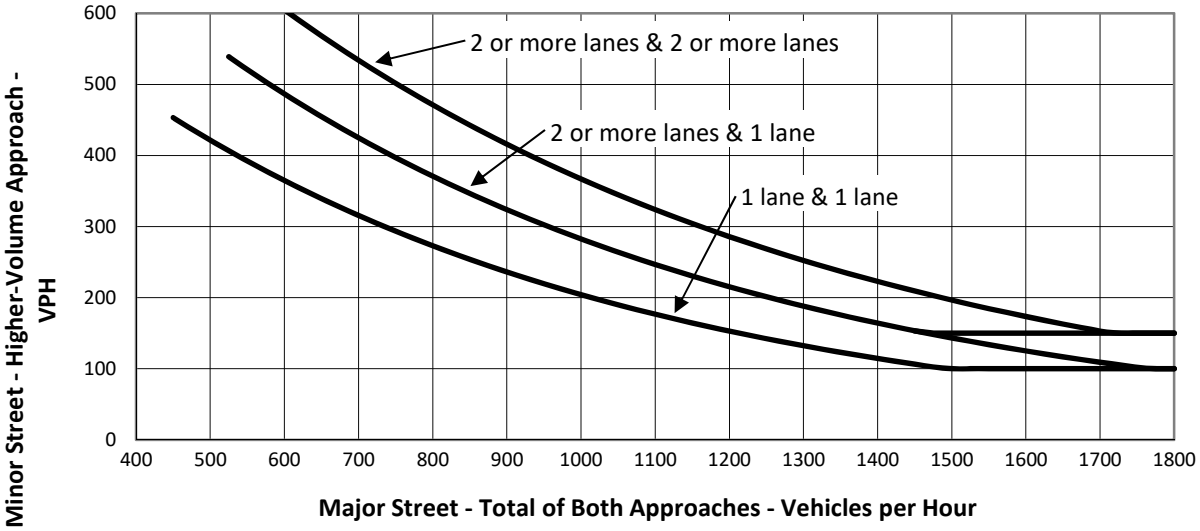
Major Street (Approach 1):	610
Major Street (Approach 2):	437
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	446

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	610
Major Street (Approach 2):	437
Total Major Street Volume:	1,047
Major Street Left Turns:	0
Minor Street (Higher Volume):	446
Total Minor Street Volume:	446

Minimum Major Street Volume:	510
Satisfied?	YES
Minimum Minor Street Volume:	265
Satisfied?	YES
Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **12**
Major Street Name: **Mayflower Avenue**
Minor Street Name: **Central Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	YES
1B - Interruption of Continuous Traffic	NO
1C - 80% Combination	NO
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	13
Major Street Name:	Central Avenue
Minor Street Name:	Magnolia Avenue

Intersection Number & Name as Displayed

13. CENTRAL AVENUE & MAGNOLIA AVENUE

Major Street Lanes:	1
Minor Street Lanes:	2
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	432	367	259
Major Street (Approach 2):	430	366	258
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	407	346	244

Input Required
Value is automatically generated, but can be input manually if desired.
Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

13. CENTRAL AVENUE & MAGNOLIA AVENUE

Major Street Name: Central Avenue
Minor Street Name: Magnolia Avenue

Major Street Lanes: 1
Minor Street Lanes: 2

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)

Major Street (Approach 1):	259
Major Street (Approach 2):	258
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	244

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **517** Minor: **244**
	Major	Minor	100%	80%	100%	80%	
	1	1	500	400	150	120	
	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**YES**
→	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **517** Minor: **244**
	Major	Minor	100%	80%	100%	80%	
	1	1	750	600	75	60	
	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**NO**
→	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied?	YES		
Condition B 80% satisfied?	NO	80% Combination Satisfied?	**NO**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

