



Appendix G. Traffic Impact Analysis

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ANAHEIM STREET AND
WALNUT AVENUE
DEVELOPMENT
PROJECT

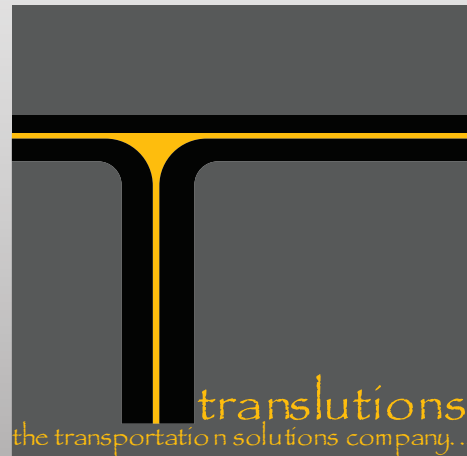
TRAFFIC IMPACT ANALYSIS

MAY 23, 2019

PREPARED FOR:

HDR
3230 El Camino Real
Suite 200
Irvine, CA 92602

PREPARED BY:



translutions, inc.

17632 Irvine Boulevard, Suite 200
Tustin, California 92780
(949) 656-3131



TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose of the Traffic Study and Study Objectives	1
1.2	Project Location & Study Area	1
1.3	Analysis Scenarios	1
2.0	PROJECT DESCRIPTION	5
2.1	Project Trip Generation	5
2.2	Project Trip Distribution & Assignment	5
3.0	LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS	5
3.1	Intersection Levels of Service	5
3.2	Levels of Service Thresholds	12
4.0	VOLUME DEVELOPMENT METHODOLOGY	12
4.1	Existing Traffic Volumes	12
4.2	Cumulative Traffic Volumes	13
4.3	With Project Traffic Volumes	13
5.0	EXISTING CONDITIONS	13
5.1	Existing Roadway Conditions	13
5.2	Existing Transit Service	13
5.3	Existing Pedestrian & Bicycle Facilities	20
5.4	Existing Levels of Service	20
5.5	Existing With Project Levels of Service	20
7.0	CUMULATIVE CONDITIONS	29
7.1	Cumulative Roadway Conditions	29
7.2	Cumulative Transit Services	29
7.3	Cumulative Pedestrian & Bicycle Facilities	29
7.4	Cumulative Levels of Service	29
7.5	Cumulative With Project Levels of Service	29
8.0	CIRCULATION IMPROVEMENTS	34
8.1	Existing and Cumulative With Project Circulation Improvements	34
9.0	CMP TIA ANALYSIS	34
10.0	2040 VMT ANALYSIS	34
11.0	IMPACT ANALYSIS FOR CEQA DETERMINATION	40
12.0	SUMMARY & CONCLUSIONS	40

APPENDICES

Appendix A: Traffic Counts

Appendix B: Detailed Volume Development Worksheets
 Appendix C: Level of Service Worksheets
 Appendix D: City of Long Beach Traffic Analysis Zones
 Appendix E: Peak Hour Signal Warrants

FIGURES AND TABLES

FIGURES

Figure 1: Regional Project Location 2
 Figure 2: Site Plan..... 3
 Figure 3: Study Area Intersections 4
 Figure 4: Project Trip Distribution – (Apartments) 7
 Figure 5: Project Trip Distribution – (Office/Clinic) 8
 Figure 6: Project Trip Assignment – (Apartments) 9
 Figure 7: Project Trip Assignment – (Office/Clinic)..... 10
 Figure 8: Total Project Trip Assignment 11
 Figure 9: Cumulative Project Locations..... 14
 Figure 10: Transit Facilities 21
 Figure 11: Bicycle Facilities..... 22
 Figure 12: Pedestrian Facilities 23
 Figure 13: Intersection Geometrics and Stop Control 24
 Figure 14: Existing Peak Hour Traffic Volumes..... 25
 Figure 15: Existing With Project Peak Hour Traffic Volumes 27
 Figure 16: Cumulative Peak Hour Traffic Volumes 30
 Figure 17: Cumulative With Project Peak Hour Traffic Volumes 32
 Figure 18: Existing With Project With Improvements Peak Hour Traffic Volumes..... 35
 Figure 19: Cumulative With Project With Improvements Peak Hour Traffic Volumes 36

TABLES

Table A: Project Trip Generation..... 6
 Table B: Levels of Service Criteria 12
 Table C: Cumulative Projects Trip Generation..... 15
 Table D: Existing Levels of Service..... 26
 Table E: Existing With Project Levels of Service..... 28
 Table F: Cumulative Levels of Service..... 31
 Table G: Cumulative With Project Levels of Service 33
 Table H: Existing With Project With Improvements Levels of Service..... 37
 Table I: Cumulative With Project With Improvements Levels of Service 38
 Table J: Year 2040 VMT per Employee Calculations from CSTDM..... 39
 Table K: Year 2040 VMT per Household Calculations from CSTDM 41

1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the traffic analysis prepared for the proposed Walnut Avenue and Anaheim Street mixed-use project (the project). The proposed project encompasses an approximately 1.54-acre site located on the southwest corner of Walnut Avenue and Anaheim Street in the City of Long Beach, Los Angeles County. The project proposes the construction of an 88-affordable housing unit, five-story apartment building, with 18,136 square feet for medical clinic and 1,100 square feet of office space.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a traffic impact analysis established by the 2010 Los Angeles County Congestion Management Program (CMP) as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

The CMP requires analysis of off-site intersections potentially affected by the project, which the CMP defines as intersections at which the project is forecast to add 50 or more peak hour trips. This report evaluates six intersections and project driveways under four analysis scenarios and proposes circulation improvements for intersections that operate or are forecast to operate at unsatisfactory levels of service. In addition, this reports also evaluates alternative modes of travel in the vicinity of the project.

1.2 Project Location & Study Area

As stated earlier, the project is located on the southwest corner of Walnut Avenue and Anaheim Street in the City of Long Beach. The project proposes the construction of an 88-affordable housing unit five-story apartment building, with 18,136 square feet for medical clinic and 1,100 square feet of office space. Figure 1 shows the regional location of the project. The project is planned to open in 2020. Figure 2 illustrates the site plan of the proposed project.

Based on discussion with City staff, this report analyzes the following seven intersections for traffic operations:

1. Alamitos Avenue and Anaheim Street;
2. Orange Avenue and Anaheim Street;
3. Gundry Court and Anaheim Street;
4. Peterson Avenue-Alley and Anaheim Street;
5. Alley and Driveway 1; and
6. Walnut Avenue and Anaheim Street.

Figure 3 illustrates the intersections included in the analysis.

1.3 Analysis Scenarios

Based on the CMP guidelines, this report analyzes traffic conditions for the following four scenarios:

1. Existing Conditions;
2. Existing with Project Conditions;
3. Opening Year plus Related Projects without Project Conditions (Cumulative Conditions); and
4. Opening Year plus Related Projects with Project Conditions (Cumulative with Project Conditions).

Consistent with CMP guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

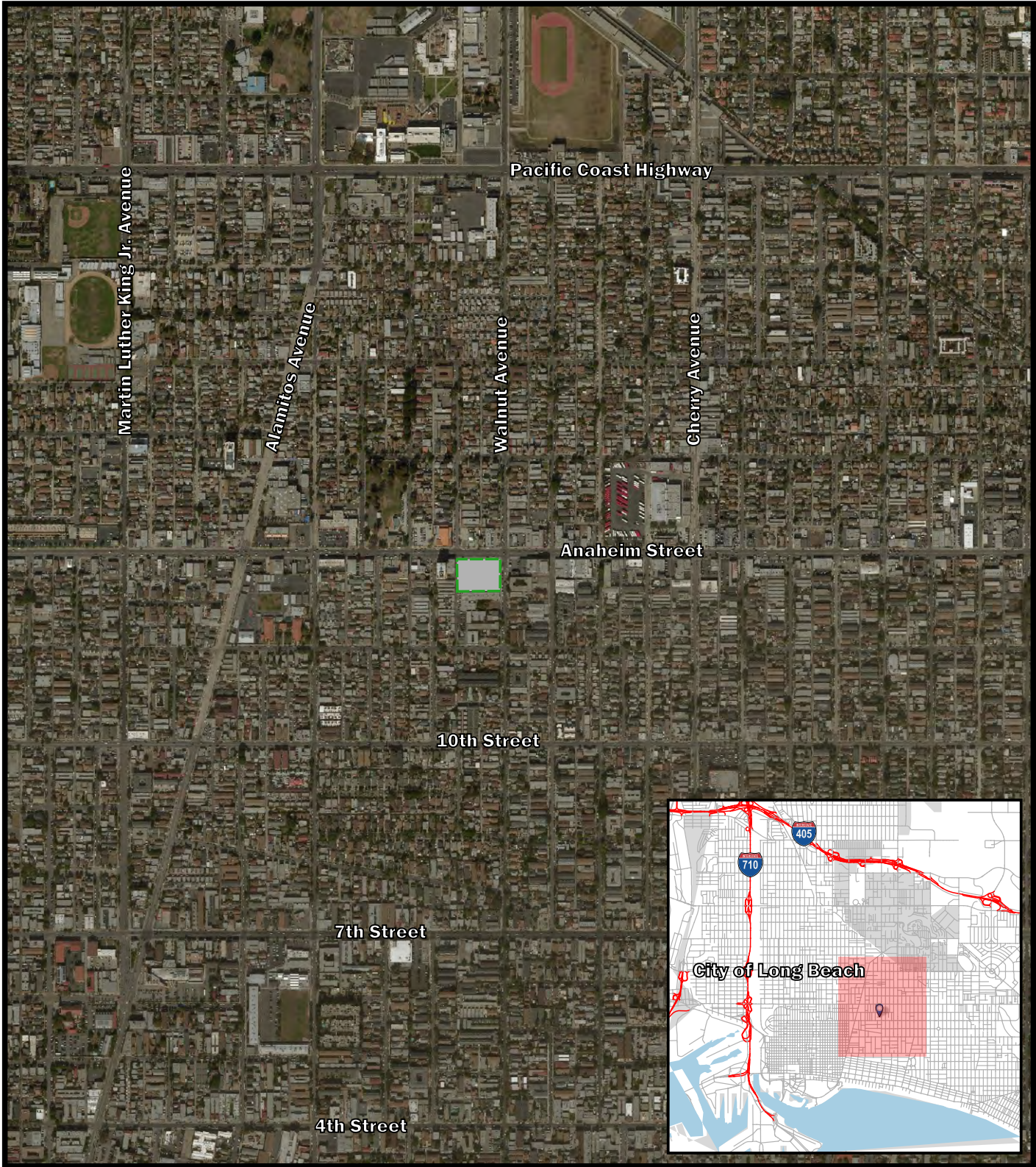


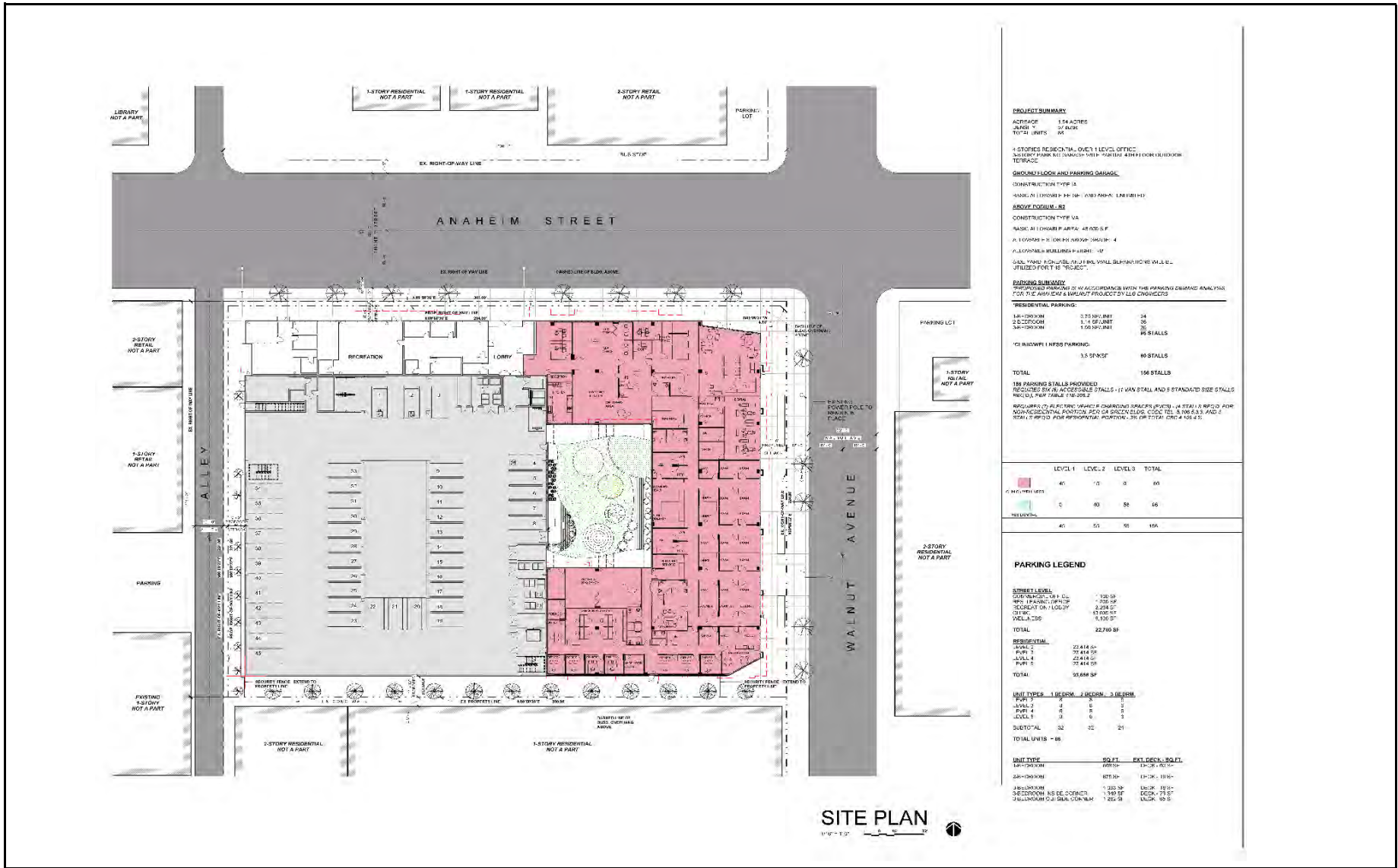
FIGURE 1

Legend

 Project Boundary

Anaheim Street and Walnut Avenue Development Project
Regional Project Location





PROJECT SUMMARY

ACRES 1.54 ACRES
 AREA 37,000 SQ. FT.
 TOTAL UNITS 88

4 STORIES RESIDENTIAL OVER 1 LEVEL OFFICE
 2 LEVEL PARKING GARAGE WITH PARTIAL 4TH LEVEL OUTDOOR
 TERRACE

GROUND FLOOR AND PARKING GARAGE

CONSTRUCTION TYPE IA
 FOUNDATION (CONCRETE) AND ANCHOR UNIFORM

ROOF DOGMEN - B3

CONSTRUCTION TYPE VA
 RADIANT (CONCRETE) PANELS
 A. 1.000000 - 0.100000 (0.000000) - 4

A. 1.000000 - 0.100000 (0.000000) - 4
 A. 1.000000 - 0.100000 (0.000000) - 4

ALL OTHERS ARE TO BE PROVIDED BY THE ARCHITECT AND ENGINEER
 UTILIZED FOR THIS PROJECT

PARKING SUMMARY

PROVIDED PARKING IS IN ACCORDANCE WITH THE PARKING DEMAND ANALYSIS
 FOR THE ABOVE AND IS SUBJECT TO THE APPROVAL OF THE ENGINEER

RESIDENTIAL PARKING:

1A - 100 SQ. FT.	175 UNITS	34
2 - 100 SQ. FT.	114 UNITS	23
3A - 100 SQ. FT.	150 UNITS	30
		87 STALLS

COMMERCIAL / OFFICE PARKING:

3.5 SPACES	40 STALLS
TOTAL 127 STALLS	

THE PARKING STALLS PROVIDED
 REQUIRED FOR ACCESSIBLE STALLS - (1) VAN STALL AND 8 STANDARD SIDE STALLS
 REQUIRED PER ADA 2010

INCLUDES CYCLING VEHICLE CHANGING SPACES (1) VAN STALL 8 STALLS REQUIRED FOR
 NON-RESIDENTIAL PORTION PER CA SPECIFIC CODES (SEE 9.06.6.3 AND 9.06.6.4
 STALLS REQUIRED FOR RESIDENTIAL PORTION SEE TOTAL CODE 9.06.6.4

	LEVEL 1	LEVEL 2	LEVEL 3	TOTAL
RESIDENTIAL	40	51	36	127
COMMERCIAL / OFFICE	0	0	40	40
TOTAL	40	51	76	167

PARKING LEGEND

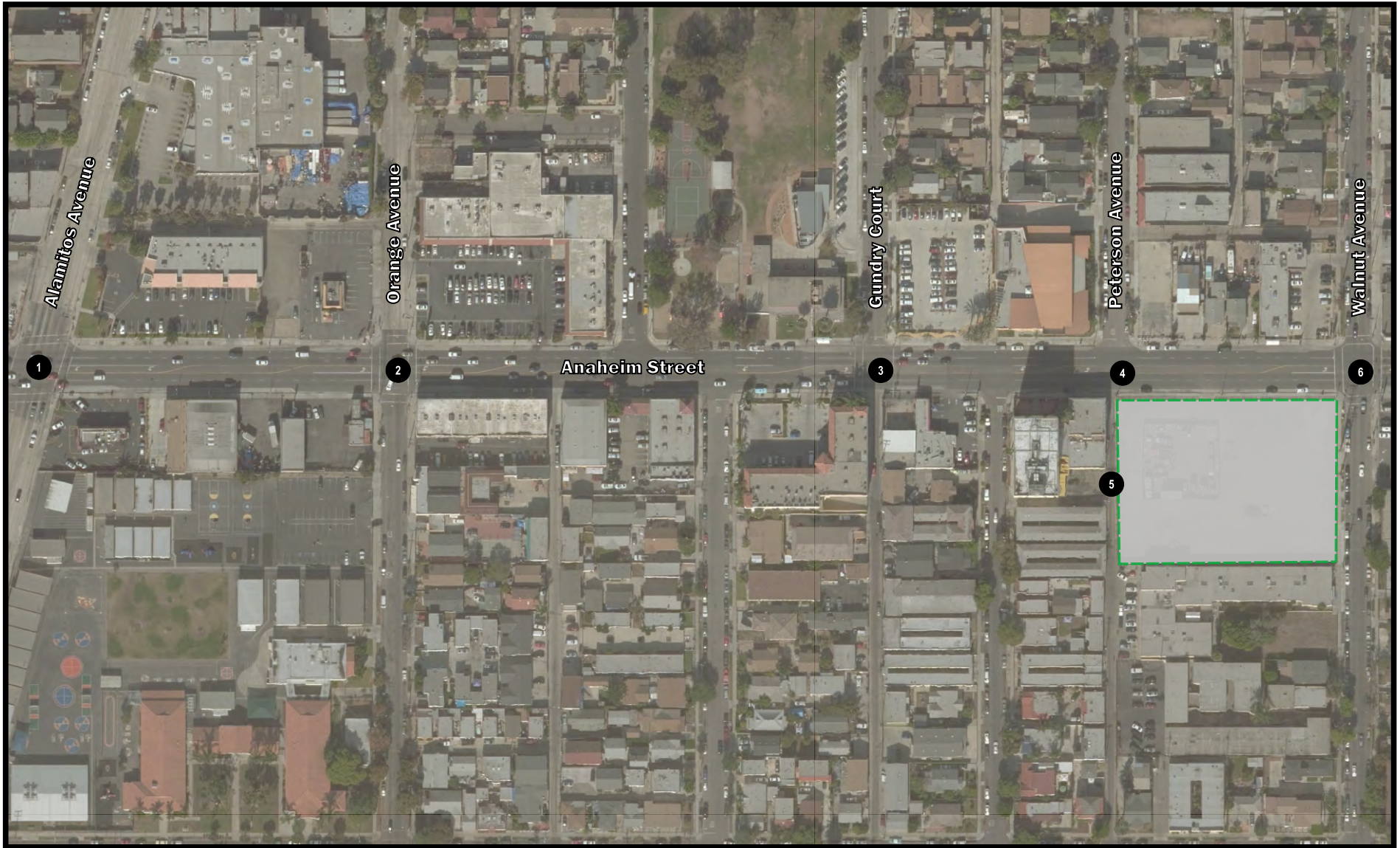
STREET LEVEL		
CONCRETE ON 1.000000	1,100 SF	
CONCRETE ON 1.000000	2,200 SF	
CONCRETE ON 1.000000	2,200 SF	
WELL CAS	8,100 SF	
TOTAL	22,700 SF	
RESIDENTIAL		
LEVEL 1	22,414 SF	
LEVEL 2	22,414 SF	
LEVEL 3	22,414 SF	
TOTAL	67,242 SF	
UNIT TYPES	1 BR/DM, 2 BR/DM, 3 BR/DM	
LEVEL 1	4	
LEVEL 2	4	
LEVEL 3	4	
SUBTOTAL	12	
TOTAL UNITS	88	
UNIT TYPE	90 FT²	100 FT²
1A - 100 SQ. FT.	175 UNITS	34
2 - 100 SQ. FT.	114 UNITS	23
3A - 100 SQ. FT.	150 UNITS	30
TOTAL	439	87

Source: SVA Architects (April, 2019)

FIGURE 2

Anaheim Street and Walnut Avenue Development Project
 Site Plan





Legend



-  Project Boundary
-  Study Area Intersections

FIGURE 3

**Anaheim Street and Walnut Avenue Development Project
Site Plan**



2.0 PROJECT DESCRIPTION

As discussed earlier, the project will construct an 88-affordable housing unit five-story apartment building, with 18,136 square feet for medical clinic and 1,100 square feet of office space on 1.54-acres. Access to the project site from Anaheim Street will occur via the existing alley that aligns in the north/south direction with Peterson Avenue. One project driveway will connect to the existing alley and provide right-out/left-in ingress/egress movements to the project. Previously referenced Figure 2 illustrates the site plan for the proposed project.

2.1 Project Trip Generation

Residential or mixed-use developments that include affordable housing units can qualify for a trip reduction credit based on the total dwelling units that are reserved as affordable. However, to provide a conservative analysis, no trip reduction credit was applied to the project trip generation.

Trip generation for the project is based on trip generation rates from the Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition) for Land Use 221 - "Multifamily Housing (Mid-Rise)", Land Use 710 "General Office Building", and Land Use 630 - "Clinic".

A portion of trips generated by two distinct land uses at a mixed-use site are referred to as "internal trips". These trips do not use the off-site road system and can be made by personal passenger vehicle, walking, bicycling, or transit. Internal trips were calculated using rates from ITE *Trip Generation Handbook* (3rd Edition).

Table A lists the project trip generation. As shown in Table A, the project is forecast to generate 100 net new trips in the a.m. peak hour, 96 net new trips in the p.m. peak hour, and 1,178 net new daily trips.