13. CENTRAL AVENUE & MAGNOLIA AVENUE

Major Street Name: Central Avenue
Minor Street Name: Magnolia Avenue

Major Street Lanes: 1
Minor Street Lanes: 2

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

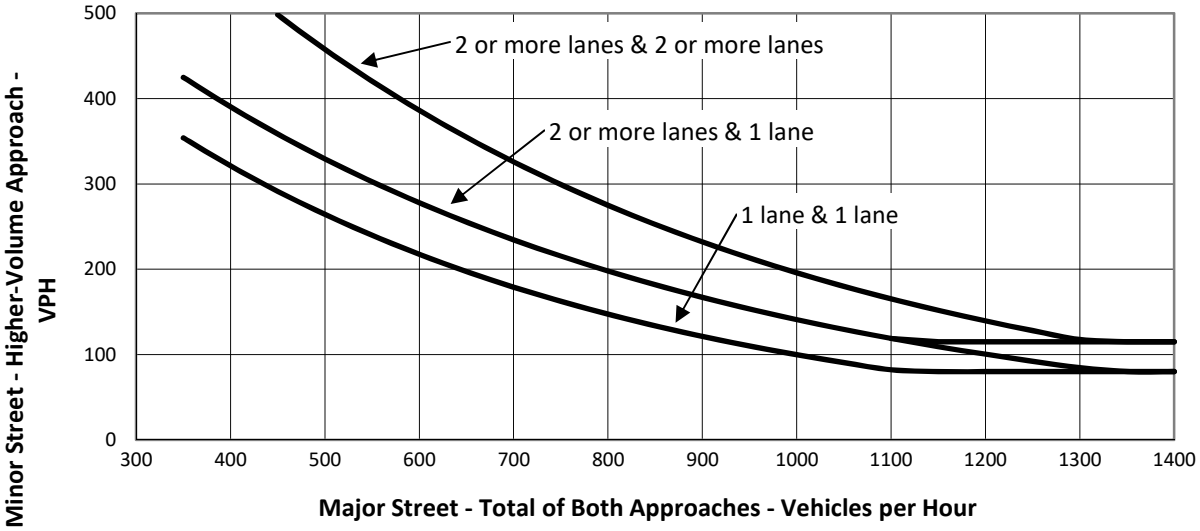
Major Street (Approach 1):	367
Major Street (Approach 2):	366
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	346

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	367
Major Street (Approach 2):	366
Total Major Street Volume:	733
Major Street Left Turns:	0
Minor Street (Higher Volume):	346
Total Minor Street Volume:	346

Minimum Major Street Volume:	390
Satisfied?	YES
Minimum Minor Street Volume:	222
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

13. CENTRAL AVENUE & MAGNOLIA AVENUE

Major Street Name: Central Avenue
Minor Street Name: Magnolia Avenue

Major Street Lanes: 1
Minor Street Lanes: 2

[b] Urban/Rural: Urban

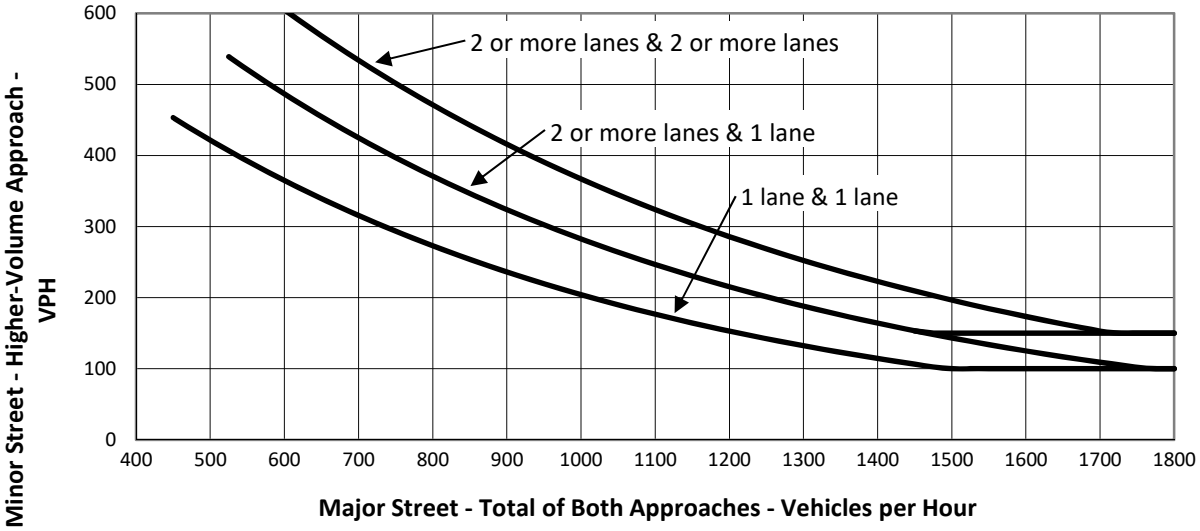
Vehicles per Hour (Peak Hour)	
Major Street (Approach 1):	432
Major Street (Approach 2):	430
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	407

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	432
Major Street (Approach 2):	430
Total Major Street Volume:	862
Major Street Left Turns:	0
Minor Street (Higher Volume):	407
Total Minor Street Volume:	407

Minimum Major Street Volume:	510
Satisfied?	YES
Minimum Minor Street Volume:	341
Satisfied?	YES
Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **13**
Major Street Name: **Central Avenue**
Minor Street Name: **Magnolia Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	YES
1B - Interruption of Continuous Traffic	NO
1C - 80% Combination	NO
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	17
Major Street Name:	Mayflower Avenue
Minor Street Name:	Evergreen Avenue

Intersection Number & Name as Displayed

17. MAYFLOWER AVENUE & EVERGREEN AVENUE

Major Street Lanes:	2
Minor Street Lanes:	1
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	865	735	519
Major Street (Approach 2):	669	569	401
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	229	195	137

Input Required

Value is automatically generated, but can be input manually if desired.

Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

17. MAYFLOWER AVENUE & EVERGREEN AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Evergreen Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)
Major Street (Approach 1): 519
Major Street (Approach 2): 401
[a] Major Street Left-Turns: 0
Minor Street (Higher Volume): 137

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **920** Minor: **137**
	Major	Minor	100%	80%	100%	80%	
	1	1	500	400	150	120	
→	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**NO**
	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **920** Minor: **137**
	Major	Minor	100%	80%	100%	80%	
	1	1	750	600	75	60	
→	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**YES**
	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied? YES
Condition B 80% satisfied? YES
80% Combination Satisfied? **YES**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

17. MAYFLOWER AVENUE & EVERGREEN AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Evergreen Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

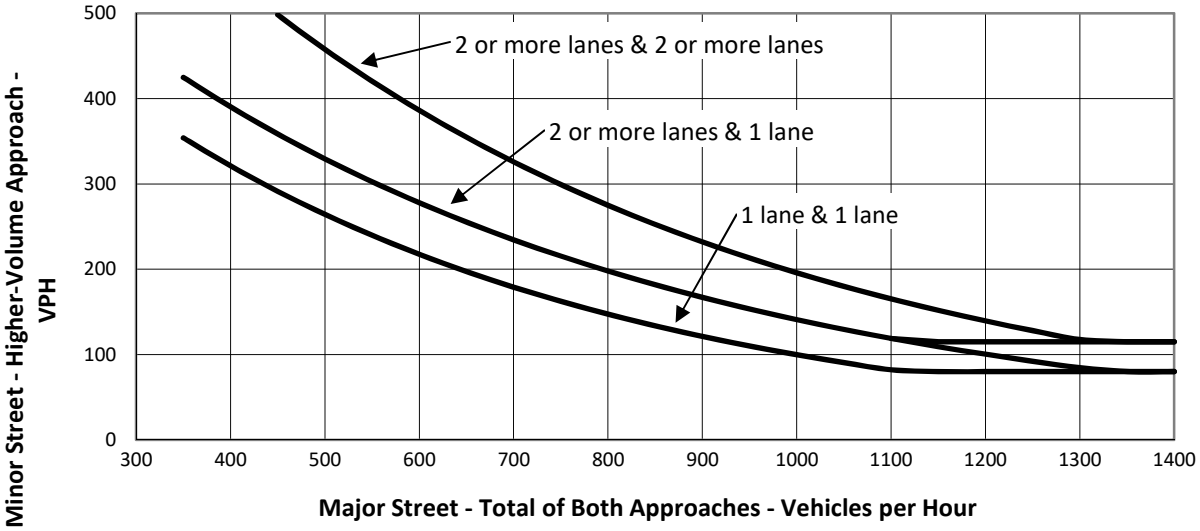
Major Street (Approach 1):	735
Major Street (Approach 2):	569
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	195