2.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were estimated based on the location of the project in relation to the surrounding land uses and the regional network. Trip distribution patterns were developed separately for the apartments and office/clinic uses. Figures 4 and 5 illustrate the project distribution at the study intersections for apartments and office/clinic uses. Figures 6 and 7 illustrate the resulting project trips at the study intersections for apartments and office uses. Figure 8 illustrates the total project trip assignment.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Intersection Levels of Service

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. The City uses the Intersection Capacity Utilization (ICU) methodology to assess existing and future LOS at signalized study intersections and the Highway Capacity Manual (HCM) methodology for unsignalized intersections. Table B presents a brief description of each level of service letter grade, as well as the ICU and HCM delays associated with each grade.

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Proposed Project								
Multi-Family Housing (Mid-Rise)								
Trip Generation Rates ¹		0.09	0.27	0.36	0.27	0.17	0.44	5.44
Trip Generation	88 DU	8	24	32	24	15	39	479
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		8	24	32	23	14	37	477
Office								
Trip Generation Rates ³		1.00	0.16	1.16	0.18	0.97	1.15	9.74
Trip Generation	1.100 TSF	1	0	1	0	2	2	11
Internal Trips ²		0	0	0	0	0	0	0
Total Net Trips		1	0	1	0	2	2	11
Medical Clinic								
Trip Generation Rates ⁴		2.88	0.81	3.69	0.95	2.33	3.28	38.16
Trip Generation	18.136 TSF	52	15	67	17	42	59	692
Internal Trips ²		0	0	0	(1)	(1)	(2)	(2)
Total Net Trips		52	15	67	16	41	57	690
Total Net Trip Generation		61	39	100	39	57	96	1,178

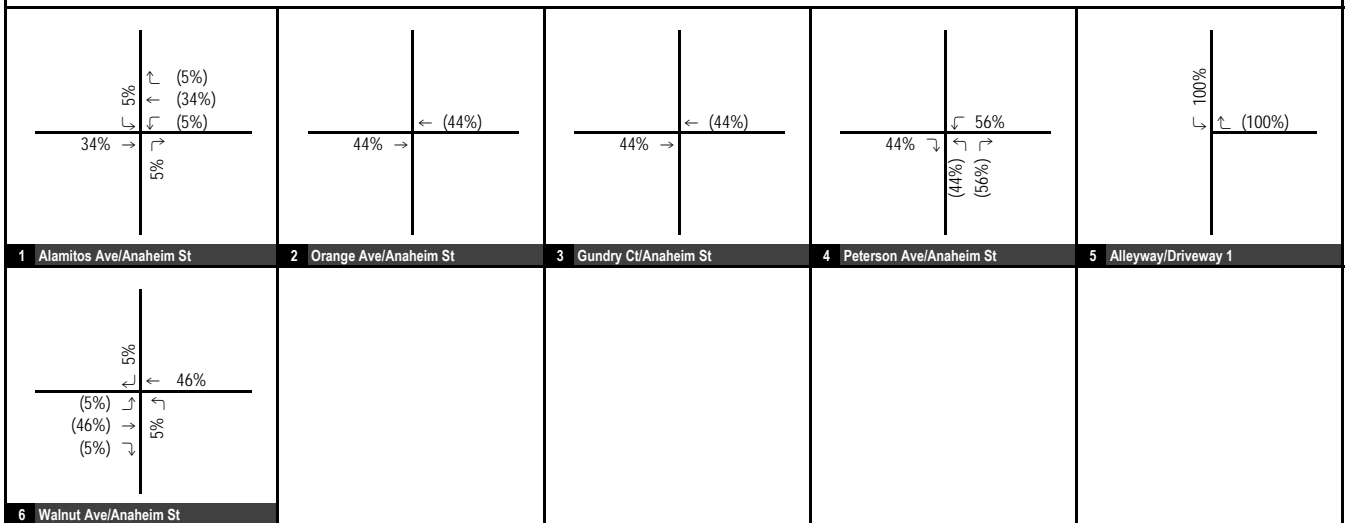
Notes: TSF = Thousand Square Feet

¹ Trip generation based on rates for Land Use 221 - "Multifamily Housing (Mid-Rise)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

² Internal Trips based on ITE *Trip Generation Handbook* (3rd Edition).

³ Trip generation based on rates for Land Use 710 - "General Office Building" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

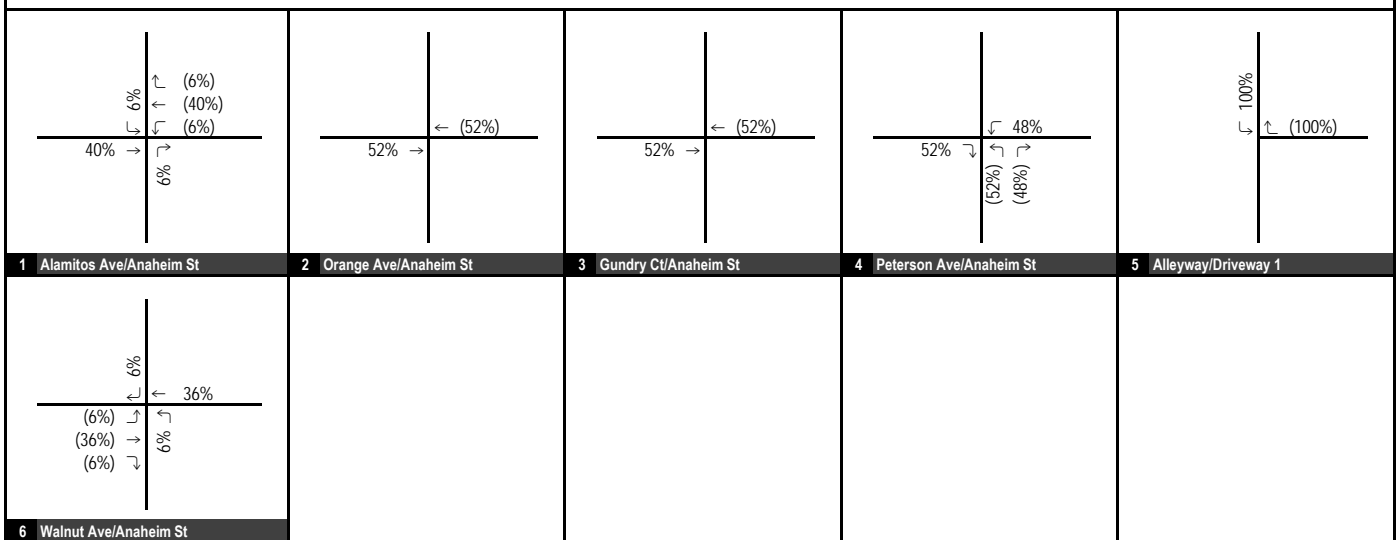
⁴ Trip generation based on rates for Land Use 630 - "Clinic" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).



XX%(YY%) Inbound%(Outbound%) Distribution

FIGURE 4
Anaheim Street and Walnut Avenue Development Project
Project Trip Distribution (Apartments)





XX%(YY%) Inbound%(Outbound%) Distribution

FIGURE 5
Anaheim Street and Walnut Avenue Development Project
Project Trip Distribution (Office/Clinic)



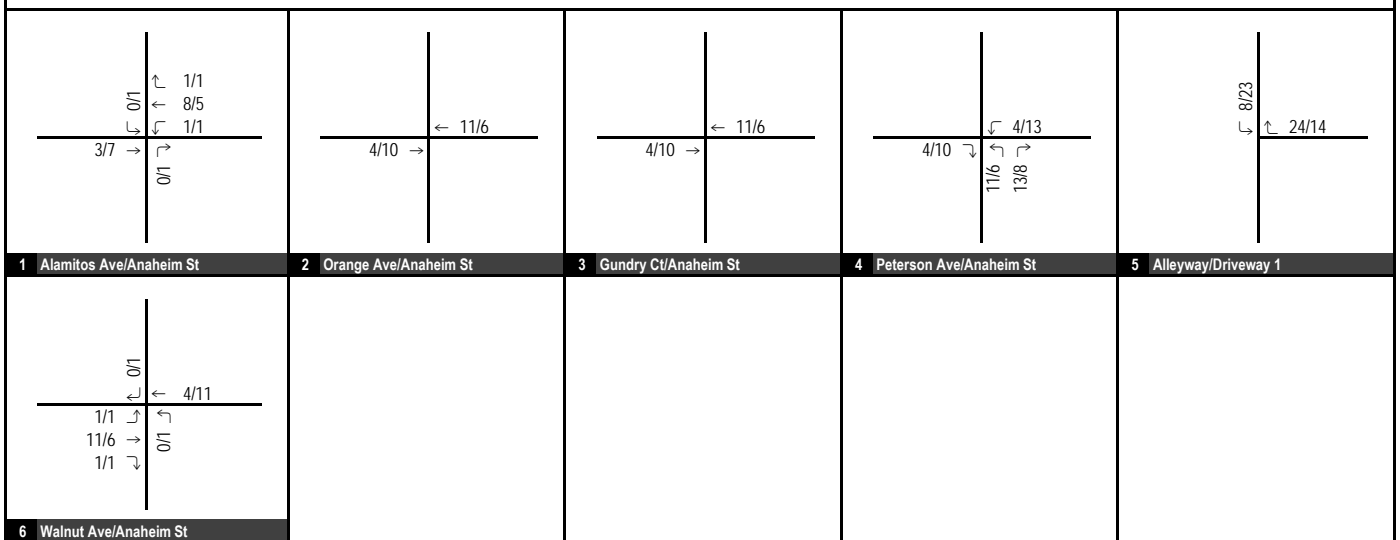


FIGURE 6
Anaheim Street and Walnut Avenue Development Project
Project Trip Assignment (Apartments)

XX/YY AM/PM Peak Hour Trips





1 Alamos Ave/Anaheim St	2 Orange Ave/Anaheim St	3 Gundry Ct/Anaheim St	4 Peterson Ave/Anaheim St	5 Alleyway/Driveway 1
6 Walnut Ave/Anaheim St				

FIGURE 7
Anaheim Street and Walnut Avenue Development Project
Project Trip Assignment (Office/Clinic)

XX/YY AM/PM Peak Hour Trips





1 Alamos Ave/Anaheim St	2 Orange Ave/Anaheim St	3 Gundry Ct/Anaheim St	4 Peterson Ave/Anaheim St	5 Alleyway/Driveway 1
6 Walnut Ave/Anaheim St				

FIGURE 8
Anaheim Street and Walnut Avenue Development Project
Total Project Trip Assignment

XX/YY AM/PM Peak Hour Trips



Table B: Levels of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	HCM (Delay in Seconds)		ICU
		Unsignalized	Signalized	
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10	0.00-0.60
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20	0.61-0.70
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35	0.71-0.80
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55	0.81-0.90
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80	0.91-1.00
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80	>1.00

Source: *Highway Capacity Manual 6th Edition, 2010 LA County CMP*

3.2 Levels of Service Thresholds

The City of Long Beach considers LOS D as the minimum level of service standard for all intersections under its jurisdiction. At signalized intersections, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic. If the intersection is operating at LOS E or F in the without-project conditions, a significant impact occurs if the V/C ratio increases by 0.02 or more with the addition of project traffic. At unsignalized intersections, a significant impact occurs if the operating conditions worsen from LOS D or better to LOS E or F with the addition of project traffic, and the traffic signal warrant analysis determines that a signal is justified.

4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with CMP guidelines.

4.1 Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected by Counts Unlimited Inc. in February 2019. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at all existing study intersections. PCE volumes at these intersections were computed using a

PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Count sheets are contained in Appendix A. Detailed volume development worksheets are included in Appendix B.

4.2 Cumulative Traffic Volumes

Cumulative traffic volumes were developed by applying a per annum growth rate to the existing traffic volumes for one year (2019 to 2020) and adding traffic volumes from cumulative projects. The growth rate is based on forecast growth factors from the LA County CMP. The cumulative projects that are approved and pending and are anticipated to contribute significant traffic to the study area intersections were included in the analysis. The cumulative projects included are located in the City of Long Beach and City of Signal Hill. 21 projects that could add significant traffic to the study intersections were identified and included in the cumulative conditions. Figure 9 illustrates the cumulative project locations and Table C lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 1,191 net a.m. peak hour trips, 1,481 net p.m. peak hour trips, and 22,153 net daily trips. Detailed volume development worksheets are included in Appendix B.

4.3 With Project Traffic Volumes

Traffic volumes for existing, opening year, and cumulative with project conditions were developed by adding the trip assignment to the corresponding without project peak hour traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by the State Route 91 north of the project site. Local access to the project is provided by the following roadways:

- **Alamitos Avenue** is oriented in the north-south direction and is currently a 2-lane roadway with a two-way-left-turn lane. It is designated as a Boulevard with a speed limit of 30 miles per hour (mph).
- **Anaheim Street** is oriented in the east-west direction and is currently a 4-lane roadway near the project site. It is designated as a Major Avenue with a speed limit of 30 mph.
- **Orange Avenue** is oriented in the north-south direction and is currently a 2-lane roadway near the project site. It is designated as a Neighborhood Connector with a speed limit of 25 mph.
- **Walnut Avenue** is oriented in the north-south direction and is currently a 2-lane roadway near the project site. It is designated as a Neighborhood Connector with a speed limit of 25 mph.

5.2 Existing Transit Service

Public transportation services within the project area includes bus transit service by Long Beach Transit and LA Metro. These services are further described below.

Bus Service. The following bus routes are within the project vicinity:

- **Long Beach Transit 71** provides north/south service near the project site on Alamitos Avenue. Line 71 serves between Downtown Long Beach and Rosecrans Avenue. Line 71 operates at 30-minute headways on weekdays.
- **Long Beach Transit 81** provides east/west service near the project site on 10th Street. Line 81 serves between Downtown Long Beach and Cal State Long Beach. Line 81 operates at 45-60-minute headways on weekdays.

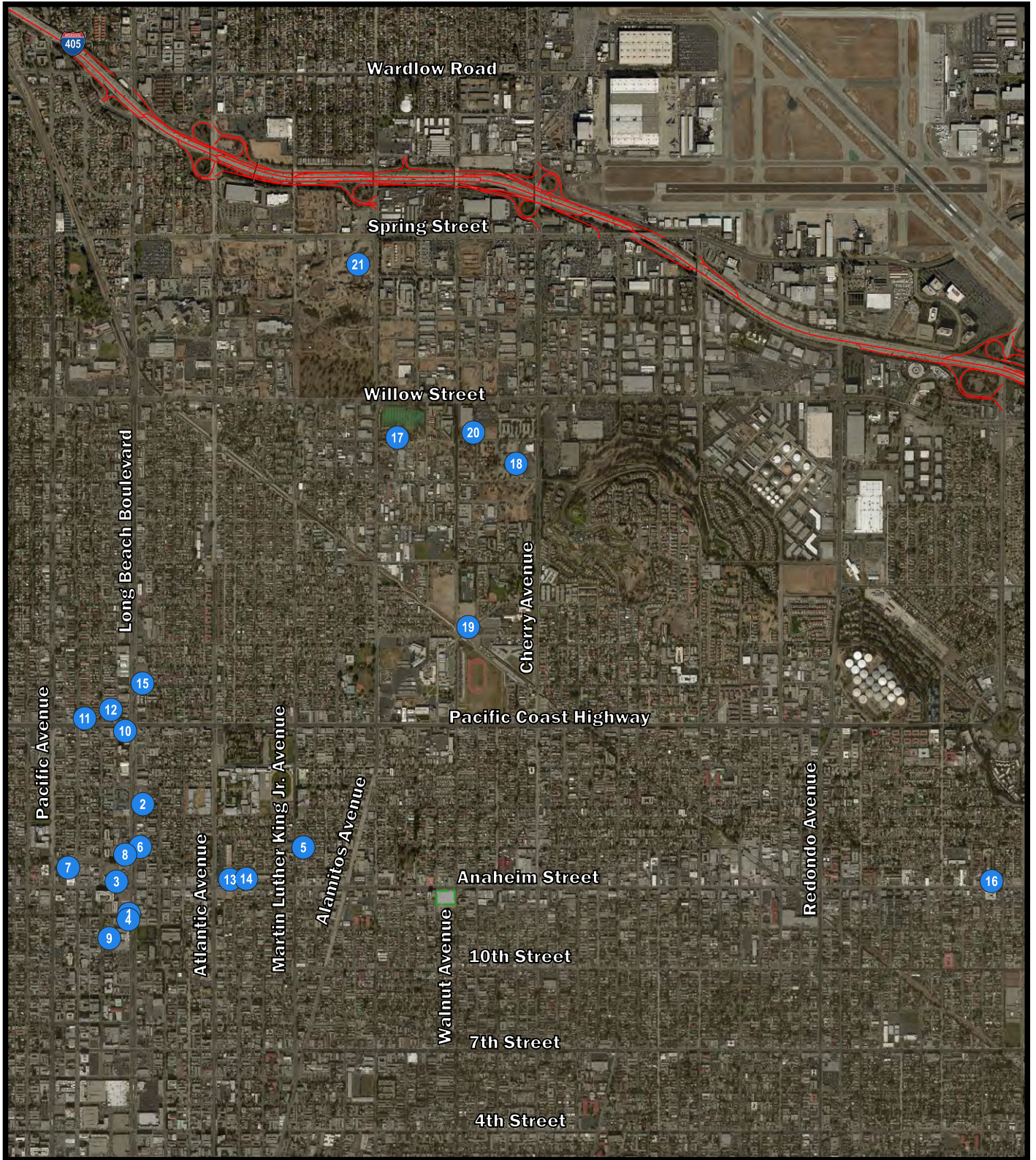


FIGURE 9

Legend

- Project Boundary
- Cumulative Projects

Anaheim Street and Walnut Avenue Development Project
Cumulative Project Locations



Table C - Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily											
					In	Out	Total	In	Out	Total												
1	1201-1235 Long Beach Blvd.	Retail	6.0	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75											
		Trip Generation Rates ¹										3	3	6	11	12	23	227				
		Trip Generation										0	0	0	(4)	(4)	(8)	(8)				
		Pass-By Trips										3	3	6	7	8	15	219				
		Total Net Trip Generation																				
		Multifamily Residential (Mid-Rise)	160	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44	870										
		Trip Generation Rates ²											15	43	58	43	28	71	870			
		Trip Generation																				
		Total Net Project Trip Generation											18	46	64	54	40	94	1,097			
		2	1570-1598 Long Beach Blvd.	Multifamily Residential (Low-Rise)	36	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44									
Trip Generation Rates ³	3			10										13	10	6	16	196				
Trip Generation																						
Retail	10.0			TSF										0.58	0.36	0.94	1.83	1.98	3.81	37.75		
Trip Generation Rates ¹					6	3	9	18	21	39	378											
Trip Generation					0	0	0	(6)	(7)	(13)	(13)											
Pass-By Trips					6	3	9	12	14	26	365											
Total Net Trip Generation	9			13	22	22	20	42	561													
3	233 E. Anaheim St.			Brewery	14.5	TSF	0.37	0.37	0.73	5.23	2.57	7.80	83.84									
				Trip Generation Rates ⁴										5	6	11	76	38	114	1,216		
		Trip Generation	0	0										0	(33)	(17)	(50)	(50)				
		Pass-By Trips	5	6										11	43	21	64	1,166				
		Total Net Trip Generation																				
		4	1101-1157 Long Beach Blvd.	Multifamily Residential (Mid-Rise)	120	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44									
				Trip Generation Rates ²										11	32	43	32	21	53	653		
				Trip Generation																		
				Retail										6.0	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
				Trip Generation Rates ¹	3	3	6	11	12	23	227											
Trip Generation	0			0	0	(4)	(4)	(8)	(8)													
Pass-By Trips	3			3	6	7	8	15	219													
Total Net Trip Generation	14			35	49	39	29	68	872													
5	1405 Lewis Ave.			Multifamily Residential (Low-Rise)	19	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32									
				Trip Generation Rates ³										2	7	9	7	4	11	139		
		Trip Generation																				
6	1400 Long Beach Blvd.	Multifamily Residential (Low-Rise)	65	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32											
		Trip Generation Rates ³										7	23	30	23	14	37	476				
		Trip Generation																				
		Retail										2.1	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75		
		Trip Generation Rates ¹	1	1	2	4	5	9	79													
		Trip Generation	0	0	0	(1)	(2)	(3)	(3)													
		Pass-By Trips	1	1	2	3	3	6	76													
		Total Net Trip Generation	8	24	32	26	17	43	552													
		7	1405 Lewis Ave.	Multifamily Residential (Low-Rise)	20	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32									
				Trip Generation Rates ³										2	7	9	7	5	12	146		
Trip Generation																						

Table C - Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
8	1401 Long Beach Blvd.	Multifamily Residential (Mid-Rise)									
		Trip Generation Rates ²			0.09	0.27	0.36	0.27	0.17	0.44	5.44
		Trip Generation	142	DU	13	38	51	38	25	63	772
		Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	7.3	TSF	4	3	7	13	15	28	276
		Pass-By Trips			0	0	0	(4)	(5)	(10)	(10)
		Total Net Trip Generation			4	3	7	9	10	18	266
Total Net Project Trip Generation					17	41	58	47	35	81	1,038
9	1112 Locust Ave.	Multifamily Residential (Mid-Rise)									
		Trip Generation Rates ²			0.09	0.27	0.36	0.27	0.17	0.44	5.44
		Trip Generation	97	DU	9	26	35	26	17	43	528
10	1795 Long Beach Blvd.	Multifamily Residential (Mid-Rise)									
		Trip Generation Rates ²			0.09	0.27	0.36	0.27	0.17	0.44	5.44
		Trip Generation	101	DU	9	27	36	27	18	45	549
		Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	3.9	TSF	2	2	4	7	8	15	147
		Pass-By Trips			0	0	0	(2)	(3)	(5)	(5)
		Total Net Trip Generation			2	2	4	5	5	10	142
Total Net Project Trip Generation					11	29	40	32	23	55	691
11	1814 Pine Ave.	Multifamily Residential (Low-Rise)									
		Trip Generation Rates ³			0.11	0.35	0.46	0.35	0.21	0.56	7.32
		Trip Generation	24	DU	3	8	11	8	6	14	176
		Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	3.5	TSF	2	1	3	6	8	14	132
		Pass-By Trips			0	0	0	(2)	(3)	(5)	(5)
		Total Net Trip Generation			2	1	3	4	5	9	127
Total Net Project Trip Generation					5	9	14	12	11	23	303
12	1836 Locust Ave.	Multifamily Residential (Mid-Rise)									
		Trip Generation Rates ²			0.09	0.27	0.36	0.27	0.17	0.44	5.44
		Trip Generation	47	DU	4	13	17	13	8	21	256
		Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	3.6	TSF	2	1	3	7	7	14	136
		Pass-By Trips			0	0	0	(2)	(2)	(5)	(5)
		Total Net Trip Generation			2	1	3	5	5	9	131
Total Net Project Trip Generation					6	14	20	18	13	30	387
13	1320 Atlantic Ave.	Fast-Food with Drive-Thru									
		Trip Generation Rates ⁵			20.50	19.69	40.19	16.99	15.68	32.67	470.95
		Trip Generation	6.47	TSF	133	127	260	110	102	212	3,047
		Pass-By Trips			(65)	(62)	(127)	(55)	(51)	(106)	(233)
		Total Net Trip Generation			68	65	133	55	51	106	2,814
		Restaurant									
		Trip Generation Rates ⁶			5.47	4.47	9.94	6.06	3.71	9.77	112.18
		Trip Generation	4.00	TSF	22	18	40	24	16	40	449
		Pass-By Trips			0	0	0	(10)	(7)	(17)	(17)
		Total Net Trip Generation			22	18	40	14	9	23	432
Total Net Project Trip Generation					90	83	173	69	60	129	3,245

Table C - Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily		
					In	Out	Total	In	Out	Total			
14	739 E. Anaheim St.	Fast-Food with Drive-Thru	3.60	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95		
		Trip Generation Rates ⁵			74	71	145	61	57	118	1,695		
		Trip Generation			(36)	(35)	(71)	(31)	(29)	(59)	(130)		
				Total Net Trip Generation									
				Supermarket									
				Trip Generation Rates ⁷	20.12	TSF	2.29	1.53	3.82	4.71	4.53	9.24	106.78
				Trip Generation			46	31	77	95	91	186	2,148
				Pass-By Trips			0	0	0	(34)	(33)	(67)	(67)
				Total Net Trip Generation			46	31	77	61	58	119	2,081
		Total Net Project Trip Generation			84	67	151	91	87	178	3,646		
15	1836 Locust Ave.	Multifamily Residential (Mid-Rise)	95	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44		
		Trip Generation Rates ²			9	25	34	25	17	42	517		
				Retail									
				Trip Generation Rates ¹	12.4	TSF	0.58	0.36	0.94	1.83	1.98	3.81	37.75
				Trip Generation			7	5	12	23	25	48	468
				Pass-By Trips			0	0	0	(8)	(9)	(16)	(16)
				Total Net Trip Generation			7	5	12	15	17	32	452
		Total Net Project Trip Generation			16	30	46	40	34	74	969		
16	4223 E. Anaheim St.	Medical Office	11.58	TSF	2.17	0.61	2.78	0.97	2.49	3.46	34.8		
		Trip Generation Rates ⁸			25	7	32	11	30	41	403		
17	2550 Orange Ave.	Warehouse ⁹	145	TSF	15	5	20	6	16	22	201		
		Passenger Cars			11	7	18	5	13	18	134		
		Truck PCEs			26	12	38	11	29	40	335		
		Total PCE Trip Generation											

Table C - Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
18	West of Cherry Ave., East of Rose Ave., South of Crescent Heights St., and North of Burnet St.	Multifamily Residential (Mid-Rise)									
		Trip Generation Rates ²			0.09	0.27	0.36	0.27	0.17	0.44	5.44
		Trip Generation	199	DU	19	53	72	53	35	88	1,083
		Retail									
		Trip Generation Rates ¹			0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	10.7	TSF	6	4	10	20	21	41	404
		Pass-By Trips			0	0	0	(7)	(7)	(14)	(14)
		Total Net Trip Generation			6	4	10	13	14	27	390
		Restaurant									
		Trip Generation Rates ⁶			5.47	4.47	9.94	6.06	3.71	9.77	112.18
		Trip Generation	5.00	TSF	27	23	50	30	19	49	561
		Pass-By Trips			0	0	0	(13)	(8)	(21)	(21)
		Total Net Trip Generation			27	23	50	17	11	28	540
		Quality Restaurant									
		Trip Generation Rates ⁴			0.37	0.37	0.73	5.23	2.57	7.80	83.84
		Trip Generation	19.50	TSF	7	7	14	102	51	153	1,635
		Pass-By Trips			0	0	0	(45)	(22)	(67)	(67)
Total Net Trip Generation			7	7	14	57	29	86	1,568		
Coffee Shop with Drive-Thru											
Trip Generation Rates ¹⁰			45.38	43.61	88.99	21.69	21.69	43.38	820.38		
Trip Generation	1.60	TSF	73	69	142	35	35	70	1,313		
Pass-By Trips			(36)	(34)	(70)	(18)	(18)	(35)	(105)		
Total Net Trip Generation			37	35	72	18	18	35	1,208		
Single-Family Residential											
Trip Generation Rates ¹¹			0.19	0.56	0.74	0.62	0.37	0.99	9.44		
Trip Generation	4	DU	1	2	3	2	2	4	38		
Total Net Project Trip Generation					97	124	221	160	108	268	4,827
19	2020 Walnut Ave.	Warehouse ⁹									
		Passenger Cars			11	4	15	4	13	17	153
		Truck PCEs			6	7	13	3	10	13	101
		Total PCE Trip Generation	110	TSF	17	11	28	7	23	30	254
20	NEC of Walnut Ave. and Crescent Heights St.	Single-Family Residential									
		Trip Generation Rates ¹¹			0.19	0.56	0.74	0.62	0.37	0.99	9.44
		Trip Generation	25	DU	5	14	19	16	9	25	236

Table C - Cumulative Projects Trip Generation

Project Number	Project	Land Use	Quantity	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
					In	Out	Total	In	Out	Total	
21	SWC of Orange Ave. and Spring St.	Warehouse ¹²									
		Passenger Cars			61	19	80	26	60	86	505
		Truck PCEs			32	8	40	14	30	44	252
		Total PCE Trip Generation	161	TSF	93	27	120	40	90	130	757
Trip Generation					559	632	1,191	776	705	1,481	22,153

Notes: TSF = Thousand Square Feet

- ¹ Rates based on Land Use 820 - "Shopping Center" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ² Rates based on Land Use 221 - "Multifamily Housing (Mid-Rise)" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ³ Rates based on Land Use 221 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁴ Rates based on Land Use 931 - "Quality Restaurant" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁵ Rates based on Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁶ Rates based on Land Use 932 - "High-Turnover Sit-Down Restaurant" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁷ Rates based on Land Use 850 - "Supermarket" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁸ Rates based on Land Use 720 - "Dental-Medical Office Building" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ⁹ Rates based on Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for
- ¹⁰ Rates based on Land Use 710 - "Coffee/Donut Shop with Drive-Through Window" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ¹¹ Rates based on Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).
- ¹² Rates based on trips from "Traffic Impact Analysis for the Spring Street Industrial Project" prepared by LLG (February, 2019).

- **Long Beach Transit 45** provides east/west service near the project site on Anaheim Street. Line 45 serves between Downtown Long Beach and Cal State Long Beach. Line 45 operates at 15-30-minute headways on weekdays.
- **Long Beach Transit 46** provides east/west service near the project site on Anaheim Street. Line 46 serves between Downtown Long Beach and Cal State Long Beach. Line 46 operates at 15-30-minute headways on weekdays.
- **Long Beach Transit 21** provides north/south service near the project site on Cherry Avenue. Line 21 serves between Downtown Long Beach and the Metro Green Line Lakewood Station. Line 21 operates at 20-45-minute headways on weekdays.
- **Long Beach Transit 22** provides north/south service near the project site on Cherry Avenue. Line 21 serves between Downtown Long Beach and the Metro Green Line Lakewood Station. Line 21 operates at 20-45-minute headways on weekdays.

Figure 10 illustrates the existing transit services adjacent to the project.

5.3 Existing Pedestrian & Bicycle Facilities

The City's bicycle masterplan includes four types of facilities and are discussed below:

- **Class I Bikeway** Class I facilities provide for bicycle travel on a paved right of way completely separated from any street or highway.
- **Class II Bikeway** Class II facilities provide a striped lane for one-way travel on a street or highway.
- **Class III Bikeway** Class III facilities provide for shared use with pedestrian or motor vehicle traffic.
- **Bicycle Boulevard** Bicycle Boulevards are local roads or residential streets that have been enhanced with signage, traffic calming, and other treatments to prioritize bicycle travel.

Figure 11 illustrates the existing bicycle facilities near the project. As shown in Figure 11, the closest existing bicycle facilities are located on Alamitos Avenue to the west of the project.

Pedestrian circulation is primarily provided via sidewalks. Figure 12 illustrates the existing pedestrian facilities near the project. As illustrated in Figure 12, there are continuous sidewalks adjacent to the project on Anaheim Street and Walnut Avenue.

5.4 Existing Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 13 shows the lane geometrics and stop controls at the study intersections. The existing traffic volumes at study intersections are illustrated in Figure 14. Detailed volume development worksheets are included in Appendix B. The existing levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study intersections are currently operating at satisfactory levels of service, with the exception of the following:

4. Peterson Avenue-Alley and Anaheim Street (p.m. peak hour).

5.5 Existing With Project Levels of Service

An intersection level of service analysis was conducted for existing with project conditions to determine circulation system performance. Existing with project traffic volumes at study intersections are shown in Figure 15. The existing with project levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study intersections are projected to operate at satisfactory levels of service, with the exception of the following:

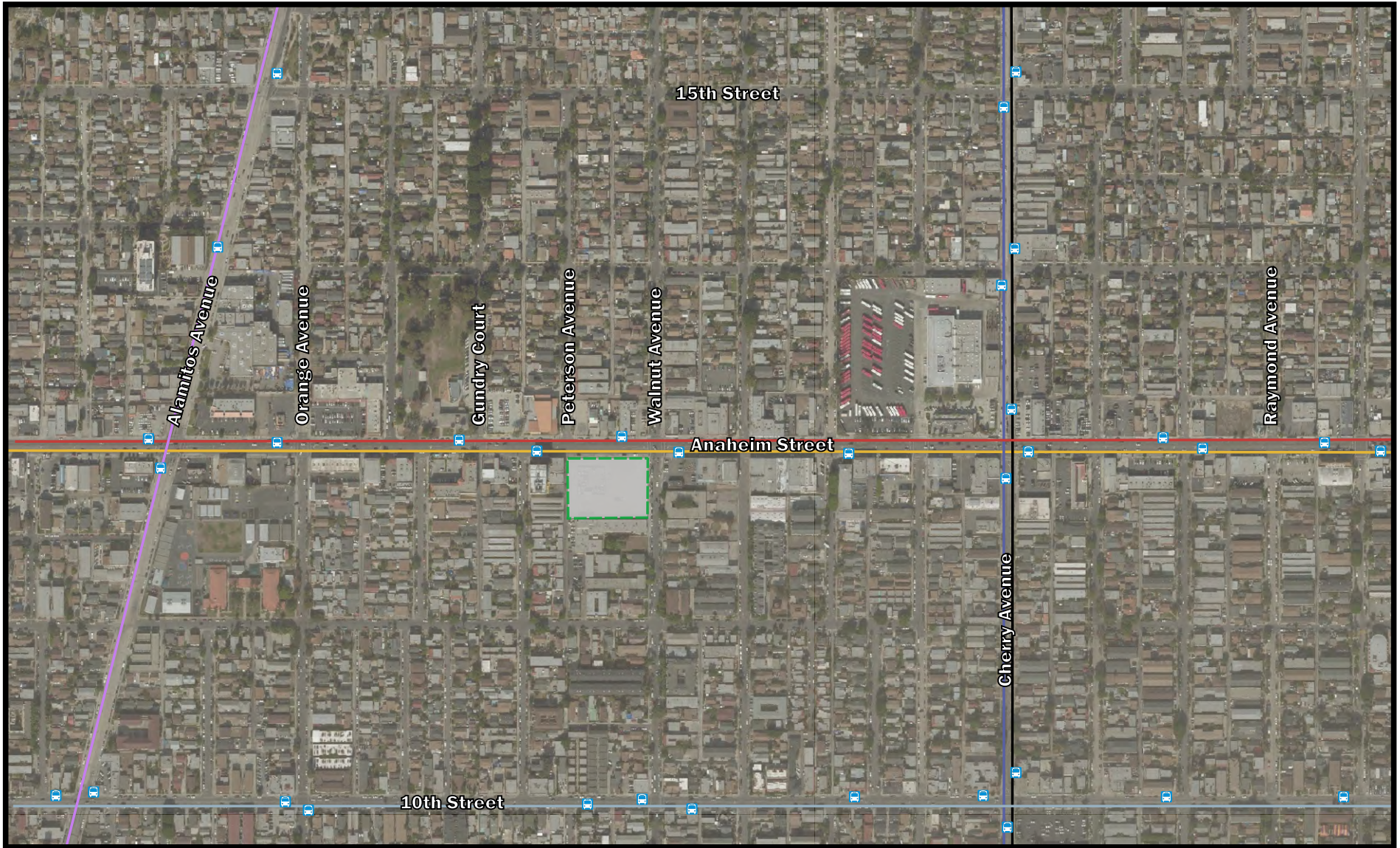


FIGURE 10

Legend

- Project Boundary
- LB45
- LB71
- LB22
- LB21
- Bus Stop
- LB46
- LB81

Anaheim Street and Walnut Avenue Development Project
Transit Facilities



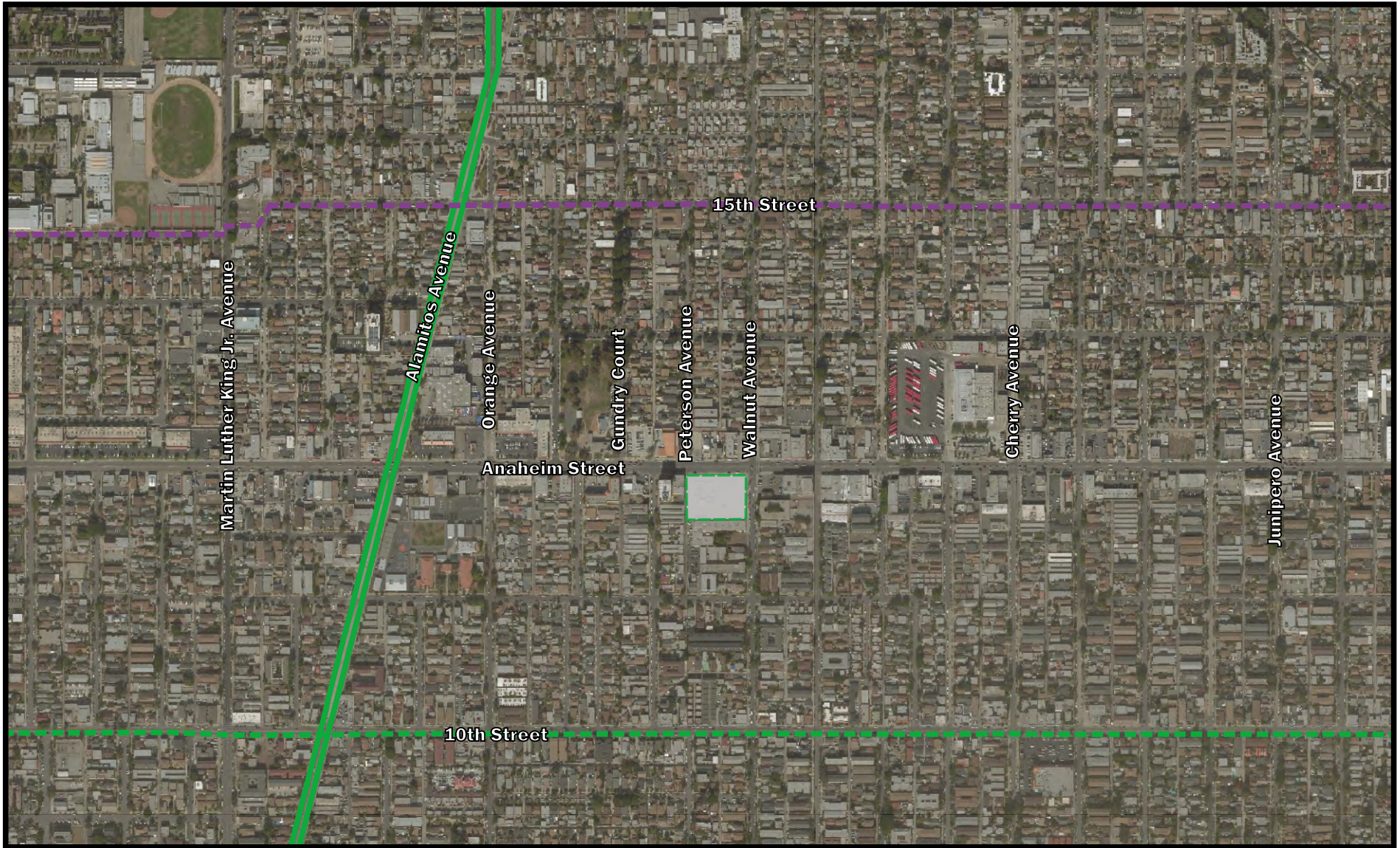


FIGURE 11

Legend

- Project Boundary
- Existing Class III Bike Routes/Sharrows
- Proposed Class III Bikeways/Sharrows
- Study Area Intersections
- Proposed Bike Boulevard

Anaheim Street and Walnut Avenue Development Project
Bicycle Facilities



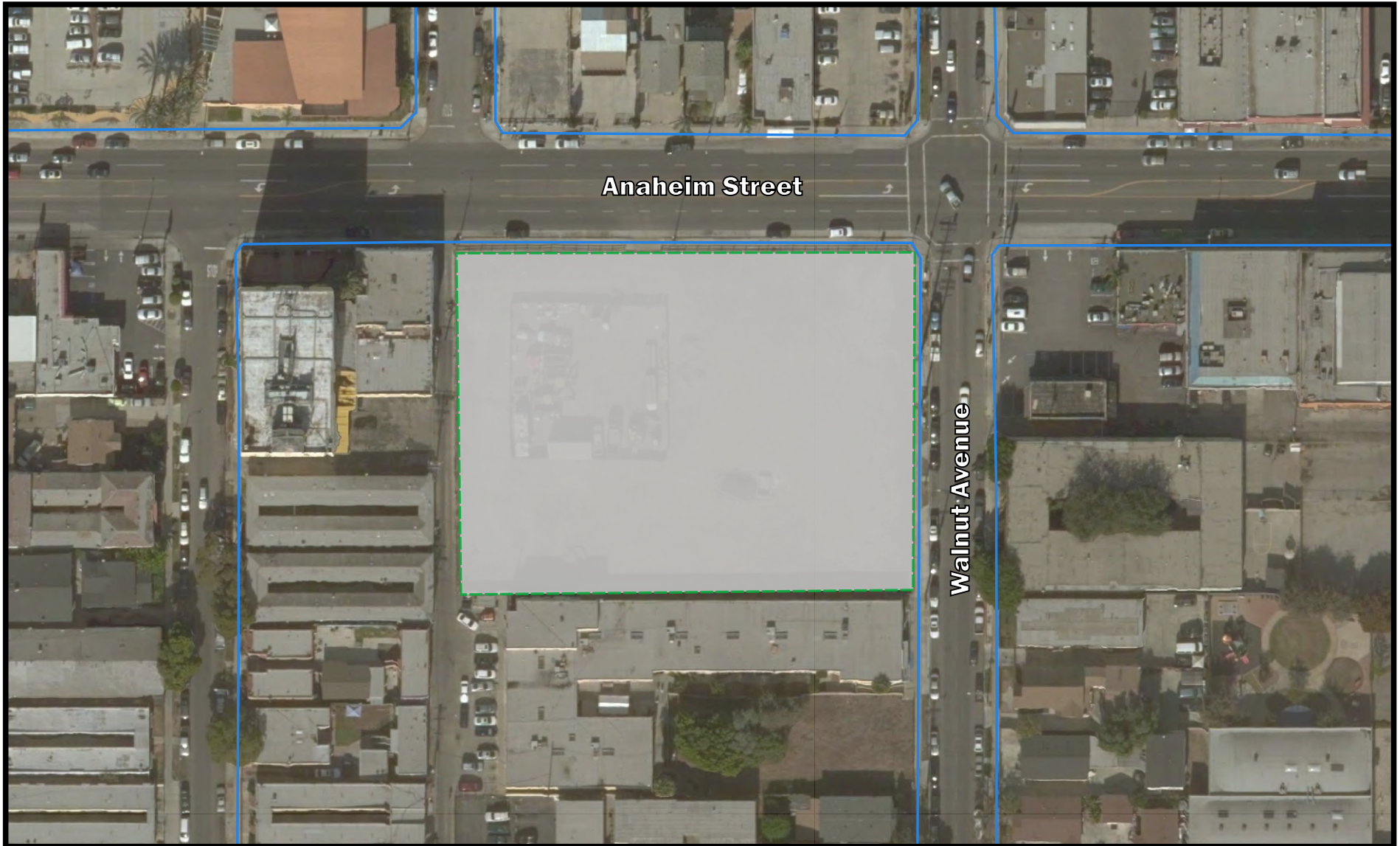


FIGURE 12

Legend

-  Project Boundary
-  Sidewalks

Anaheim Street and Walnut Avenue Development Project
Existing Pedestrian Facilities



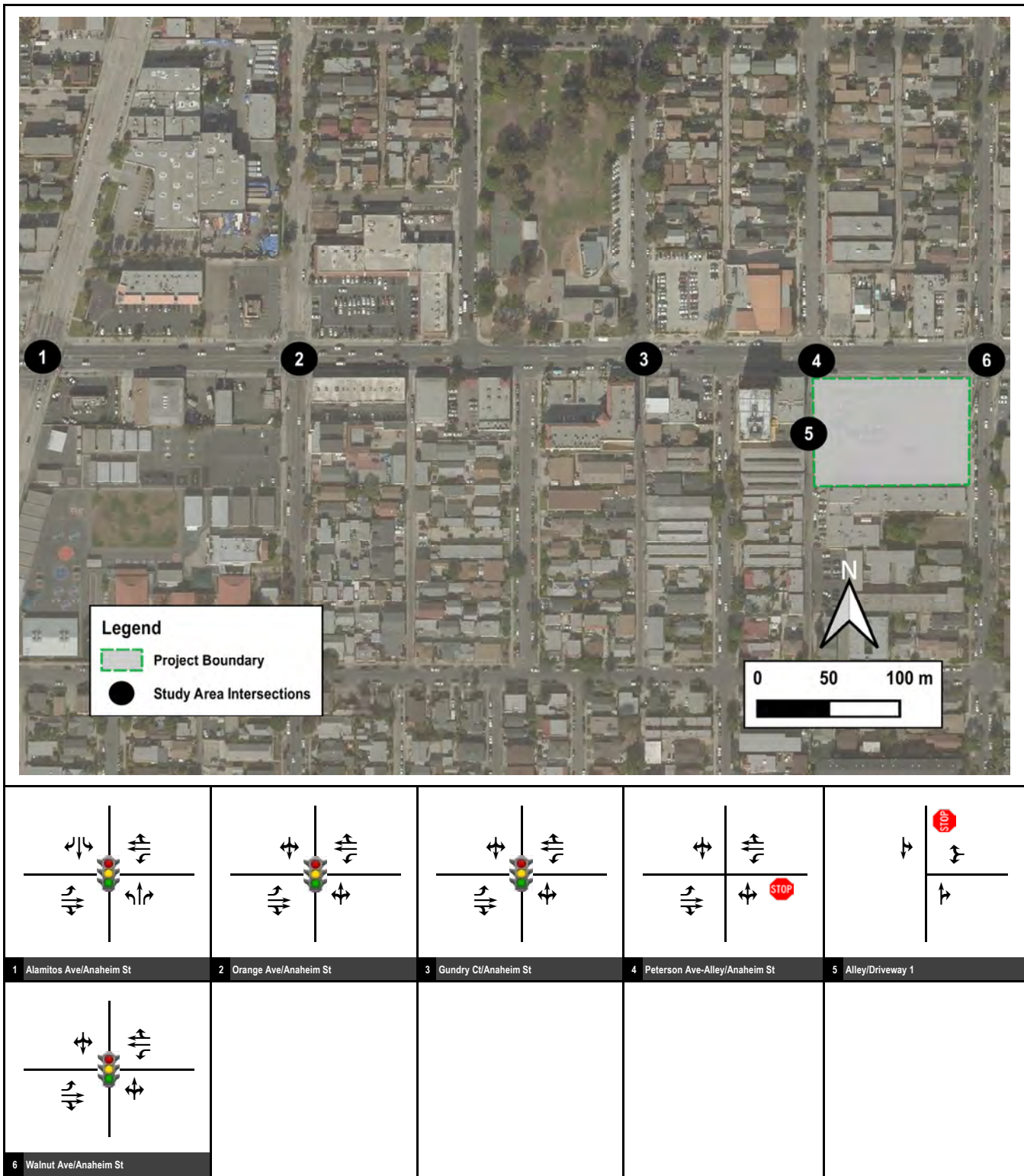


FIGURE 13

Legend



Signal



STOP Sign

Anaheim Street and Walnut Avenue Development Project
Intersection Geometrics and Stop Control