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	735
Major Street (Approach 2):	569
Total Major Street Volume:	1,304
Major Street Left Turns:	0
Minor Street (Higher Volume):	195
Total Minor Street Volume:	195

Minimum Major Street Volume:	390
Satisfied?	YES
Minimum Minor Street Volume:	84
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

17. MAYFLOWER AVENUE & EVERGREEN AVENUE

Major Street Name: Mayflower Avenue
Minor Street Name: Evergreen Avenue

Major Street Lanes: 2
Minor Street Lanes: 1

[b] Urban/Rural: Urban

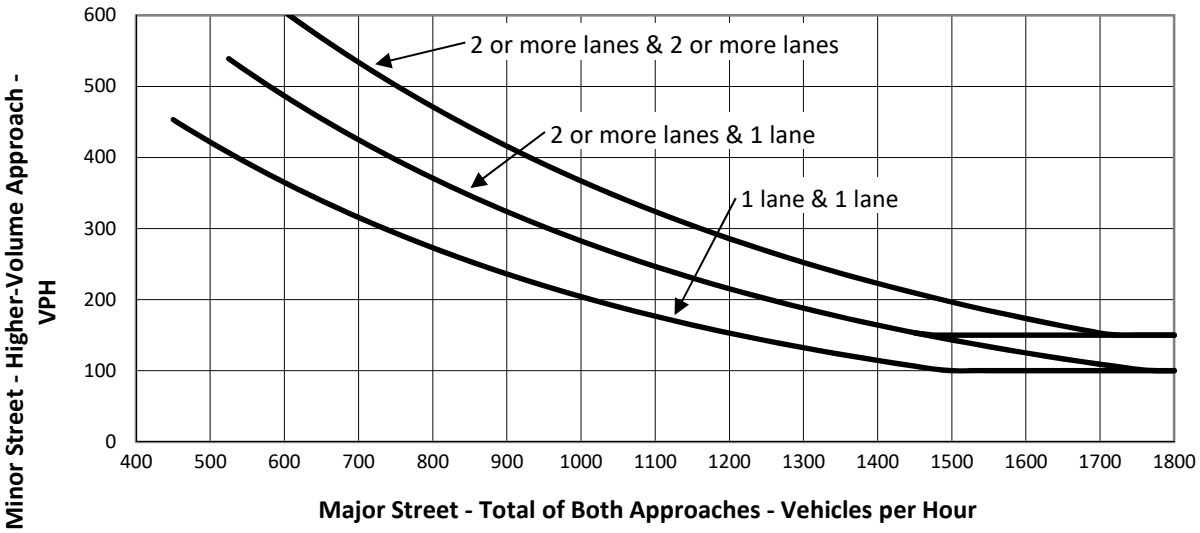
Vehicles per Hour (Peak Hour)	
Major Street (Approach 1):	865
Major Street (Approach 2):	669
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	229

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	865
Major Street (Approach 2):	669
Total Major Street Volume:	1,534
Major Street Left Turns:	0
Minor Street (Higher Volume):	229
Total Minor Street Volume:	229

Minimum Major Street Volume:	510
Satisfied?	YES
Minimum Minor Street Volume:	137
Satisfied?	YES
Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **17**
Major Street Name: **Mayflower Avenue**
Minor Street Name: **Evergreen Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	NO
1B - Interruption of Continuous Traffic	YES
1C - 80% Combination	YES
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**

Traffic Signal Warrant Input Sheet

Fill in all shaded cells.

Project Name:	Monrovia TIF Program
Analysis Scenario:	Future Growth (2040)
Intersection Number:	18
Major Street Name:	Magnolia Avenue
Minor Street Name:	Evergreen Avenue

Intersection Number & Name as Displayed

18. MAGNOLIA AVENUE & EVERGREEN AVENUE

Major Street Lanes:	1
Minor Street Lanes:	1
[a] Urban/Rural:	Urban

Traffic Volumes	Peak Hour	4th Highest Hour	8th Highest Hour
Hourly Factor (% of Peak Hour):	n/a	85%	60%
Major Street (Approach 1):	566	481	340
Major Street (Approach 2):	541	460	325
[b] Major Street Left-Turns:	0	0	0
Minor Street (Higher Volume):	265	225	159

Input Required

Value is automatically generated, but can be input manually if desired.