Existing Peak Hour Traffic Volumes				Future Intersection																																																																																																		
<table border="1"> <tr> <td>72/77</td> <td>396/472</td> <td>43/62</td> <td></td> </tr> <tr> <td>←</td> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>80/101</td> <td>71/63</td> <td>1082/861</td> <td>107/105</td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>829/1226</td> <td>97/56</td> <td>430/455</td> <td>116/135</td> </tr> <tr> <td>↘</td> <td>↘</td> <td>↘</td> <td>↘</td> </tr> <tr> <td>40/50</td> <td></td> <td></td> <td></td> </tr> </table>	72/77	396/472	43/62		←	←	↑	↑	80/101	71/63	1082/861	107/105	↓	↓	↓	↓	829/1226	97/56	430/455	116/135	↘	↘	↘	↘	40/50				<table border="1"> <tr> <td>33/37</td> <td>49/69</td> <td>47/48</td> <td>9/33</td> </tr> <tr> <td>←</td> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>31/40</td> <td>1160/935</td> <td>41/46</td> <td></td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>938/1315</td> <td>61/46</td> <td>81/105</td> <td>33/52</td> </tr> <tr> <td>↘</td> <td>↘</td> <td>↘</td> <td>↘</td> </tr> <tr> <td>39/62</td> <td></td> <td></td> <td></td> </tr> </table>	33/37	49/69	47/48	9/33	←	←	↑	↑	31/40	1160/935	41/46		↓	↓	↓	↓	938/1315	61/46	81/105	33/52	↘	↘	↘	↘	39/62				<table border="1"> <tr> <td>24/34</td> <td>5/6</td> <td>40/41</td> <td>31/28</td> </tr> <tr> <td>←</td> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>15/19</td> <td>1216/995</td> <td>6/0</td> <td></td> </tr> <tr> <td>↓</td> <td>↓</td> <td>↓</td> <td>↓</td> </tr> <tr> <td>1002/1423</td> <td>57/</td> <td>113</td> <td>4/8</td> </tr> <tr> <td>↘</td> <td>↘</td> <td>↘</td> <td>↘</td> </tr> <tr> <td>8/5</td> <td></td> <td></td> <td></td> </tr> </table>	24/34	5/6	40/41	31/28	←	←	↑	↑	15/19	1216/995	6/0		↓	↓	↓	↓	1002/1423	57/	113	4/8	↘	↘	↘	↘	8/5				<table border="1"> <tr> <td>15/10</td> <td>23/13</td> </tr> <tr> <td>←</td> <td>↑</td> </tr> <tr> <td>20/20</td> <td>1258/1015</td> </tr> <tr> <td>↓</td> <td>↓</td> </tr> <tr> <td>1014/1428</td> <td>0/3</td> </tr> <tr> <td>↘</td> <td>↘</td> </tr> <tr> <td>2/3</td> <td></td> </tr> </table>	15/10	23/13	←	↑	20/20	1258/1015	↓	↓	1014/1428	0/3	↘	↘	2/3		Future Intersection
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6 Walnut Ave/Anaheim St																																																																																																						

FIGURE 14

xxxx / yyyy AM / PM Peak Hour Volume (In PCEs)

Anaheim Street and Walnut Avenue Development Project
Existing Peak Hour Traffic Volumes



Table D: Existing Levels of Service

Intersection	Jurisdiction	Control	ICU Methodology				HCM Methodology			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS
1 . Alamitos Avenue/Anaheim Street	Long Beach	Signal	0.815	D	0.895	D	-		-	
2 . Orange Avenue/Anaheim Street	Long Beach	Signal	0.593	A	0.686	B	-		-	
3 . Gundry Court/Anaheim Street	Long Beach	Signal	0.542	A	0.597	A	-		-	
4 . Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-		-		13.3	B	80.2	F *
5 . Alley/Driveway 1	Long Beach	TWSC	Future Intersection				Future Intersection			
6 . Walnut Avenue/Anaheim Street	Long Beach	Signal	0.683	B	0.691	B	-		-	

Notes:

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service



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FIGURE 15

xxxx / yyyy AM / PM Peak Hour Volume (In PCEs)

Anaheim Street and Walnut Avenue Development Project Existing With Project Peak Hour Traffic Volumes



Table E: Existing With Project Levels of Service

Intersection	Jurisdiction	Control	Without Project								With Project								Change in V/C		Direct Project Impact
			ICU Methodology				HCM Methodology				ICU Methodology				HCM Methodology						
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
			V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS			
1. Alamos Avenue/Anaheim Street	Long Beach	Signal	0.815	D	0.895	D	-	-	-	-	0.822	D	0.900	D	-	-	0.007	0.005	No		
2. Orange Avenue/Anaheim Street	Long Beach	Signal	0.593	A	0.686	B	-	-	-	-	0.599	A	0.692	B	-	-	0.006	0.006	No		
3. Gundry Court/Anaheim Street	Long Beach	Signal	0.542	A	0.597	A	-	-	-	-	0.548	A	0.603	B	-	-	0.006	0.006	No		
4. Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-	-	-	-	13.3	B	80.2	F	-	-	-	-	26.5	D	>100	F	No		
5. Alley/Driveway 1	Long Beach	TWSC	-	-	-	-	-	-	-	-	-	-	-	8.4	A	8.5	A	-	No		
6. Walnut Avenue/Anaheim Street	Long Beach	Signal	0.683	B	0.691	B	-	-	-	-	0.693	B	0.700	B	-	-	0.010	0.009	No		

Notes:

- * Exceeds LOS Standard
- TWSC = Two-Way Stop Control; For TWSC Intersections, reported delay is for worst-case approach/movement.
- LOS = Level of Service

4. Peterson Avenue-Alley and Anaheim Street (p.m. peak hour).

The intersection of Peterson Avenue-Alley and Anaheim Street operates at unsatisfactory LOS under without project conditions and is forecast to operate at unsatisfactory LOS with the addition of the project traffic. The project does not create a significant impact at this location in this scenario based on the significance criteria followed by the controlling agency.

7.0 CUMULATIVE CONDITIONS

This section discusses cumulative transportation conditions in the study area.

7.1 Cumulative Roadway Conditions

Cumulative roadway conditions are assumed to be the same as those under existing conditions.

7.2 Cumulative Transit Services

Transit services under cumulative conditions are anticipated to remain the same as under existing conditions.

7.3 Cumulative Pedestrian & Bicycle Facilities

Pedestrian facilities under cumulative conditions are anticipated to remain the same as under existing conditions. Proposed bicycle facilities are illustrated in Figure 11.

7.4 Cumulative Levels of Service

An intersection level of service analysis was conducted for cumulative conditions to determine circulation system performance. Cumulative traffic volumes at study intersections are shown in Figure 16. Cumulative levels of service for the study area intersections are summarized in Table F. Detailed volume development worksheets are included in Appendix B. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study intersections are projected to operate at satisfactory levels of service, with the exception of the following:

1. Alamitos Avenue and Anaheim Street (p.m. peak hour); and
4. Peterson Avenue-Alley and Anaheim Street (p.m. peak hour).

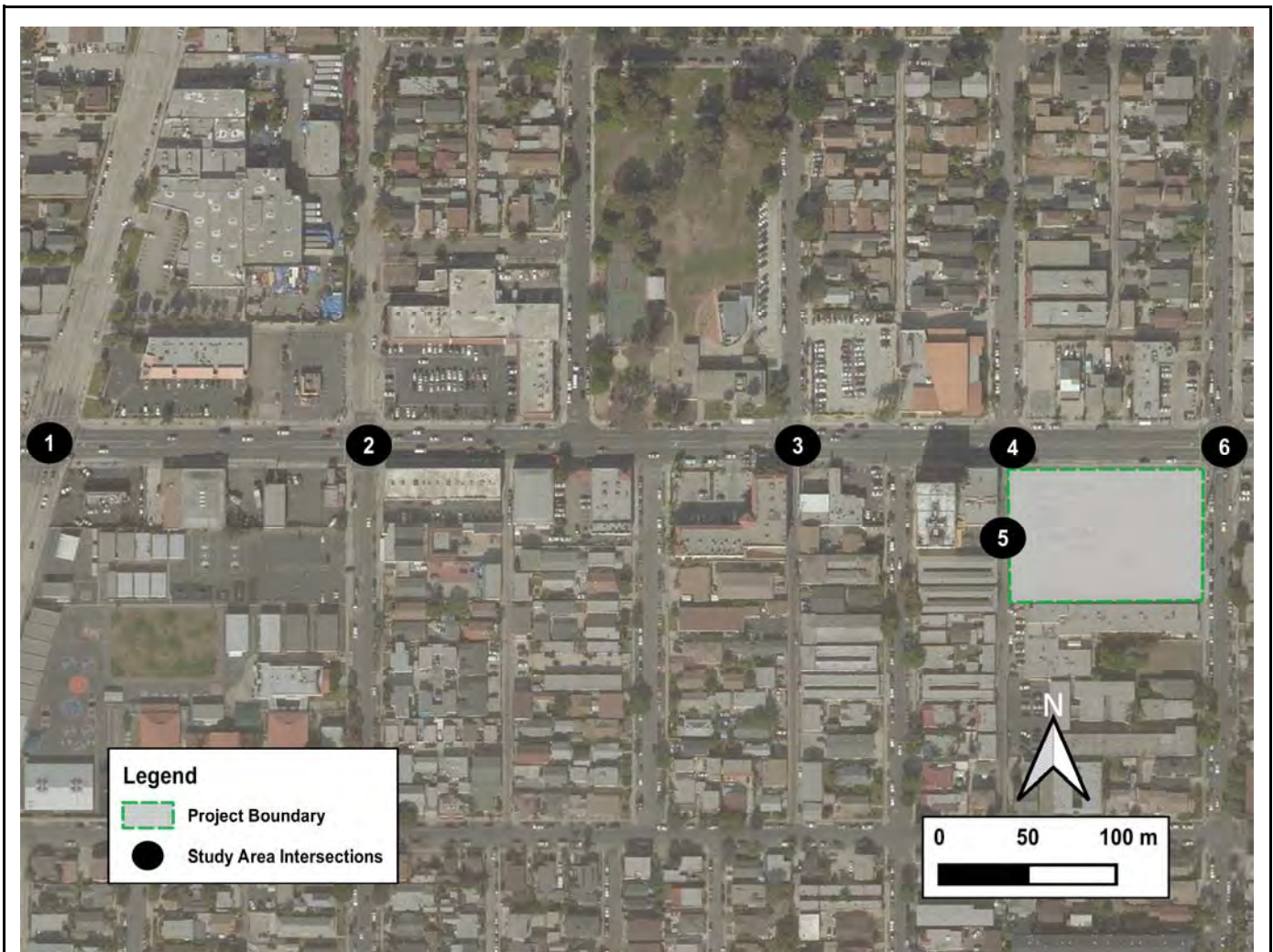
7.5 Cumulative With Project Levels of Service

An intersection level of service analysis was conducted for cumulative with project conditions to determine circulation system performance. Cumulative with project traffic volumes at study intersections are shown in Figure 17. The cumulative with project levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix C. As shown in Table G, all study intersections are currently operating at satisfactory levels of service, with the exception of the following:

1. Alamitos Avenue and Anaheim Street (p.m. peak hour); and
4. Peterson Avenue-Alley and Anaheim Street (p.m. peak hour).

The intersection of Alamitos Avenue and Anaheim Street operates at unsatisfactory LOS under without project conditions and is forecast to operate at unsatisfactory LOS with the addition of the project traffic. The project does not create a significant impact at this location in this scenario based on the significance criteria followed by the controlling agency.

The intersection of Peterson Avenue-Alley and Anaheim Street operates at unsatisfactory LOS under without project conditions and is forecast to operate at unsatisfactory LOS with the addition of the project traffic. The project does not create a significant impact at this location in this scenario based on the significance criteria followed by the controlling agency.



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FIGURE 16

xxxx / yyyy AM / PM Peak Hour Volume (In PCEs)

Anaheim Street and Walnut Avenue Development Project
Cumulative Peak Hour Traffic Volumes



Table F: Cumulative Levels of Service

Intersection	Jurisdiction	Control	ICU Methodology				HCM Methodology			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS
1 . Alamitos Avenue/Anaheim Street	Long Beach	Signal	0.850	D	0.953	E *	-		-	
2 . Orange Avenue/Anaheim Street	Long Beach	Signal	0.619	B	0.719	C	-		-	
3 . Gundry Court/Anaheim Street	Long Beach	Signal	0.564	A	0.628	B	-		-	
4 . Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-		-		14.2	B	>100	F *
5 . Alley/Driveway 1	Long Beach	TWSC	Future Intersection				Future Intersection			
6 . Walnut Avenue/Anaheim Street	Long Beach	Signal	0.706	C	0.722	C	-		-	

Notes:

TWSC = Two-Way Stop Control; For TWSC intersections, reported delay is for worst-case approach/movement.

LOS = Level of Service

Table G: Cumulative With Project Levels of Service

Intersection	Jurisdiction	Control	Without Project								With Project								Change in V/C		Direct Project Impact
			ICU Methodology				HCM Methodology				ICU Methodology				HCM Methodology						
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS						
1. Alamitos Avenue/Anaheim Street	Long Beach	Signal	0.850	D	0.953	E	-	-	0.856	D	0.959	E	-	-	-	-	0.006	0.006	No		
2. Orange Avenue/Anaheim Street	Long Beach	Signal	0.619	B	0.719	C	-	-	0.625	B	0.725	C	-	-	-	-	0.006	0.006	No		
3. Gundry Court/Anaheim Street	Long Beach	Signal	0.564	A	0.628	B	-	-	0.570	A	0.633	B	-	-	-	-	0.006	0.005	No		
4. Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-	-	-	-	14.2	B	>100	F	-	-	31.9	D	>100	F	-	-	No		
5. Alley/Driveway 1	Long Beach	TWSC	-	-	-	-	-	-	-	-	-	-	8.4	A	8.5	A	-	-	No		
6. Walnut Avenue/Anaheim Street	Long Beach	Signal	0.706	C	0.722	C	-	-	0.716	C	0.731	C	-	-	-	-	0.010	0.009	No		

Notes:

- * Exceeds LOS Standard
- TWSC = Two-Way Stop Control; For TWSC Intersections, reported delay is for worst-case approach/movement.
- LOS = Level of Service

8.0 CIRCULATION IMPROVEMENTS

The CMP requires that mitigation measures be identified at intersections where the project has a significant impact. The proposed project does not have a significant impact at any analysis intersection, and therefore no mitigation measures are recommended. Since the unsignalized intersection of Peterson Avenue-Alley and Anaheim Street is the primary access for the project which operates at unsatisfactory LOS, the following improvement is recommended to restore satisfactory operations and increase safety.

8.1 Existing and Cumulative With Project Circulation Improvements

4. Peterson Avenue-Alley and Anaheim Street. A peak hour signal warrant analysis for this location was conducted and is included in Appendix E. The peak hour warrants were conducted using the cumulative with project traffic volumes and are based on 2013 *California Manual of Uniform Traffic Control Devices* (Warrant 3 – Peak Hour). The analysis shows that this intersection does not meet the peak hour warrants for a traffic signal. To restore satisfactory levels of service, it is recommended that left-turn movements at the intersection of Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim St.) be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue and Anaheim Street, it is recommended that the median be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City installs these recommended improvements. Therefore, it is recommended that the project Applicant be responsible for payment of an in-lieu fee to the City for the recommended improvements.

With the installation of the median on Anaheim Street between Walnut Avenue and Gundry Avenue, the intersections of Gundry Avenue and Anaheim Street, La Bodega Market Driveway and Anaheim Street, Hoffman Avenue and Anaheim Street, Peterson Avenue-Alley and Anaheim Street, and Walnut Avenue and Anaheim Street would be affected and therefore traffic operations at these locations were evaluated. To account for the median on Anaheim Street, traffic volumes were adjusted at the five intersections listed above. Figures 18 and 19 illustrate the existing and cumulative with project with improvements peak hour volumes. Volume development worksheets are included in Appendix B. With the implementation of the median on Anaheim Street, all intersections from Gundry Avenue and Anaheim Street to Walnut Avenue and Anaheim Street are projected to operate at satisfactory levels of service. Tables H, and I show the resulting levels of service under existing with project with improvements and cumulative with project with improvements.

9.0 CMP TIA ANALYSIS

The CMP requires all projects to prepare an CMP TIA analysis if the geographic area examined meets the following:

- All CMP arterial monitoring intersection including freeway on-or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.
- Mainline freeway monitoring location where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

The project will not add 50 or more trips during the a.m. or p.m. peak hours to any CMP arterial monitoring intersection. The project will not add 150 or more trips to any mainline freeway monitoring locations. Therefore, a CMP analysis is not required.

10.0 2040 VMT ANALYSIS

The 2040 VMT analysis is based on the California Statewide Travel Demand Model (CSTDM). Table J shows the year 2040 VMT per employee for the traffic analysis zones (TAZs) within the City of Long Beach, as well as the year 2040



<table border="1"> <tr> <td>72/77</td> <td>396/472</td> <td>45/66</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>80/101</td> <td>74/65</td> <td>1096/883</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>853/1239</td> <td>97/56</td> <td>109/109</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>40/50</td> <td>430/455</td> <td>119/137</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> </tr> </table>	72/77	396/472	45/66	←	↑	↑	80/101	74/65	1096/883	←	↑	↑	853/1239	97/56	109/109	←	↑	↑	40/50	430/455	119/137	←	↑	↑	<table border="1"> <tr> <td>33/37</td> <td>49/69</td> <td>47/48</td> <td>9/33</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>31/40</td> <td>1179/963</td> <td>41/46</td> <td></td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td></td> </tr> <tr> <td>970/1333</td> <td>61/46</td> <td>81/105</td> <td>33/52</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>39/62</td> <td></td> <td></td> <td></td> </tr> </table>	33/37	49/69	47/48	9/33	←	↑	↑	↑	31/40	1179/963	41/46		←	↑	↑		970/1333	61/46	81/105	33/52	←	↑	↑	↑	39/62				<table border="1"> <tr> <td>24/34</td> <td>5/6</td> <td>40/41</td> <td>31/28</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>15/19</td> <td>1235/1023</td> <td>55/64 *</td> <td></td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td></td> </tr> <tr> <td>1034/1441</td> <td>57/</td> <td>113</td> <td>4/8</td> </tr> <tr> <td>←</td> <td>↑</td> <td>↑</td> <td>↑</td> </tr> <tr> <td>8/5</td> <td></td> <td></td> <td></td> </tr> </table>	24/34	5/6	40/41	31/28	←	↑	↑	↑	15/19	1235/1023	55/64 *		←	↑	↑		1034/1441	57/	113	4/8	←	↑	↑	↑	8/5				<table border="1"> <tr> <td>16/12</td> <td>43/34</td> </tr> <tr> <td>←</td> <td>↑</td> </tr> <tr> <td>1041/1456</td> <td>1312/1074</td> </tr> <tr> <td>←</td> <td>↑</td> </tr> <tr> <td>63/45</td> <td>42/61</td> </tr> <tr> <td>←</td> <td>↑</td> </tr> </table>	16/12	43/34	←	↑	1041/1456	1312/1074	←	↑	63/45	42/61	←	↑	<table border="1"> <tr> <td>2/6</td> <td>61/39</td> </tr> <tr> <td>←</td> <td>↑</td> </tr> <tr> <td></td> <td>39/57</td> </tr> <tr> <td></td> <td>3/4</td> </tr> <tr> <td></td> <td>↑</td> </tr> </table>	2/6	61/39	←	↑		39/57		3/4		↑
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FIGURE 18

xxxx / yyyy AM / PM Peak Hour Volume (In PCEs)

* Includes U-turns

Anaheim Street and Walnut Avenue Development Project Existing With Project With Improvements Peak Hour Traffic Volumes



Table H: Existing With Project With Improvements Levels of Service

Intersection	Jurisdiction	Control	With Project								With Project With Improvements								Change in V/C		Direct Project Impact
			ICU Methodology				HCM Methodology				ICU Methodology				HCM Methodology						
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
			V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS			
3 . Gundry Court/Anaheim Street	Long Beach	Signal	0.548	A	0.603	B	-	-	-	-	0.548	A	0.643	B	-	-	0.000	0.040	No		
4 . Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-	-	-	-	26.5	D	>100	F	-	-	-	-	12.0	B	13.5	B	-	-	No
5 . Alley/Driveway 1	Long Beach	TWSC	-	-	Future Intersection		8.4	A	8.5	A	-	-	-	-	8.4	A	8.5	A	-	-	No
6 . Walnut Avenue/Anaheim Street	Long Beach	Signal	0.693	B	0.700	B	-	-	-	-	0.728	C	0.700	B	-	-	0.035	0.000	No		
7 . La Bodega Market Driveway/Anaheim Street	Long Beach	TWSC	-	-	-	-	15.2	C	23.7	C	-	-	-	-	10.0	A	16.4	C	-	-	No
8 . Hoffman Avenue/Anaheim Street	Long Beach	TWSC	-	-	-	-	17.2	C	33.5	D	-	-	-	-	10.7	B	17.0	C	-	-	No

Notes:

- * Exceeds LOS Standard
- TWSC = Two-Way Stop Control; For TWSC Intersections, reported delay is for worst-case approach/movement.
- LOS = Level of Service

Table I: Cumulative With Project With Improvements Levels of Service

Intersection	Jurisdiction	Control	With Project								With Project With Improvements								Change in V/C		Direct Project Impact
			ICU Methodology				HCM Methodology				ICU Methodology				HCM Methodology						
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour	
			V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS	V/C	LOS	V/C	LOS	Delay	LOS	Delay	LOS			
3 . Gundry Court/Anaheim Street	Long Beach	Signal	0.570	A	0.633	B	-	-	-	-	0.570	A	0.673	B	-	-	0.000	0.040	No		
4 . Peterson Avenue-Alley/Anaheim Street	Long Beach	TWSC	-	-	-	-	31.9	D	>100	F	-	-	-	-	12.0	B	14.4	B	-	-	No
5 . Alley/Driveway 1	Long Beach	TWSC	-	-	-	-	8.4	A	8.5	A	-	-	-	-	8.4	A	8.5	A	-	-	No
6 . Walnut Avenue/Anaheim Street	Long Beach	Signal	0.716	C	0.731	C	-	-	-	-	0.751	C	0.731	C	-	-	0.035	0.000	No		
7 . La Bodega Market Driveway/Anaheim Street	Long Beach	TWSC	-	-	-	-	24.3	C	26.5	D	-	-	-	-	13.6	B	17.2	C	-	-	No
8 . Hoffman Avenue/Anaheim Street	Long Beach	TWSC	-	-	-	-	30.7	D	35.0	D	-	-	-	-	13.8	B	17.9	C	-	-	No

Notes:

- * Exceeds LOS Standard
- TWSC = Two-Way Stop Control; For TWSC Intersections, reported delay is for worst-case approach/movement.
- LOS = Level of Service

Table J: Year 2040 VMT Per Employee Calculations from CSTDM

TAZ	VMT	Employees	VMT per Employee
4619	180,218	6,021	29.93
4714	190,253	4,445	42.80
4715	62,891	1,659	37.91
4716	32,143	1,034	31.09
4717	33,110	975	33.96
4718	59,543	1,722	34.58
4719	49,694	1,334	37.25
4722	65,550	2,060	31.82
4724	74,057	2,136	34.67
4725	104,724	3,107	33.71
4726	116,083	3,795	30.59
4727	106,899	3,460	30.90
4728	43,865	1,379	31.81
4729	392,419	16,099	24.38
4730	28,150	930	30.27
4731	40,655	1,434	28.35
4732	186,752	5,791	32.25
4733	120,330	4,155	28.96
4733	120,330	4,155	28.96
4734	63,203	1,994	31.70
4735	38,539	1,213	31.77
4740	270,103	8,455	31.95
4741	42,552	1,352	31.47
4742	141,869	4,537	31.27
4743	68,404	2,338	29.26
4744	65,414	2,179	30.02
4745	89,669	3,254	27.56
4746	405,931	14,004	28.99
4747	70,820	2,524	28.06
4748	151,894	5,328	28.51
4749	23,240	888	26.17
4750	52,693	1,745	30.20
4751	40,765	1,443	28.25
4752	73,863	2,515	29.37
4753	35,530	1,231	28.86
4754	41,075	1,562	26.30
4756	92,988	3,875	24.00
4757	17,811	679	26.23
4758	23,134	734	31.52
4759	18,270	784	23.30
4760	22,809	943	24.19
4761	72,284	3,061	23.61
4762	24,121	979	24.64
4763	31,024	1,179	26.31
4764	46,810	1,640	28.54
4765	55,347	2,182	25.37
4766	66,746	2,760	24.18
4767	165,320	6,843	24.16
4771	191,773	9,735	19.70
4772	148,647	6,474	22.96
4773	95,107	5,112	18.60
4778	11,818	389	30.38
4779	34,396	943	36.48
Long Beach	4801631.87	170565.00	28.15

VMT per employee in the project TAZ. Appendix D shows a map of the TAZs within the City of Long Beach. As seen on Table J, the per employee VMT (VMT per capita) for the City of Long Beach is 28.15 miles. For the project TAZ, the per capita VMT is 26.23 miles per day. Therefore, the per capita VMT for the project is less than the per capita VMT for the City of Long Beach. Table K shows the year 2040 VMT per household for the traffic analysis zones (TAZs) within the City of Long Beach, as well as the year 2040 VMT per household in the project TAZ. As seen on Table K, the VMT per capita for the City of Long Beach is 16.2 miles. For the project TAZ, the per capita VMT is 9.67 miles per day. Therefore, the per capita VMT for the project is less than the per capita VMT for the City of Long Beach.

11.0 IMPACT ANALYSIS FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project does not degrade traffic operations below those acceptable in the City's General Plan. The project is consistent with the City's adopted plans and policies. With implementation of the recommended improvements, the project has less than significant impacts based on the City's impact criteria. The project would not conflict with adopted policies supporting alternative transportation modes. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The per capita VMT for the project is less than the per capita VMT for the City of Long Beach. The City has not adopted any thresholds for VMT based impacts and per the OPR's guidance, VMT based thresholds are mandatory after July 1, 2020. Therefore, the project impact is considered less than significant.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The intersection of Anaheim Street & Peterson Avenue-Alley would experience significant delays with the project. In addition, the westbound left turn movements as a result of the project would eliminate the possibility of two-stage gap acceptance that currently is available for southbound left turning traffic. This would result in added delay as well as increased turn-movement conflict, resulting in reduced safety. Therefore, the project will be required to contribute to the current City median project to extend the construction of a median on Anaheim Street for the portion in front of the project. With this improvement, the project's impacts will be reduced to less than significant. The design of driveways and other project access locations will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase. Therefore, after implementation of recommended improvements, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveway will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The parking lot layout will be designed to meet requirements to allow emergency vehicles adequate access. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

12.0 SUMMARY & CONCLUSIONS

The proposed project encompasses an approximately 1.54-acre site located on the southwest corner of Walnut Avenue and Anaheim Street in the City of Long Beach, Los Angeles County. The project proposes the construction of an 88-

Table K: Year 2040 VMT Per Household Calculations from CSTDM

TAZ	VMT	Population	VMT per Capita
4619	254.1485714	25	10.16594286
4714	215554.645	14974	14.39526145
4715	205109.1736	13159	15.58698788
4716	194116.4979	14550	13.34134006
4717	215793.1471	14859	14.52272341
4718	191091.3093	11871	16.09732199
4719	178235.5671	11814	15.08680948
4722	178695.2721	9623	18.56960118
4724	261310.0014	13751	19.00298171
4725	207106.325	11960	17.31658236
4726	169520.5714	9606	17.64736326
4727	192134.5929	9360	20.52720009
4728	124862.1536	8214	15.20113874
4729	67028.05143	4269	15.70111301
4730	204129.3671	14250	14.32486787
4731	192692.035	12821	15.02940761
4732	90916.345	6921	13.13630183
4733	172877.4236	15207	11.36827932
4733	172877.4236	15207	11.36827932
4734	192580.6036	14661	13.1355708
4735	130671.0186	12171	10.73625984
4740	209926.2329	11974	17.53183839
4741	317956.4979	14804	21.47774236
4742	360950.9043	15657	23.05364401
4743	259261.5936	12034	21.54409121
4744	233346.0871	11262	20.71977332
4745	232419.3236	11118	20.90477816
4746	236928.9271	13438	17.63126411
4747	89770.955	5268	17.04080391
4748	197488.4279	12805	15.42275891
4749	120014.6621	10490	11.44086388
4750	123903.2507	12431	9.967279439
4751	97647.23357	9939	9.824653745
4752	59563.20571	6227	9.565313267
4753	145694.7943	13256	10.99085654
4754	143907.0529	9620	14.9591531
4756	106357.3929	9413	11.29899
4757	109141.1964	11275	9.67992873
4758	125881.0293	11542	10.90634459
4759	106063.5893	7755	13.67680068
4760	189559.4679	11180	16.95522968
4761	363907.3786	14170	25.68153695
4762	182631.6279	9795	18.64539335
4763	133111.1386	10398	12.80160979
4764	163192.3286	8858	18.42315744
4765	251654.8779	10913	23.0601006
4766	329558.3821	13180	25.0044296
4767	309591.355	11824	26.18330134
4771	15062.64286	811	18.57292584
4772	63500.455	5004	12.68993905
4773	151527.2886	7072	21.42636999
4778	129393.5307	9752	13.26840963
4779	103910.3907	6700	15.50901354
Long Beach	9,220,378.89	569238	16.20

affordable housing unit, five-story apartment building, with 18,136 square feet for medical clinic and 1,100 square feet of office space. The project is forecast to generate 100 net new trips in the a.m. peak hour, 96 net new trips in the p.m. peak hour, and 1,178 net new daily trips. Based on the LOS analysis, the intersection of Peterson Avenue-Alley and Anaheim Street operates at unsatisfactory LOS under all without project scenarios and is forecast to operate at unsatisfactory LOS under all with project scenarios. To restore satisfactory levels of service, it is recommended that left-turn movements at the intersection of Anaheim Street and Peterson Avenue (north of Anaheim Street) and the Alley (south of Anaheim St.) be restricted by installing a raised median. To prevent U-turns at the unsignalized intersection of Hoffman Avenue, it is recommended that the median be installed between Walnut Avenue and Gundry Avenue. The City of Long Beach Department of Public Works is planning to install a median on Anaheim Street east of Walnut Avenue, and it will be more cost effective if the City installs these recommended improvements. Therefore, it is recommended that the project Applicant be responsible for payment of an in-lieu fee to the City for the recommended improvements.

APPENDIX A: TRAFFIC COUNTS

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anahaim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

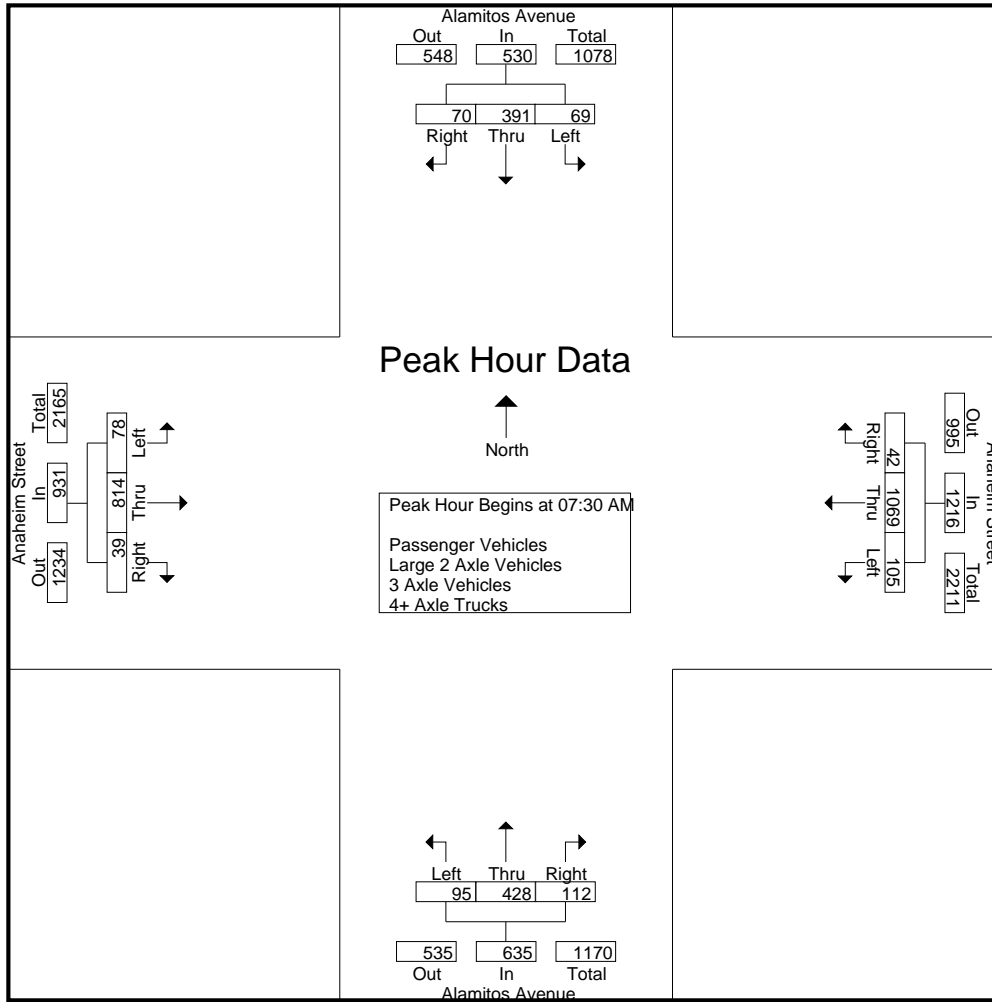
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	60	7	82	12	266	10	288	27	73	11	111	20	119	1	140	621
07:15 AM	11	74	13	98	17	314	13	344	26	94	14	134	14	169	9	192	768
07:30 AM	17	96	18	131	22	278	14	314	16	124	24	164	23	203	9	235	844
07:45 AM	22	105	22	149	29	265	9	303	24	128	35	187	25	223	8	256	895
Total	65	335	60	460	80	1123	46	1249	93	419	84	596	82	714	27	823	3128
08:00 AM	16	91	11	118	20	280	8	308	26	86	30	142	16	199	13	228	796
08:15 AM	14	99	19	132	34	246	11	291	29	90	23	142	14	189	9	212	777
08:30 AM	17	92	9	118	24	301	11	336	26	105	22	153	21	190	13	224	831
08:45 AM	14	89	26	129	30	260	12	302	25	109	23	157	15	201	12	228	816
Total	61	371	65	497	108	1087	42	1237	106	390	98	594	66	779	47	892	3220
Grand Total	126	706	125	957	188	2210	88	2486	199	809	182	1190	148	1493	74	1715	6348
Apprch %	13.2	73.8	13.1		7.6	88.9	3.5		16.7	68	15.3		8.6	87.1	4.3		
Total %	2	11.1	2	15.1	3	34.8	1.4	39.2	3.1	12.7	2.9	18.7	2.3	23.5	1.2	27	
Passenger Vehicles	123	687	120	930	183	2152	84	2419	193	797	170	1160	144	1442	70	1656	6165
% Passenger Vehicles	97.6	97.3	96	97.2	97.3	97.4	95.5	97.3	97	98.5	93.4	97.5	97.3	96.6	94.6	96.6	97.1
Large 2 Axle Vehicles	2	19	4	25	5	47	3	55	6	10	11	27	3	44	4	51	158
% Large 2 Axle Vehicles	1.6	2.7	3.2	2.6	2.7	2.1	3.4	2.2	3	1.2	6	2.3	2	2.9	5.4	3	2.5
3 Axle Vehicles	1	0	1	2	0	8	0	8	0	2	1	3	0	4	0	4	17
% 3 Axle Vehicles	0.8	0	0.8	0.2	0	0.4	0	0.3	0	0.2	0.5	0.3	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	0	0	0	0	3	1	4	0	0	0	0	1	3	0	4	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	1.1	0.2	0	0	0	0	0.7	0.2	0	0.2	0.1

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	17	96	18	131	22	278	14	314	16	124	24	164	23	203	9	235	844
07:45 AM	22	105	22	149	29	265	9	303	24	128	35	187	25	223	8	256	895
08:00 AM	16	91	11	118	20	280	8	308	26	86	30	142	16	199	13	228	796
08:15 AM	14	99	19	132	34	246	11	291	29	90	23	142	14	189	9	212	777
Total Volume	69	391	70	530	105	1069	42	1216	95	428	112	635	78	814	39	931	3312
% App. Total	13	73.8	13.2		8.6	87.9	3.5		15	67.4	17.6		8.4	87.4	4.2		
PHF	.784	.931	.795	.889	.772	.954	.750	.968	.819	.836	.800	.849	.780	.913	.750	.909	.925

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	17	96	18	131	17	314	13	344	16	124	24	164	23	203	9	235
+15 mins.	22	105	22	149	22	278	14	314	24	128	35	187	25	223	8	256
+30 mins.	16	91	11	118	29	265	9	303	26	86	30	142	16	199	13	228
+45 mins.	14	99	19	132	20	280	8	308	29	90	23	142	14	189	9	212
Total Volume	69	391	70	530	88	1137	44	1269	95	428	112	635	78	814	39	931
% App. Total	13	73.8	13.2		6.9	89.6	3.5		15	67.4	17.6		8.4	87.4	4.2	
PHF	.784	.931	.795	.889	.759	.905	.786	.922	.819	.836	.800	.849	.780	.913	.750	.909

City of Long Beach
 N/S: Alamitos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anahaim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

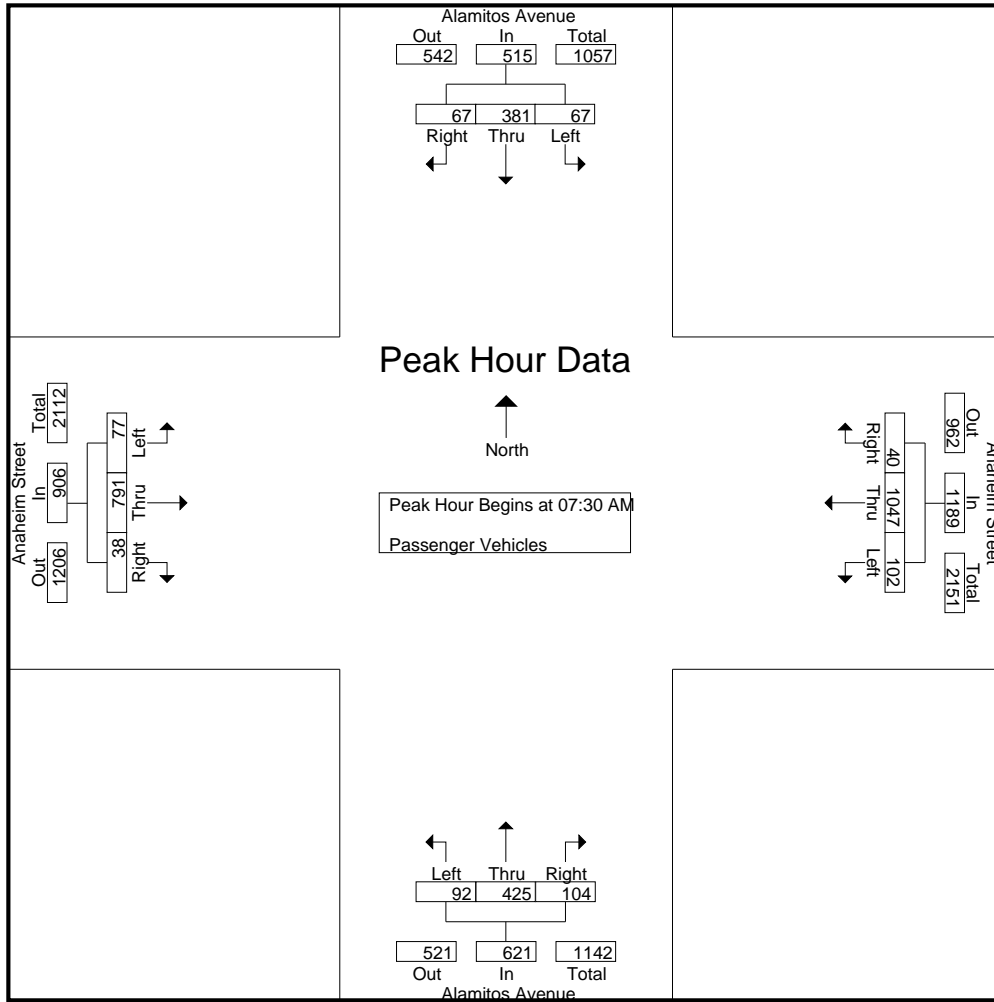
Groups Printed- Passenger Vehicles

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	58	6	78	12	257	9	278	25	71	9	105	18	116	1	135	596
07:15 AM	11	73	12	96	15	303	12	330	26	92	13	131	14	162	8	184	741
07:30 AM	15	95	18	128	21	274	14	309	14	123	24	161	23	200	9	232	830
07:45 AM	22	103	20	145	27	259	9	295	24	127	32	183	25	217	8	250	873
Total	62	329	56	447	75	1093	44	1212	89	413	78	580	80	695	26	801	3040
08:00 AM	16	88	11	115	20	272	6	298	25	86	28	139	15	193	12	220	772
08:15 AM	14	95	18	127	34	242	11	287	29	89	20	138	14	181	9	204	756
08:30 AM	17	90	9	116	24	295	11	330	25	104	21	150	21	179	12	212	808
08:45 AM	14	85	26	125	30	250	12	292	25	105	23	153	14	194	11	219	789
Total	61	358	64	483	108	1059	40	1207	104	384	92	580	64	747	44	855	3125
Grand Total	123	687	120	930	183	2152	84	2419	193	797	170	1160	144	1442	70	1656	6165
Apprch %	13.2	73.9	12.9		7.6	89	3.5		16.6	68.7	14.7		8.7	87.1	4.2		
Total %	2	11.1	1.9	15.1	3	34.9	1.4	39.2	3.1	12.9	2.8	18.8	2.3	23.4	1.1	26.9	

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	15	95	18	128	21	274	14	309	14	123	24	161	23	200	9	232	830
07:45 AM	22	103	20	145	27	259	9	295	24	127	32	183	25	217	8	250	873
08:00 AM	16	88	11	115	20	272	6	298	25	86	28	139	15	193	12	220	772
08:15 AM	14	95	18	127	34	242	11	287	29	89	20	138	14	181	9	204	756
Total Volume	67	381	67	515	102	1047	40	1189	92	425	104	621	77	791	38	906	3231
% App. Total	13	74	13		8.6	88.1	3.4		14.8	68.4	16.7		8.5	87.3	4.2		
PHF	.761	.925	.838	.888	.750	.955	.714	.962	.793	.837	.813	.848	.770	.911	.792	.906	.925

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	15	95	18	128	21	274	14	309	14	123	24	161	23	200	9	232
+15 mins.	22	103	20	145	27	259	9	295	24	127	32	183	25	217	8	250
+30 mins.	16	88	11	115	20	272	6	298	25	86	28	139	15	193	12	220
+45 mins.	14	95	18	127	34	242	11	287	29	89	20	138	14	181	9	204
Total Volume	67	381	67	515	102	1047	40	1189	92	425	104	621	77	791	38	906
% App. Total	13	74	13		8.6	88.1	3.4		14.8	68.4	16.7		8.5	87.3	4.2	
PHF	.761	.925	.838	.888	.750	.955	.714	.962	.793	.837	.813	.848	.770	.911	.792	.906