Default values. Can be altered if desired.

[a] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[b] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

At an intersection with a high-volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher volume of the major-street left-turn volumes plus the higher volume minor street approach as the "minor street" volume and both approaches of the major street minus the higher of the major-street left-turn volume as "major street" volume.

Source: Section 4C of CA MUTCD

FUTURE GROWTH (2040)

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 1, Eight-Hour Vehicular Volume

18. MAGNOLIA AVENUE & EVERGREEN AVENUE

Major Street Name: Magnolia Avenue
Minor Street Name: Evergreen Avenue

Major Street Lanes: 1
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (8th Highest Hour)

Major Street (Approach 1):	340
Major Street (Approach 2):	325
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	159

CONDITION A - MINIMUM VEHICULAR VOLUME

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **665** Minor: **159**
	Major	Minor	100%	80%	100%	80%	
→	1	1	500	400	150	120	
	2 +	1	600	480	150	120	Condition A Satisfied?
	2 +	2 +	600	480	200	160	**YES**
	1	2 +	500	400	200	160	

CONDITION B - INTERRUPTION OF CONTINUOUS TRAFFIC

	Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)		Vehicles per hour on higher-volume minor street approach (one direction only)		Vehicles per Hour Major: **665** Minor: **159**
	Major	Minor	100%	80%	100%	80%	
→	1	1	750	600	75	60	
	2 +	1	900	720	75	60	Condition B Satisfied?
	2 +	2 +	900	720	100	80	**NO**
	1	2 +	750	600	100	80	

80% COMBINATION - BOTH CONDITION A AND CONDITION B 80% SATISFIED

Condition A 80% satisfied? YES
Condition B 80% satisfied? YES

80% Combination Satisfied? **YES**

[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 2, Four-Hour Vehicular Volume

18. MAGNOLIA AVENUE & EVERGREEN AVENUE

Major Street Name: Magnolia Avenue
Minor Street Name: Evergreen Avenue

Major Street Lanes: 1
Minor Street Lanes: 1

[b] Urban/Rural: Urban

Vehicles per Hour (4th Highest Hour)

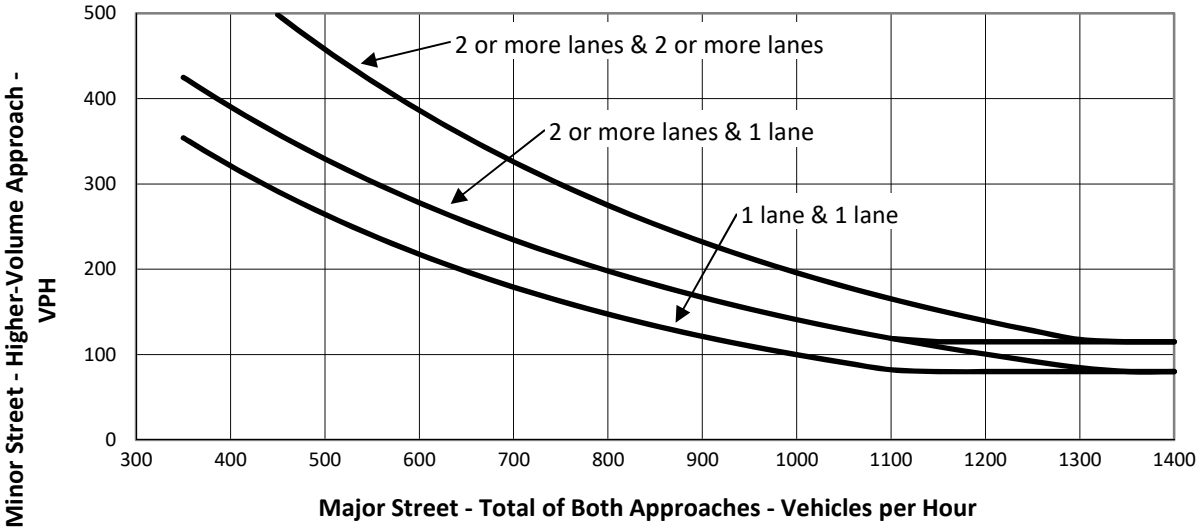
Major Street (Approach 1):	481
Major Street (Approach 2):	460
[a] Major Street Left-Turns:	0
Minor Street (Higher Volume):	225