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

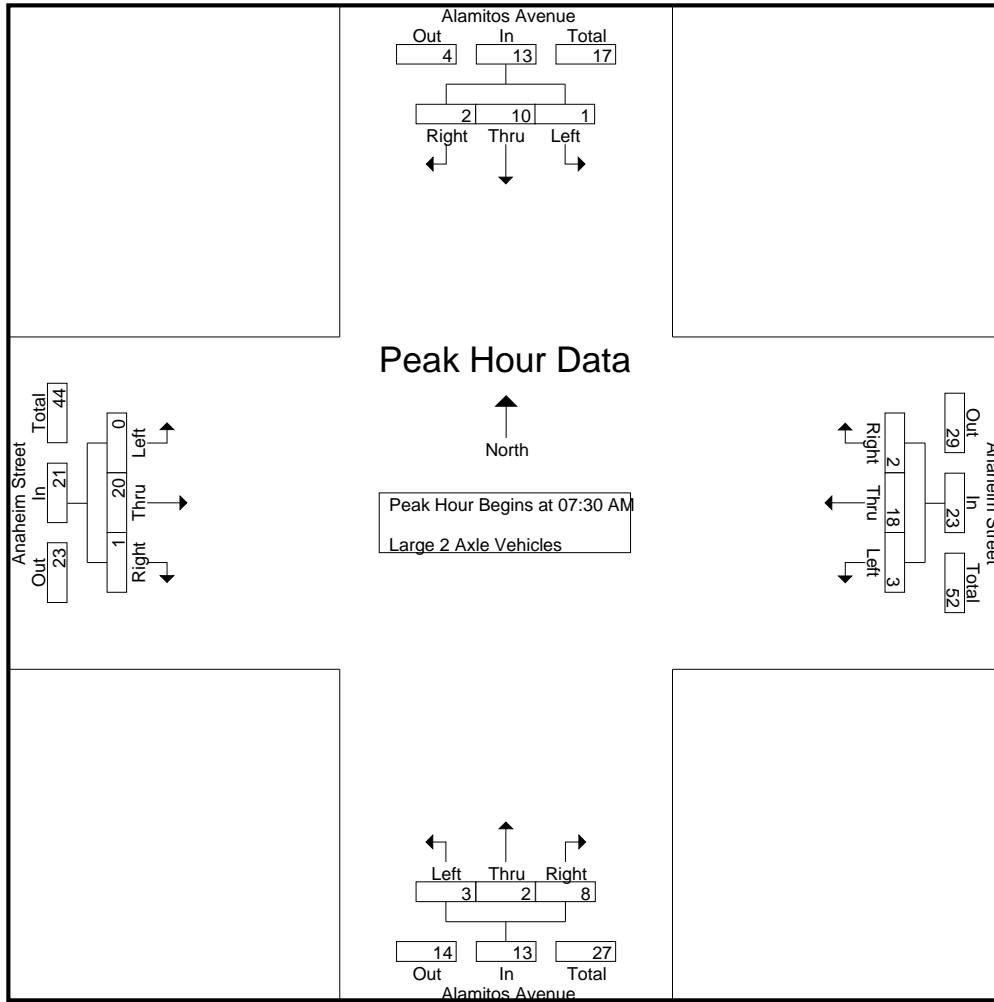
Groups Printed- Large 2 Axle Vehicles

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	1	4	0	9	0	9	2	2	2	6	2	3	0	5	24
07:15 AM	0	1	1	2	2	9	1	12	0	2	0	2	0	6	1	7	23
07:30 AM	1	1	0	2	1	4	0	5	2	1	0	3	0	3	0	3	13
07:45 AM	0	2	1	3	2	5	0	7	0	0	3	3	0	5	0	5	18
Total	2	6	3	11	5	27	1	33	4	5	5	14	2	17	1	20	78
08:00 AM	0	3	0	3	0	6	2	8	1	0	2	3	0	5	1	6	20
08:15 AM	0	4	1	5	0	3	0	3	0	1	3	4	0	7	0	7	19
08:30 AM	0	2	0	2	0	5	0	5	1	1	1	3	0	9	1	10	20
08:45 AM	0	4	0	4	0	6	0	6	0	3	0	3	1	6	1	8	21
Total	0	13	1	14	0	20	2	22	2	5	6	13	1	27	3	31	80
Grand Total	2	19	4	25	5	47	3	55	6	10	11	27	3	44	4	51	158
Apprch %	8	76	16		9.1	85.5	5.5		22.2	37	40.7		5.9	86.3	7.8		
Total %	1.3	12	2.5	15.8	3.2	29.7	1.9	34.8	3.8	6.3	7	17.1	1.9	27.8	2.5	32.3	

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	1	0	2	1	4	0	5	2	1	0	3	0	3	0	3	13
07:45 AM	0	2	1	3	2	5	0	7	0	0	3	3	0	5	0	5	18
08:00 AM	0	3	0	3	0	6	2	8	1	0	2	3	0	5	1	6	20
08:15 AM	0	4	1	5	0	3	0	3	0	1	3	4	0	7	0	7	19
Total Volume	1	10	2	13	3	18	2	23	3	2	8	13	0	20	1	21	70
% App. Total	7.7	76.9	15.4		13	78.3	8.7		23.1	15.4	61.5		0	95.2	4.8		
PHF	.250	.625	.500	.650	.375	.750	.250	.719	.375	.500	.667	.813	.000	.714	.250	.750	.875

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	1	0	2	1	4	0	5	2	1	0	3	0	3	0	3
+15 mins.	0	2	1	3	2	5	0	7	0	0	3	3	0	5	0	5
+30 mins.	0	3	0	3	0	6	2	8	1	0	2	3	0	5	1	6
+45 mins.	0	4	1	5	0	3	0	3	0	1	3	4	0	7	0	7
Total Volume	1	10	2	13	3	18	2	23	3	2	8	13	0	20	1	21
% App. Total	7.7	76.9	15.4		13	78.3	8.7		23.1	15.4	61.5		0	95.2	4.8	
PHF	.250	.625	.500	.650	.375	.750	.250	.719	.375	.500	.667	.813	.000	.714	.250	.750

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

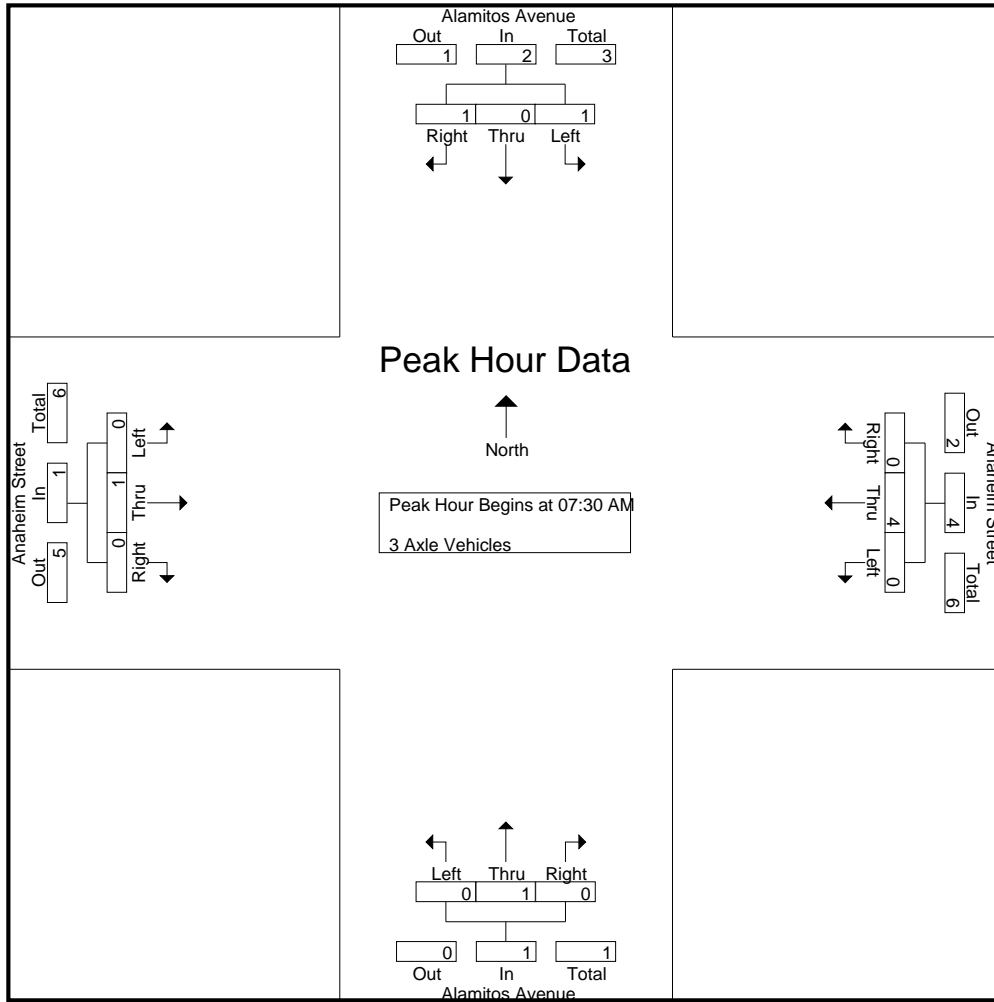
Groups Printed- 3 Axle Vehicles

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	4
Total	1	0	1	2	0	2	0	2	0	1	1	2	0	2	0	2	8
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	4
Total	0	0	0	0	0	6	0	6	0	1	0	1	0	2	0	2	9
Grand Total	1	0	1	2	0	8	0	8	0	2	1	3	0	4	0	4	17
Apprch %	50	0	50		0	100	0		0	66.7	33.3		0	100	0		
Total %	5.9	0	5.9	11.8	0	47.1	0	47.1	0	11.8	5.9	17.6	0	23.5	0	23.5	

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	2	0	4	0	4	0	1	0	1	0	1	0	1	8
% App. Total	50	0	50		0	100	0		0	100	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.500

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	1	0	1	0	1	0	1	0	1	0	1
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	4	0	4	0	1	0	1	0	1	0	1
% App. Total	50	0	50		0	100	0		0	100	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
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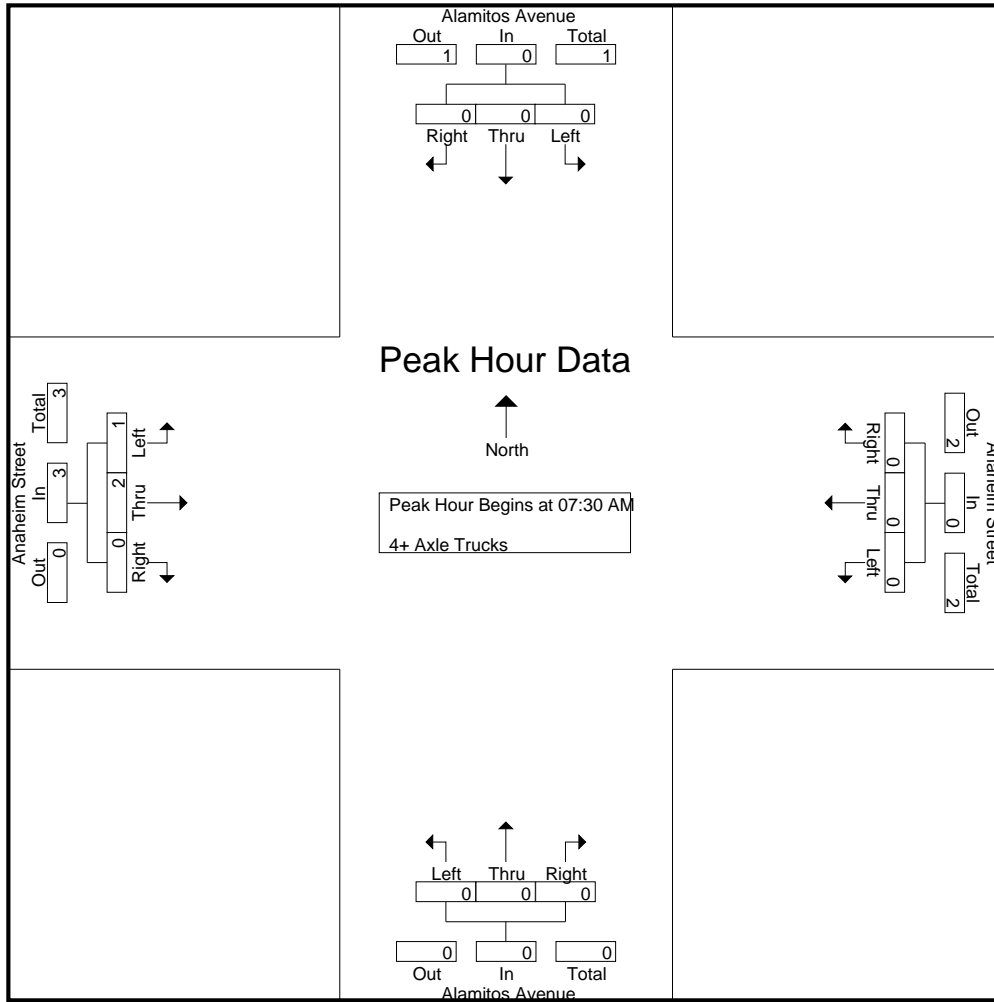
Groups Printed- 4+ Axle Trucks

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	1	3	0	4	6
Grand Total	0	0	0	0	0	3	1	4	0	0	0	0	1	3	0	4	8
Apprch %	0	0	0		0	75	25		0	0	0		25	75	0		
Total %	0	0	0		0	37.5	12.5	50	0	0	0		12.5	37.5	0	50	

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375	.375

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.500	.000	.375

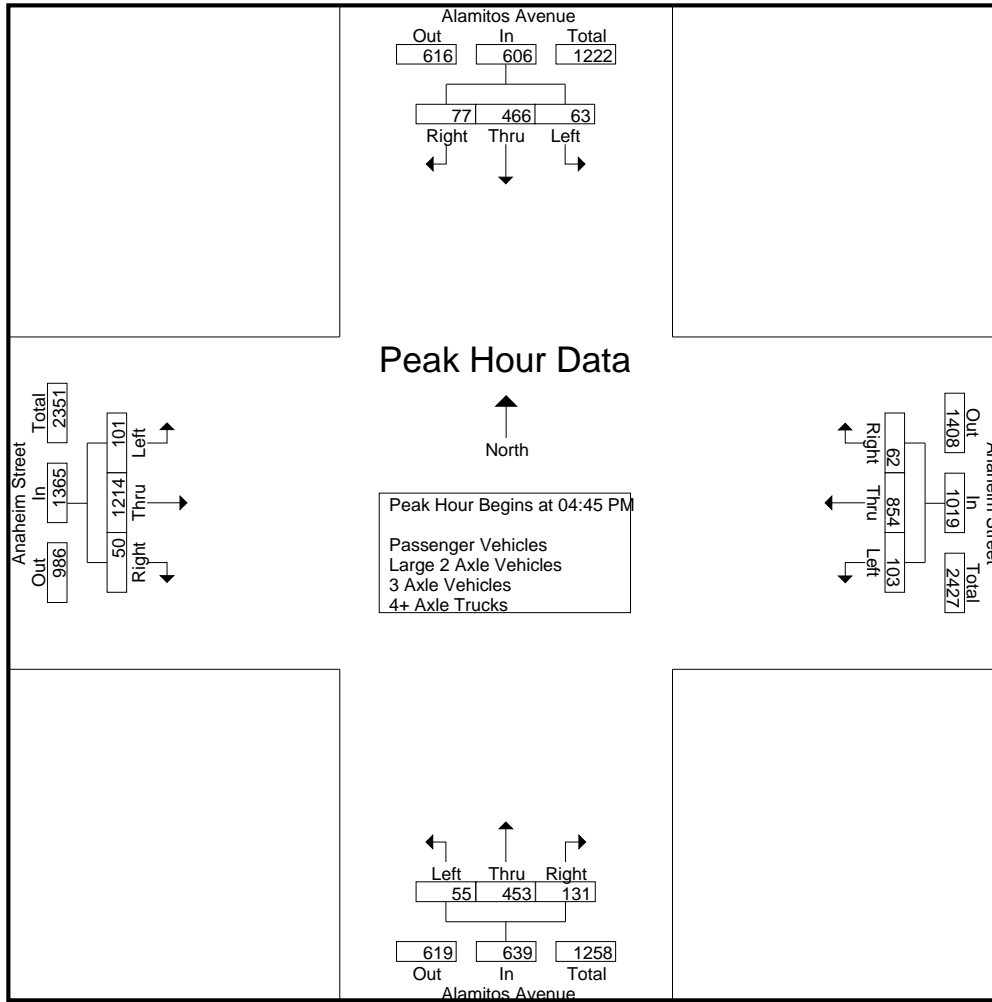
City of Long Beach
 N/S: Alamitos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	121	13	151	26	212	14	252	17	112	22	151	25	282	8	315	869
04:15 PM	21	113	10	144	29	198	15	242	19	101	23	143	19	298	13	330	859
04:30 PM	18	103	11	132	19	225	13	257	20	122	31	173	21	308	11	340	902
04:45 PM	12	107	22	141	22	206	12	240	11	124	37	172	27	310	10	347	900
Total	68	444	56	568	96	841	54	991	67	459	113	639	92	1198	42	1332	3530
05:00 PM	10	118	16	144	26	220	11	257	14	113	22	149	25	273	14	312	862
05:15 PM	20	123	17	160	30	216	21	267	17	107	41	165	17	301	9	327	919
05:30 PM	21	118	22	161	25	212	18	255	13	109	31	153	32	330	17	379	948
05:45 PM	19	105	18	142	18	218	18	254	12	108	17	137	28	306	15	349	882
Total	70	464	73	607	99	866	68	1033	56	437	111	604	102	1210	55	1367	3611
Grand Total	138	908	129	1175	195	1707	122	2024	123	896	224	1243	194	2408	97	2699	7141
Apprch %	11.7	77.3	11		9.6	84.3	6		9.9	72.1	18		7.2	89.2	3.6		
Total %	1.9	12.7	1.8	16.5	2.7	23.9	1.7	28.3	1.7	12.5	3.1	17.4	2.7	33.7	1.4	37.8	
Passenger Vehicles	138	895	129	1162	190	1679	122	1991	118	885	210	1213	190	2362	96	2648	7014
% Passenger Vehicles	100	98.6	100	98.9	97.4	98.4	100	98.4	95.9	98.8	93.8	97.6	97.9	98.1	99	98.1	98.2
Large 2 Axle Vehicles	0	12	0	12	4	25	0	29	5	11	14	30	3	45	1	49	120
% Large 2 Axle Vehicles	0	1.3	0	1	2.1	1.5	0	1.4	4.1	1.2	6.2	2.4	1.5	1.9	1	1.8	1.7
3 Axle Vehicles	0	0	0	0	1	3	0	4	0	0	0	0	1	1	0	2	6
% 3 Axle Vehicles	0	0	0	0	0.5	0.2	0	0.2	0	0	0	0	0.5	0	0	0.1	0.1
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	107	22	141	22	206	12	240	11	124	37	172	27	310	10	347	900
05:00 PM	10	118	16	144	26	220	11	257	14	113	22	149	25	273	14	312	862
05:15 PM	20	123	17	160	30	216	21	267	17	107	41	165	17	301	9	327	919
05:30 PM	21	118	22	161	25	212	18	255	13	109	31	153	32	330	17	379	948
Total Volume	63	466	77	606	103	854	62	1019	55	453	131	639	101	1214	50	1365	3629
% App. Total	10.4	76.9	12.7		10.1	83.8	6.1		8.6	70.9	20.5		7.4	88.9	3.7		
PHF	.750	.947	.875	.941	.858	.970	.738	.954	.809	.913	.799	.929	.789	.920	.735	.900	.957



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	10	118	16	144	26	220	11	257	20	122	31	173	25	273	14	312
+15 mins.	20	123	17	160	30	216	21	267	11	124	37	172	17	301	9	327
+30 mins.	21	118	22	161	25	212	18	255	14	113	22	149	32	330	17	379
+45 mins.	19	105	18	142	18	218	18	254	17	107	41	165	28	306	15	349
Total Volume	70	464	73	607	99	866	68	1033	62	466	131	659	102	1210	55	1367
% App. Total	11.5	76.4	12		9.6	83.8	6.6		9.4	70.7	19.9		7.5	88.5	4	
PHF	.833	.943	.830	.943	.825	.984	.810	.967	.775	.940	.799	.952	.797	.917	.809	.902

City of Long Beach
 N/S: Alamitos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

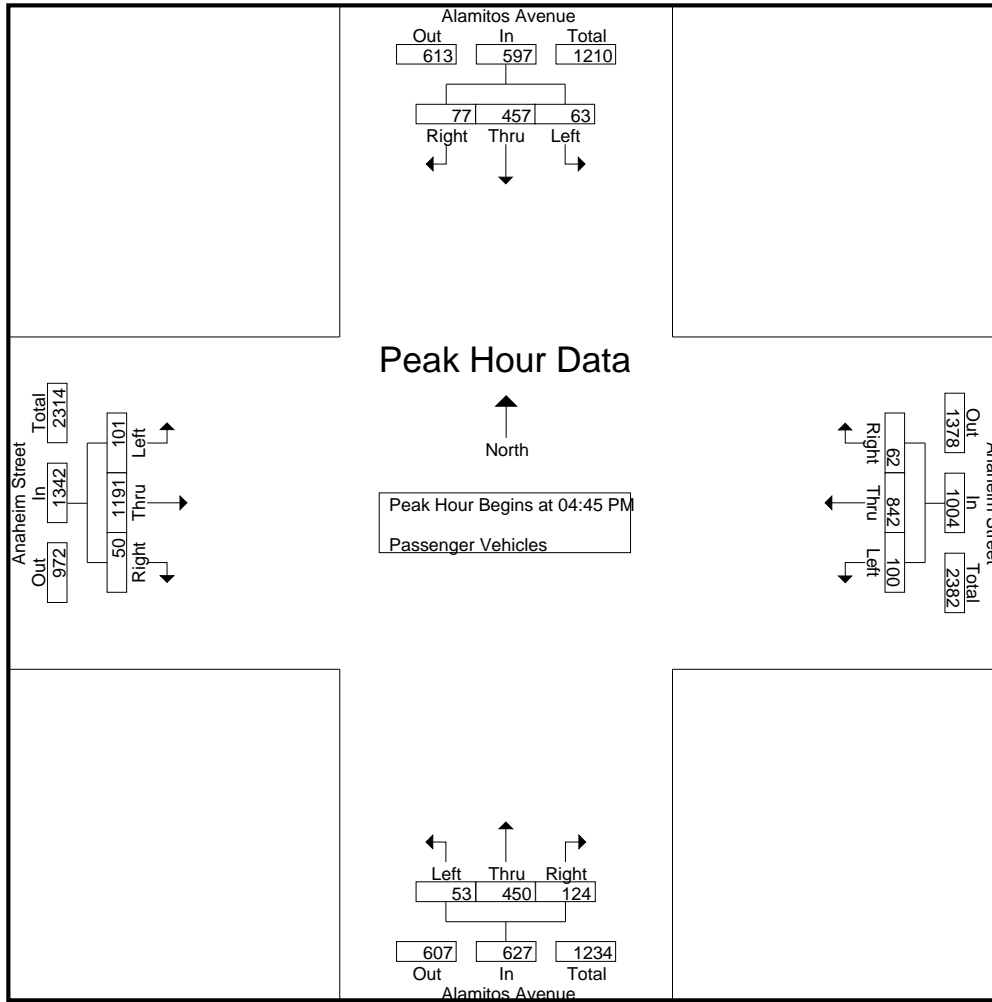
Groups Printed- Passenger Vehicles

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	17	119	13	149	25	205	14	244	16	109	18	143	23	274	7	304	840
04:15 PM	21	112	10	143	29	194	15	238	19	99	23	141	19	295	13	327	849
04:30 PM	18	103	11	132	18	223	13	254	18	120	29	167	19	302	11	332	885
04:45 PM	12	104	22	138	22	204	12	238	11	123	35	169	27	306	10	343	888
Total	68	438	56	562	94	826	54	974	64	451	105	620	88	1177	41	1306	3462
05:00 PM	10	114	16	140	25	216	11	252	13	112	21	146	25	265	14	304	842
05:15 PM	20	121	17	158	28	212	21	261	17	107	40	164	17	296	9	322	905
05:30 PM	21	118	22	161	25	210	18	253	12	108	28	148	32	324	17	373	935
05:45 PM	19	104	18	141	18	215	18	251	12	107	16	135	28	300	15	343	870
Total	70	457	73	600	96	853	68	1017	54	434	105	593	102	1185	55	1342	3552
Grand Total	138	895	129	1162	190	1679	122	1991	118	885	210	1213	190	2362	96	2648	7014
Apprch %	11.9	77	11.1		9.5	84.3	6.1		9.7	73	17.3		7.2	89.2	3.6		
Total %	2	12.8	1.8	16.6	2.7	23.9	1.7	28.4	1.7	12.6	3	17.3	2.7	33.7	1.4	37.8	

Start Time	Alamitos Avenue Southbound				Anaheim Street Westbound				Alamitos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	12	104	22	138	22	204	12	238	11	123	35	169	27	306	10	343	888
05:00 PM	10	114	16	140	25	216	11	252	13	112	21	146	25	265	14	304	842
05:15 PM	20	121	17	158	28	212	21	261	17	107	40	164	17	296	9	322	905
05:30 PM	21	118	22	161	25	210	18	253	12	108	28	148	32	324	17	373	935
Total Volume	63	457	77	597	100	842	62	1004	53	450	124	627	101	1191	50	1342	3570
% App. Total	10.6	76.5	12.9		10	83.9	6.2		8.5	71.8	19.8		7.5	88.7	3.7		
PHF	.750	.944	.875	.927	.893	.975	.738	.962	.779	.915	.775	.928	.789	.919	.735	.899	.955

City of Long Beach
 N/S: Alamitos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	12	104	22	138	22	204	12	238	11	123	35	169	27	306	10	343
+15 mins.	10	114	16	140	25	216	11	252	13	112	21	146	25	265	14	304
+30 mins.	20	121	17	158	28	212	21	261	17	107	40	164	17	296	9	322
+45 mins.	21	118	22	161	25	210	18	253	12	108	28	148	32	324	17	373
Total Volume	63	457	77	597	100	842	62	1004	53	450	124	627	101	1191	50	1342
% App. Total	10.6	76.5	12.9		10	83.9	6.2		8.5	71.8	19.8		7.5	88.7	3.7	
PHF	.750	.944	.875	.927	.893	.975	.738	.962	.779	.915	.775	.928	.789	.919	.735	.899

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

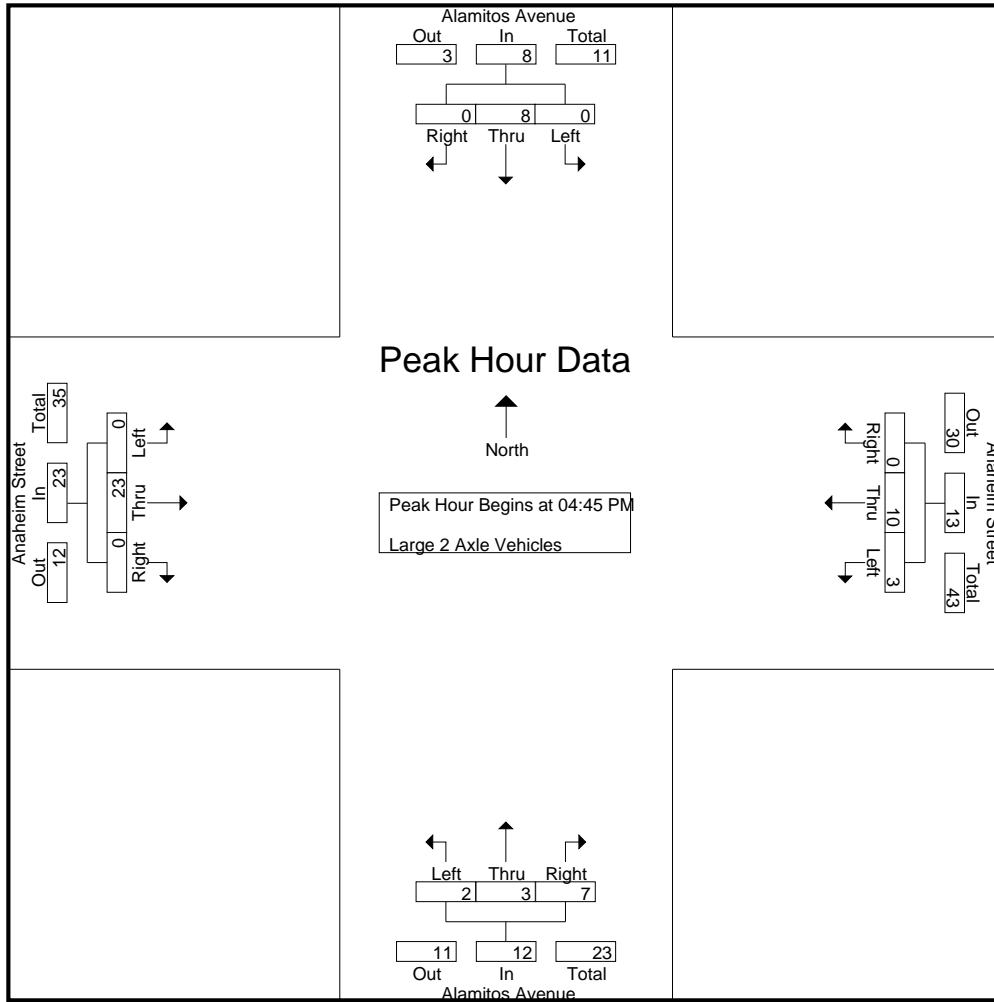
Groups Printed- Large 2 Axle Vehicles

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	6	0	6	1	3	4	8	1	8	1	10	26
04:15 PM	0	1	0	1	0	4	0	4	0	2	0	2	0	3	0	3	10
04:30 PM	0	0	0	0	1	2	0	3	2	2	2	6	2	6	0	8	17
04:45 PM	0	3	0	3	0	2	0	2	0	1	2	3	0	4	0	4	12
Total	0	6	0	6	1	14	0	15	3	8	8	19	3	21	1	25	65
05:00 PM	0	4	0	4	1	3	0	4	1	1	1	3	0	8	0	8	19
05:15 PM	0	1	0	1	2	3	0	5	0	0	1	1	0	5	0	5	12
05:30 PM	0	0	0	0	0	2	0	2	1	1	3	5	0	6	0	6	13
05:45 PM	0	1	0	1	0	3	0	3	0	1	1	2	0	5	0	5	11
Total	0	6	0	6	3	11	0	14	2	3	6	11	0	24	0	24	55
Grand Total	0	12	0	12	4	25	0	29	5	11	14	30	3	45	1	49	120
Apprch %	0	100	0		13.8	86.2	0		16.7	36.7	46.7		6.1	91.8	2		
Total %	0	10	0	10	3.3	20.8	0	24.2	4.2	9.2	11.7	25	2.5	37.5	0.8	40.8	

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	0	3	0	2	0	2	0	1	2	3	0	4	0	4	12
05:00 PM	0	4	0	4	1	3	0	4	1	1	1	3	0	8	0	8	19
05:15 PM	0	1	0	1	2	3	0	5	0	0	1	1	0	5	0	5	12
05:30 PM	0	0	0	0	0	2	0	2	1	1	3	5	0	6	0	6	13
Total Volume	0	8	0	8	3	10	0	13	2	3	7	12	0	23	0	23	56
% App. Total	0	100	0		23.1	76.9	0		16.7	25	58.3		0	100	0		
PHF	.000	.500	.000	.500	.375	.833	.000	.650	.500	.750	.583	.600	.000	.719	.000	.719	.737

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	0	3	0	2	0	2	0	1	2	3	0	4	0	4
+15 mins.	0	4	0	4	1	3	0	4	1	1	1	3	0	8	0	8
+30 mins.	0	1	0	1	2	3	0	5	0	0	1	1	0	5	0	5
+45 mins.	0	0	0	0	0	2	0	2	1	1	3	5	0	6	0	6
Total Volume	0	8	0	8	3	10	0	13	2	3	7	12	0	23	0	23
% App. Total	0	100	0		23.1	76.9	0		16.7	25	58.3		0	100	0	
PHF	.000	.500	.000	.500	.375	.833	.000	.650	.500	.750	.583	.600	.000	.719	.000	.719

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

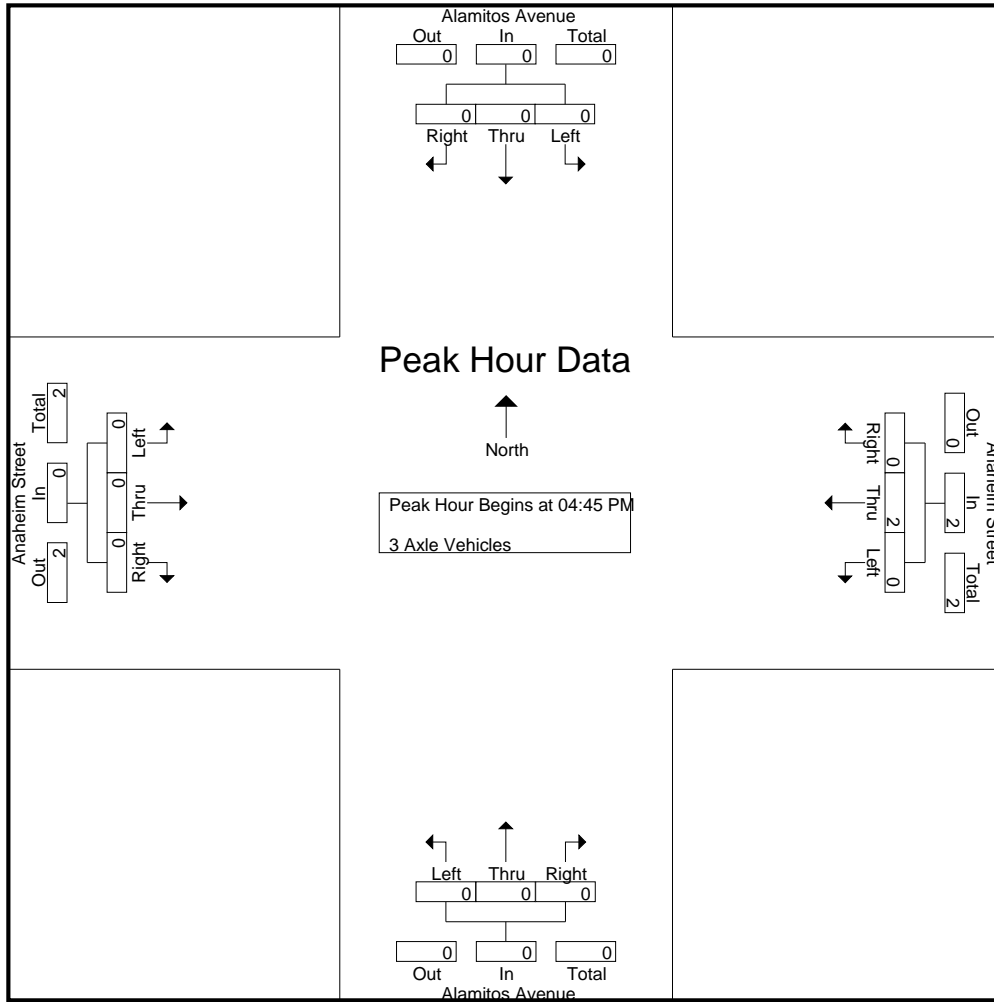
Groups Printed- 3 Axle Vehicles

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	0	0	1	0	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	1	3	0	4	0	0	0	0	1	1	0	2	6
Apprch %	0	0	0		25	75	0		0	0	0		50	50	0		
Total %	0	0	0		16.7	50	0	66.7	0	0	0		16.7	16.7	0	33.3	

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

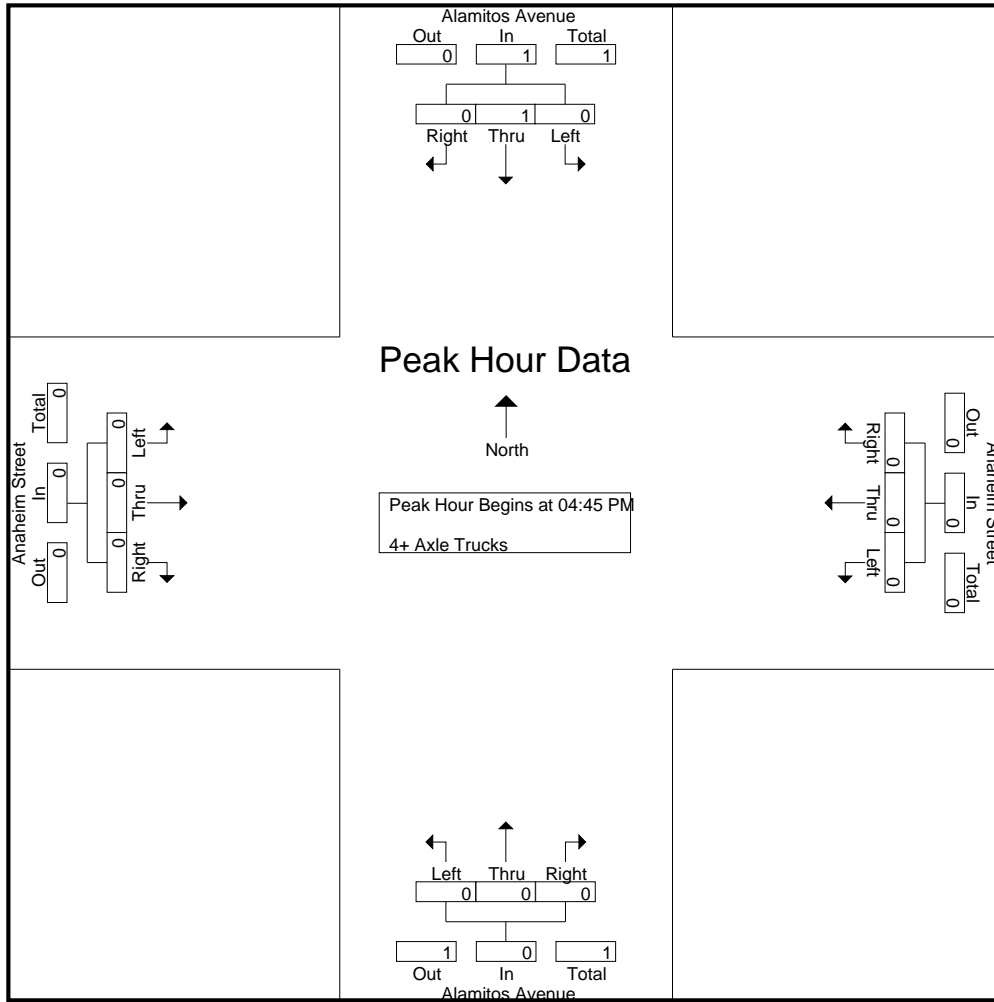
Groups Printed- 4+ Axle Trucks

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0		0	0	0		0	0	0		

Start Time	Alamos Avenue Southbound				Anaheim Street Westbound				Alamos Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

City of Long Beach
 N/S: Alamos Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 01_LBC_Alamitos_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

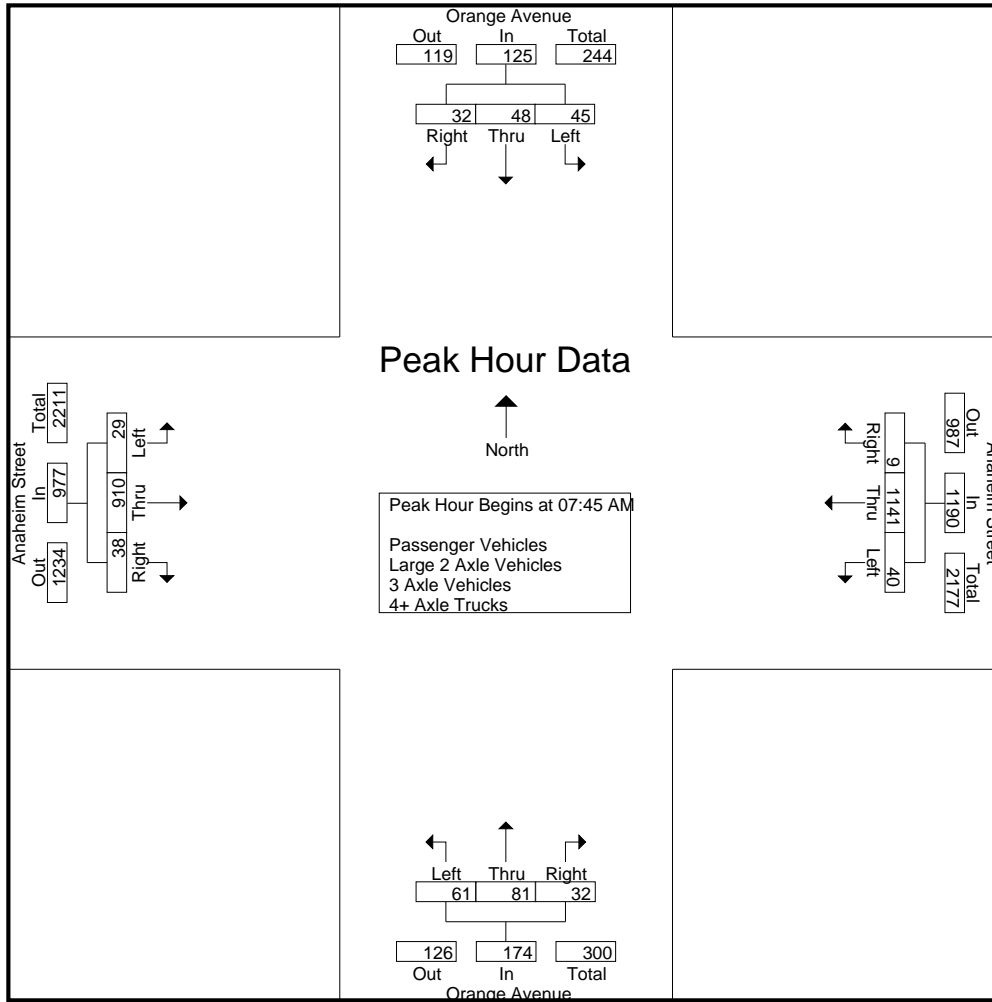
City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	5	3	14	3	294	2	299	8	13	7	28	1	125	13	139	480
07:15 AM	7	12	4	23	16	316	5	337	23	9	6	38	3	180	11	194	592
07:30 AM	10	8	11	29	11	293	4	308	20	24	8	52	8	217	23	248	637
07:45 AM	6	10	13	29	16	278	2	296	15	24	2	41	7	253	22	282	648
Total	29	35	31	95	46	1181	13	1240	66	70	23	159	19	775	69	863	2357
08:00 AM	12	13	12	37	7	266	0	273	15	15	7	37	7	221	9	237	584
08:15 AM	17	11	4	32	7	274	3	284	13	7	10	30	7	224	4	235	581
08:30 AM	10	14	3	27	10	323	4	337	18	35	13	66	8	212	3	223	653
08:45 AM	9	13	10	32	14	282	4	300	11	23	17	51	7	242	5	254	637
Total	48	51	29	128	38	1145	11	1194	57	80	47	184	29	899	21	949	2455
Grand Total	77	86	60	223	84	2326	24	2434	123	150	70	343	48	1674	90	1812	4812
Apprch %	34.5	38.6	26.9		3.5	95.6	1		35.9	43.7	20.4		2.6	92.4	5		
Total %	1.6	1.8	1.2	4.6	1.7	48.3	0.5	50.6	2.6	3.1	1.5	7.1	1	34.8	1.9	37.7	
Passenger Vehicles	75	83	59	217	81	2251	23	2355	120	148	68	336	45	1604	87	1736	4644
% Passenger Vehicles	97.4	96.5	98.3	97.3	96.4	96.8	95.8	96.8	97.6	98.7	97.1	98	93.8	95.8	96.7	95.8	96.5
Large 2 Axle Vehicles	1	2	1	4	3	63	1	67	3	2	2	7	1	62	3	66	144
% Large 2 Axle Vehicles	1.3	2.3	1.7	1.8	3.6	2.7	4.2	2.8	2.4	1.3	2.9	2	2.1	3.7	3.3	3.6	3
3 Axle Vehicles	1	1	0	2	0	9	0	9	0	0	0	0	2	5	0	7	18
% 3 Axle Vehicles	1.3	1.2	0	0.9	0	0.4	0	0.4	0	0	0	0	4.2	0.3	0	0.4	0.4
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.1

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	10	13	29	16	278	2	296	15	24	2	41	7	253	22	282	648
08:00 AM	12	13	12	37	7	266	0	273	15	15	7	37	7	221	9	237	584
08:15 AM	17	11	4	32	7	274	3	284	13	7	10	30	7	224	4	235	581
08:30 AM	10	14	3	27	10	323	4	337	18	35	13	66	8	212	3	223	653
Total Volume	45	48	32	125	40	1141	9	1190	61	81	32	174	29	910	38	977	2466
% App. Total	36	38.4	25.6		3.4	95.9	0.8		35.1	46.6	18.4		3	93.1	3.9		
PHF	.662	.857	.615	.845	.625	.883	.563	.883	.847	.579	.615	.659	.906	.899	.432	.866	.944



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:30 AM			
+0 mins.	12	13	12	37	3	294	2	299	15	15	7	37	8	217	23	248
+15 mins.	17	11	4	32	16	316	5	337	13	7	10	30	7	253	22	282
+30 mins.	10	14	3	27	11	293	4	308	18	35	13	66	7	221	9	237
+45 mins.	9	13	10	32	16	278	2	296	11	23	17	51	7	224	4	235
Total Volume	48	51	29	128	46	1181	13	1240	57	80	47	184	29	915	58	1002
% App. Total	37.5	39.8	22.7		3.7	95.2	1		31	43.5	25.5		2.9	91.3	5.8	
PHF	.706	.911	.604	.865	.719	.934	.650	.920	.792	.571	.691	.697	.906	.904	.630	.888