Vehicles per Hour (4th Highest Hour)

Major Street (Approach 1):	481
Major Street (Approach 2):	460
Total Major Street Volume:	941
Major Street Left Turns:	0
Minor Street (Higher Volume):	225
Total Minor Street Volume:	225

Minimum Major Street Volume:	380
Satisfied?	YES
Minimum Minor Street Volume:	112
Satisfied?	YES
Warrant 2 Satisfied?	**YES**

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Monrovia TIF Program

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

18. MAGNOLIA AVENUE & EVERGREEN AVENUE

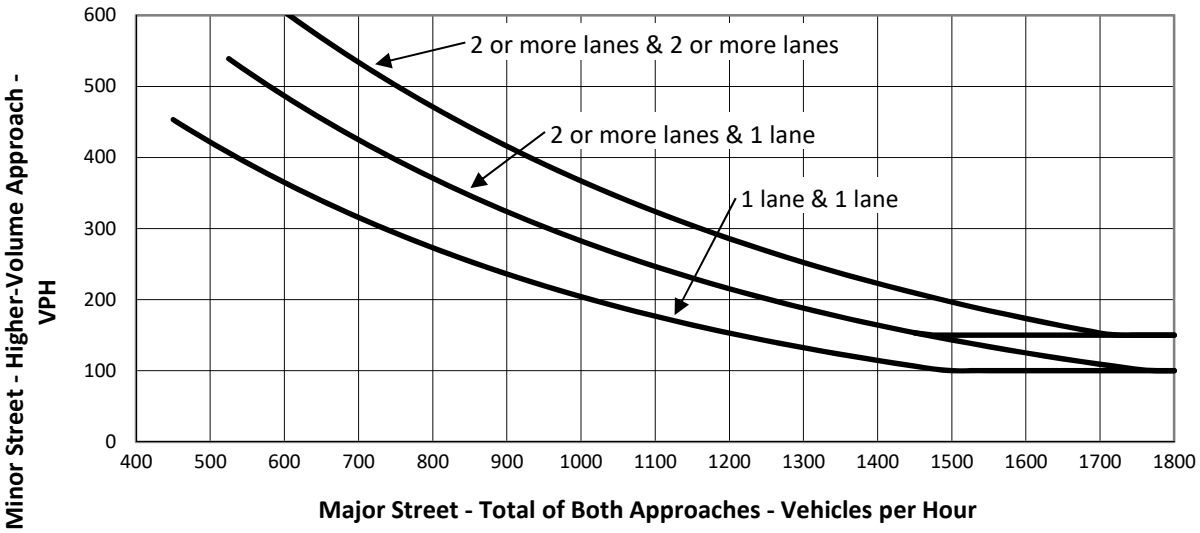
Major Street Name:	Magnolia Avenue	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Evergreen Avenue	Major Street (Approach 1):	566
		Major Street (Approach 2):	541
Major Street Lanes:	1	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	265

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	566	Minimum Major Street Volume:	450
Major Street (Approach 2):	541	Satisfied?	YES
Total Major Street Volume:	1,107		
		Minimum Minor Street Volume:	175
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	265		
Total Minor Street Volume:	265	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Traffic Signal Warrant Analysis Summary

Project Name: **Monrovia TIF Program**
Analysis Scenario: **Future Growth (2040)**

Intersection Number: **18**
Major Street Name: **Magnolia Avenue**
Minor Street Name: **Evergreen Avenue**

Summary of Results

MUTCD Warrant	Satisfied?
Warrant 1 - Eight-Hour Vehicular Volume	
1A - Minimum Vehicular Volume	YES
1B - Interruption of Continuous Traffic	NO
1C - 80% Combination	YES
Warrant 2 - Four-Hour Vehicular Volume	YES
Warrant 3 - Peak Hour	YES
Any Warrant Satisfied?	**YES**