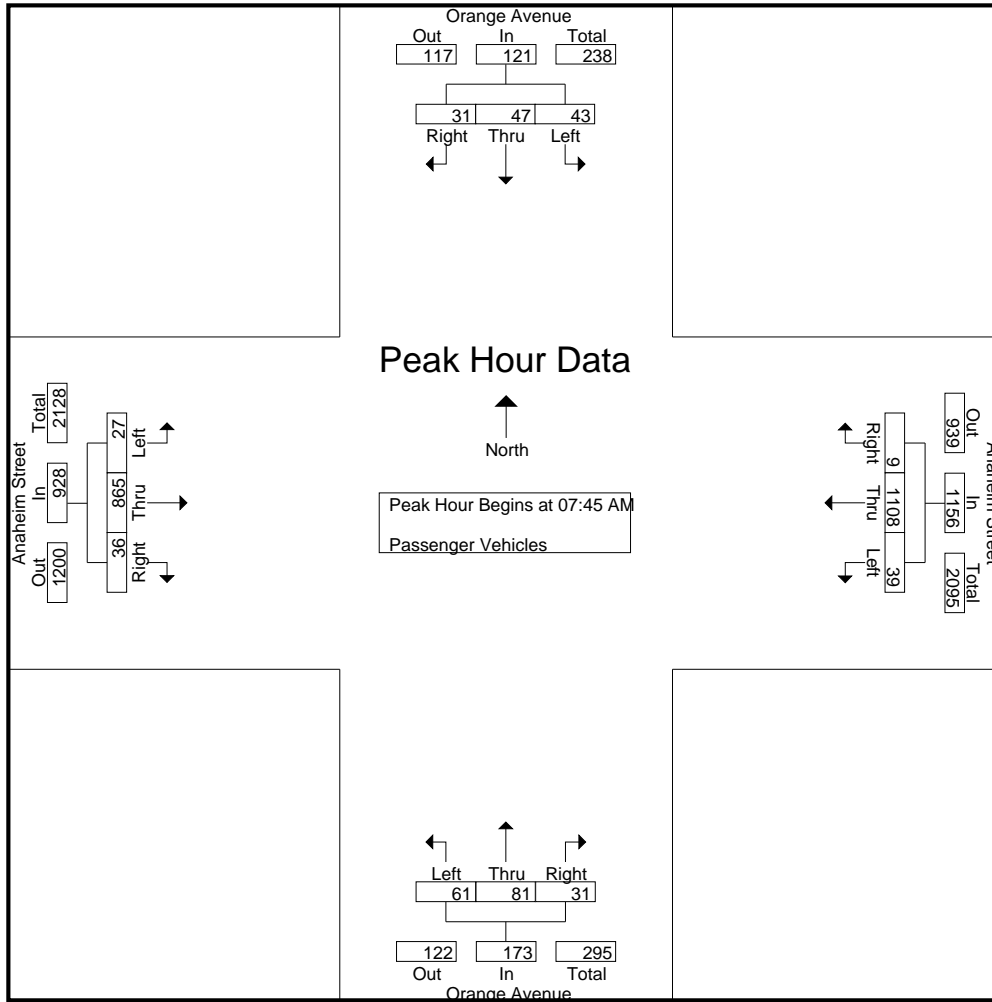
City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	3	3	12	3	285	2	290	8	13	7	28	1	120	12	133	463
07:15 AM	7	12	4	23	16	304	4	324	21	9	6	36	3	171	11	185	568
07:30 AM	10	8	11	29	9	283	4	296	19	24	8	51	7	214	23	244	620
07:45 AM	6	10	12	28	16	271	2	289	15	24	2	41	7	241	22	270	628
Total	29	33	30	92	44	1143	12	1199	63	70	23	156	18	746	68	832	2279
08:00 AM	12	12	12	36	6	254	0	260	15	15	7	37	7	213	8	228	561
08:15 AM	15	11	4	30	7	269	3	279	13	7	10	30	7	211	4	222	561
08:30 AM	10	14	3	27	10	314	4	328	18	35	12	65	6	200	2	208	628
08:45 AM	9	13	10	32	14	271	4	289	11	21	16	48	7	234	5	246	615
Total	46	50	29	125	37	1108	11	1156	57	78	45	180	27	858	19	904	2365
Grand Total	75	83	59	217	81	2251	23	2355	120	148	68	336	45	1604	87	1736	4644
Apprch %	34.6	38.2	27.2		3.4	95.6	1		35.7	44	20.2		2.6	92.4	5		
Total %	1.6	1.8	1.3	4.7	1.7	48.5	0.5	50.7	2.6	3.2	1.5	7.2	1	34.5	1.9	37.4	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	10	12	28	16	271	2	289	15	24	2	41	7	241	22	270	628
08:00 AM	12	12	12	36	6	254	0	260	15	15	7	37	7	213	8	228	561
08:15 AM	15	11	4	30	7	269	3	279	13	7	10	30	7	211	4	222	561
08:30 AM	10	14	3	27	10	314	4	328	18	35	12	65	6	200	2	208	628
Total Volume	43	47	31	121	39	1108	9	1156	61	81	31	173	27	865	36	928	2378
% App. Total	35.5	38.8	25.6		3.4	95.8	0.8		35.3	46.8	17.9		2.9	93.2	3.9		
PHF	.717	.839	.646	.840	.609	.882	.563	.881	.847	.579	.646	.665	.964	.897	.409	.859	.947



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	6	10	12	28	16	271	2	289	15	24	2	41	7	241	22	270
+15 mins.	12	12	12	36	6	254	0	260	15	15	7	37	7	213	8	228
+30 mins.	15	11	4	30	7	269	3	279	13	7	10	30	7	211	4	222
+45 mins.	10	14	3	27	10	314	4	328	18	35	12	65	6	200	2	208
Total Volume	43	47	31	121	39	1108	9	1156	61	81	31	173	27	865	36	928
% App. Total	35.5	38.8	25.6		3.4	95.8	0.8		35.3	46.8	17.9		2.9	93.2	3.9	
PHF	.717	.839	.646	.840	.609	.882	.563	.881	.847	.579	.646	.665	.964	.897	.409	.859

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

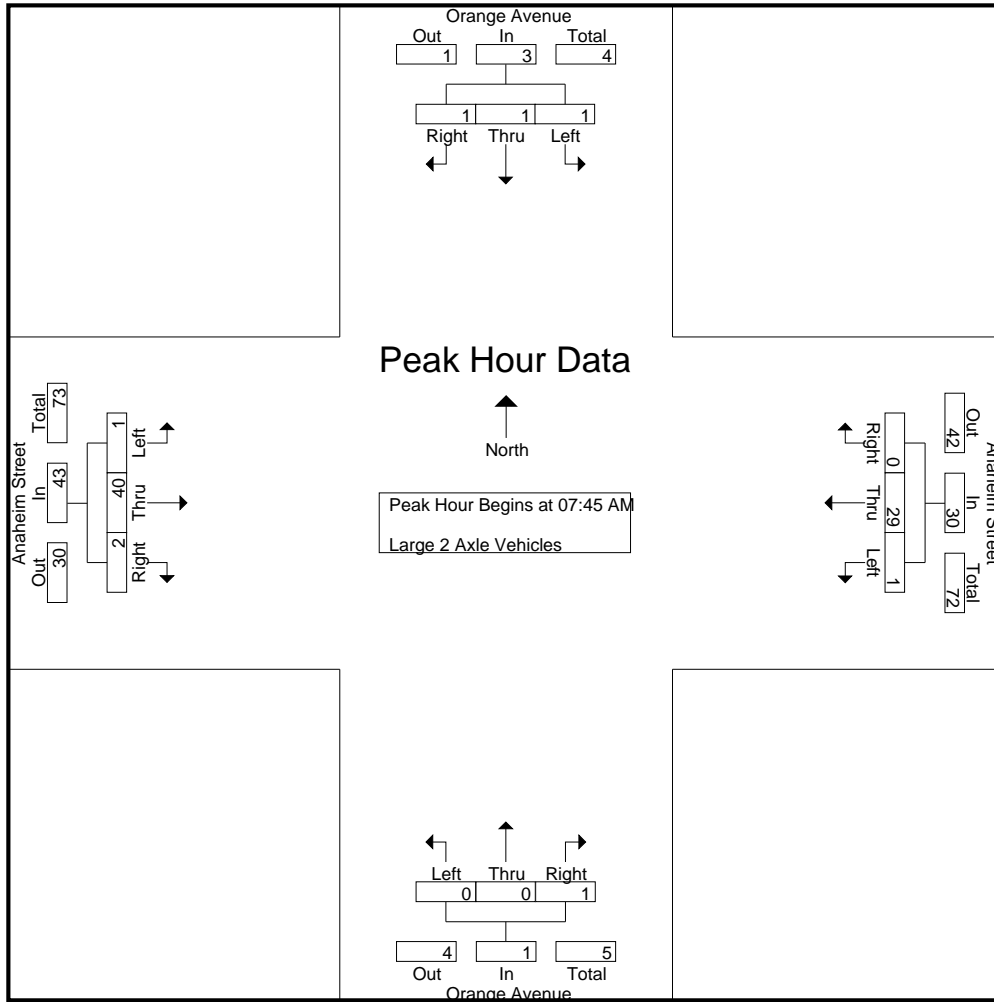
Groups Printed- Large 2 Axle Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	9	0	9	0	0	0	0	0	5	1	6	16
07:15 AM	0	0	0	0	0	10	1	11	2	0	0	2	0	7	0	7	20
07:30 AM	0	0	0	0	2	9	0	11	1	0	0	1	0	3	0	3	15
07:45 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	11	0	11	19
Total	0	1	1	2	2	35	1	38	3	0	0	3	0	26	1	27	70
08:00 AM	0	1	0	1	1	10	0	11	0	0	0	0	0	7	1	8	20
08:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	12	0	12	17
08:30 AM	0	0	0	0	0	8	0	8	0	0	1	1	1	10	1	12	21
08:45 AM	0	0	0	0	0	6	0	6	0	2	1	3	0	7	0	7	16
Total	1	1	0	2	1	28	0	29	0	2	2	4	1	36	2	39	74
Grand Total	1	2	1	4	3	63	1	67	3	2	2	7	1	62	3	66	144
Apprch %	25	50	25		4.5	94	1.5		42.9	28.6	28.6		1.5	93.9	4.5		
Total %	0.7	1.4	0.7	2.8	2.1	43.8	0.7	46.5	2.1	1.4	1.4	4.9	0.7	43.1	2.1	45.8	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	11	0	11	19
08:00 AM	0	1	0	1	1	10	0	11	0	0	0	0	0	7	1	8	20
08:15 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	12	0	12	17
08:30 AM	0	0	0	0	0	8	0	8	0	0	1	1	1	10	1	12	21
Total Volume	1	1	1	3	1	29	0	30	0	0	1	1	1	40	2	43	77
% App. Total	33.3	33.3	33.3		3.3	96.7	0		0	0	100		2.3	93	4.7		
PHF	.250	.250	.250	.750	.250	.725	.000	.682	.000	.000	.250	.250	.250	.833	.500	.896	.917

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	1	1	0	7	0	7	0	0	0	0	0	11	0	11
+15 mins.	0	1	0	1	1	10	0	11	0	0	0	0	0	7	1	8
+30 mins.	1	0	0	1	0	4	0	4	0	0	0	0	0	12	0	12
+45 mins.	0	0	0	0	0	8	0	8	0	0	1	1	1	10	1	12
Total Volume	1	1	1	3	1	29	0	30	0	0	1	1	1	40	2	43
% App. Total	33.3	33.3	33.3		3.3	96.7	0		0	0	100		2.3	93	4.7	
PHF	.250	.250	.250	.750	.250	.725	.000	.682	.000	.000	.250	.250	.250	.833	.500	.896

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

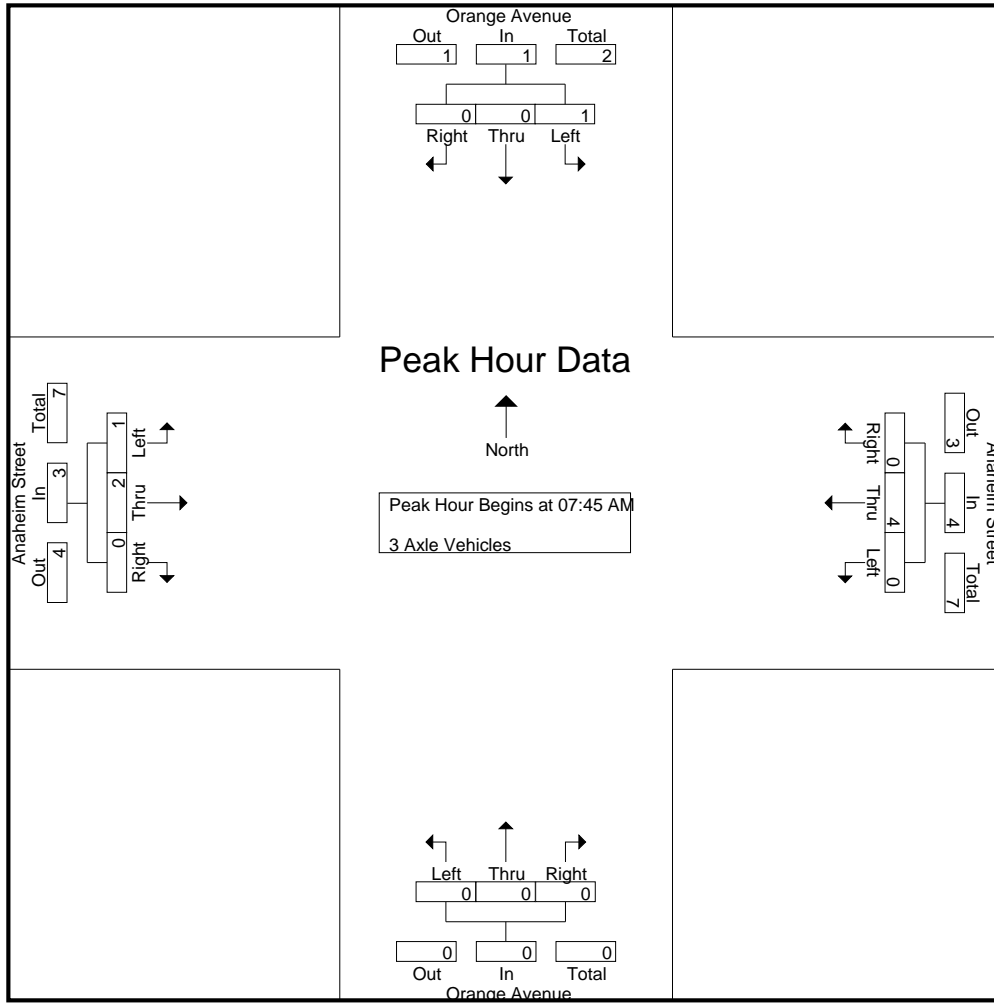
Groups Printed- 3 Axle Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	0	2	0	2	0	0	0	0	1	3	0	4	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	0	7	0	7	0	0	0	0	1	2	0	3	11
Grand Total	1	1	0	2	0	9	0	9	0	0	0	0	2	5	0	7	18
Apprch %	50	50	0		0	100	0		0	0	0		28.6	71.4	0		
Total %	5.6	5.6	0	11.1	0	50	0	50	0	0	0	0	11.1	27.8	0	38.9	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2	3
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	1	2	0	3	8
% App. Total	100	0	0		0	100	0		0	0	0		33.3	66.7	0		
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.375	.667

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	1	0	2
Total Volume	1	0	0	1	0	4	0	4	0	0	0	0	1	2	0	3
% App. Total	100	0	0	0	0	100	0	0	0	0	0	0	33.3	66.7	0	0
PHF	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.250	.500	.000	.375

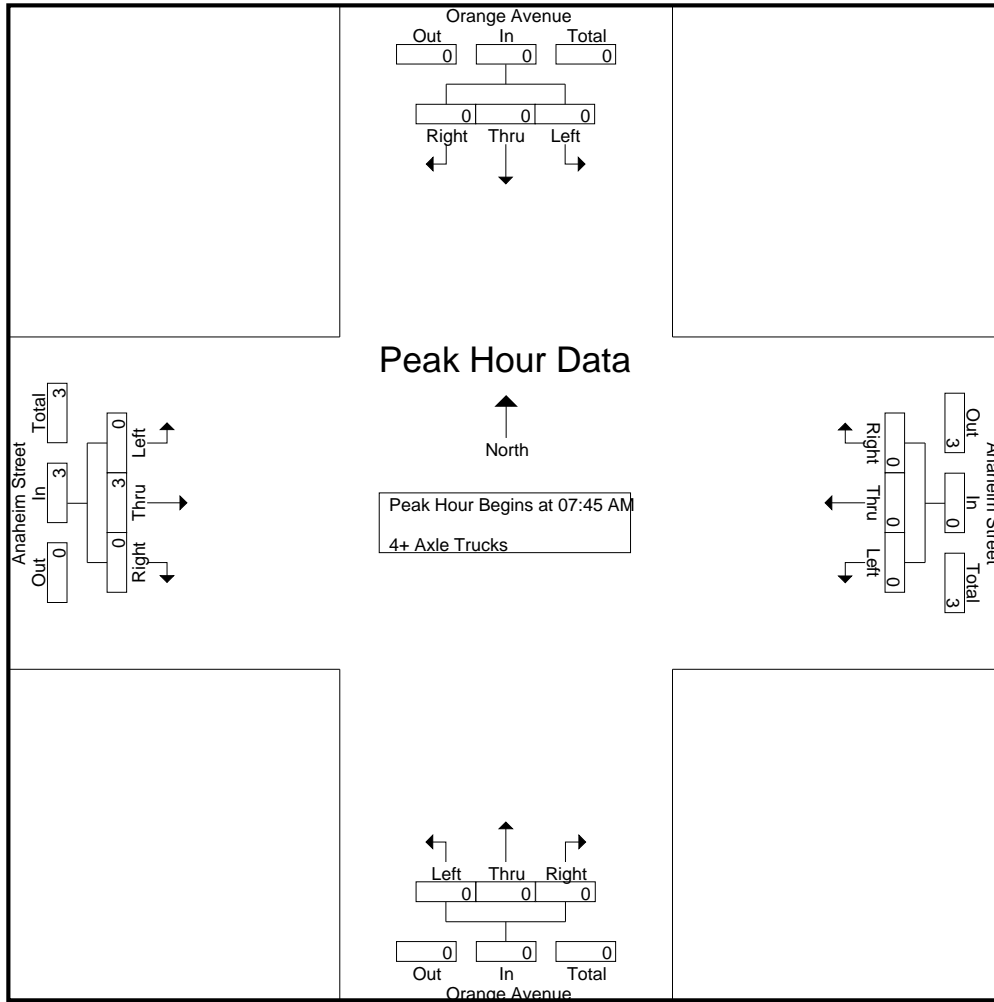
City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.750



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750

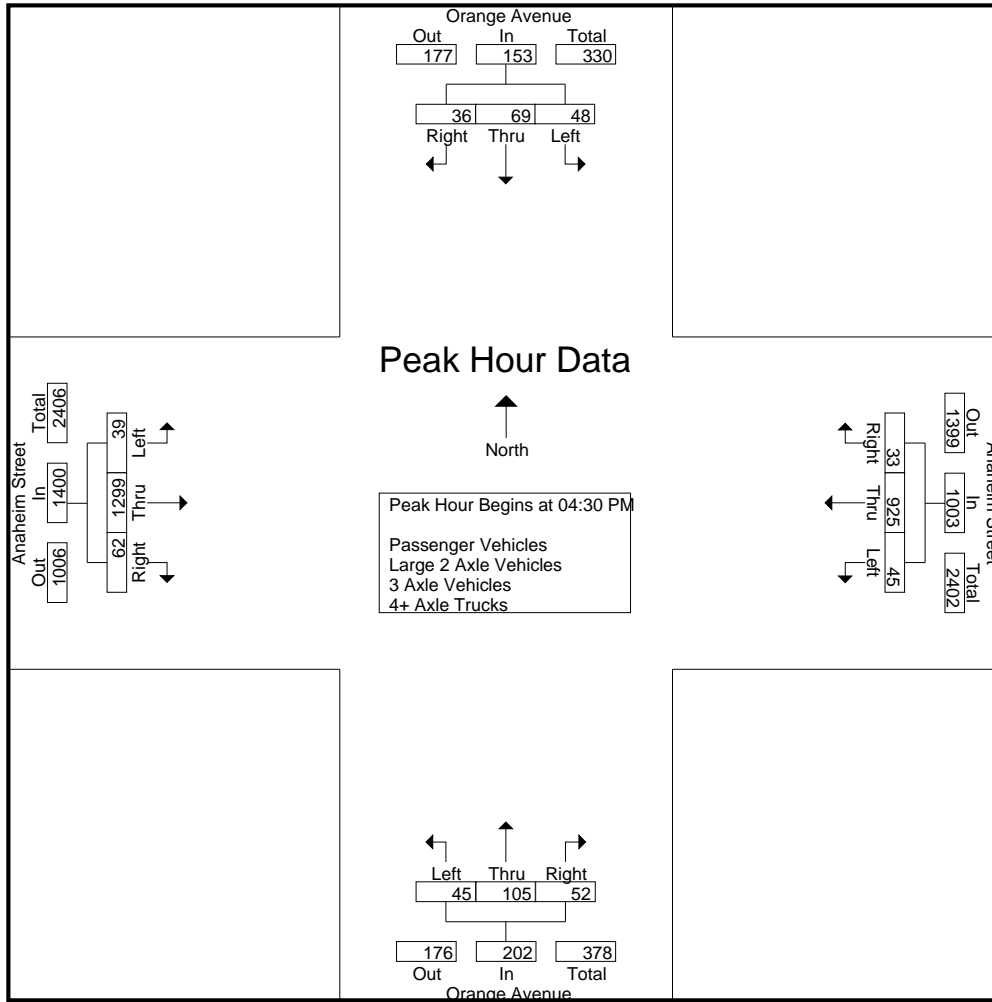
City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	18	8	37	15	217	7	239	11	37	14	62	8	292	14	314	652
04:15 PM	11	25	7	43	9	218	11	238	15	19	14	48	9	324	12	345	674
04:30 PM	7	19	13	39	9	230	8	247	14	34	19	67	11	332	14	357	710
04:45 PM	18	22	6	46	15	217	8	240	6	19	4	29	12	341	11	364	679
Total	47	84	34	165	48	882	34	964	46	109	51	206	40	1289	51	1380	2715
05:00 PM	10	11	5	26	15	237	7	259	12	28	14	54	5	301	15	321	660
05:15 PM	13	17	12	42	6	241	10	257	13	24	15	52	11	325	22	358	709
05:30 PM	13	21	10	44	6	224	13	243	18	20	10	48	5	350	15	370	705
05:45 PM	20	13	9	42	15	219	8	242	13	22	4	39	8	327	10	345	668
Total	56	62	36	154	42	921	38	1001	56	94	43	193	29	1303	62	1394	2742
Grand Total	103	146	70	319	90	1803	72	1965	102	203	94	399	69	2592	113	2774	5457
Apprch %	32.3	45.8	21.9		4.6	91.8	3.7		25.6	50.9	23.6		2.5	93.4	4.1		
Total %	1.9	2.7	1.3	5.8	1.6	33	1.3	36	1.9	3.7	1.7	7.3	1.3	47.5	2.1	50.8	
Passenger Vehicles	103	145	69	317	87	1763	72	1922	99	203	94	396	68	2527	112	2707	5342
% Passenger Vehicles	100	99.3	98.6	99.4	96.7	97.8	100	97.8	97.1	100	100	99.2	98.6	97.5	99.1	97.6	97.9
Large 2 Axle Vehicles	0	1	1	2	3	37	0	40	3	0	0	3	1	64	1	66	111
% Large 2 Axle Vehicles	0	0.7	1.4	0.6	3.3	2.1	0	2	2.9	0	0	0.8	1.4	2.5	0.9	2.4	2
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	19	13	39	9	230	8	247	14	34	19	67	11	332	14	357	710
04:45 PM	18	22	6	46	15	217	8	240	6	19	4	29	12	341	11	364	679
05:00 PM	10	11	5	26	15	237	7	259	12	28	14	54	5	301	15	321	660
05:15 PM	13	17	12	42	6	241	10	257	13	24	15	52	11	325	22	358	709
Total Volume	48	69	36	153	45	925	33	1003	45	105	52	202	39	1299	62	1400	2758
% App. Total	31.4	45.1	23.5		4.5	92.2	3.3		22.3	52	25.7		2.8	92.8	4.4		
PHF	.667	.784	.692	.832	.750	.960	.825	.968	.804	.772	.684	.754	.813	.952	.705	.962	.971



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	11	18	8	37	9	230	8	247	11	37	14	62	12	341	11	364
+15 mins.	11	25	7	43	15	217	8	240	15	19	14	48	5	301	15	321
+30 mins.	7	19	13	39	15	237	7	259	14	34	19	67	11	325	22	358
+45 mins.	18	22	6	46	6	241	10	257	6	19	4	29	5	350	15	370
Total Volume	47	84	34	165	45	925	33	1003	46	109	51	206	33	1317	63	1413
% App. Total	28.5	50.9	20.6		4.5	92.2	3.3		22.3	52.9	24.8		2.3	93.2	4.5	
PHF	.653	.840	.654	.897	.750	.960	.825	.968	.767	.736	.671	.769	.688	.941	.716	.955

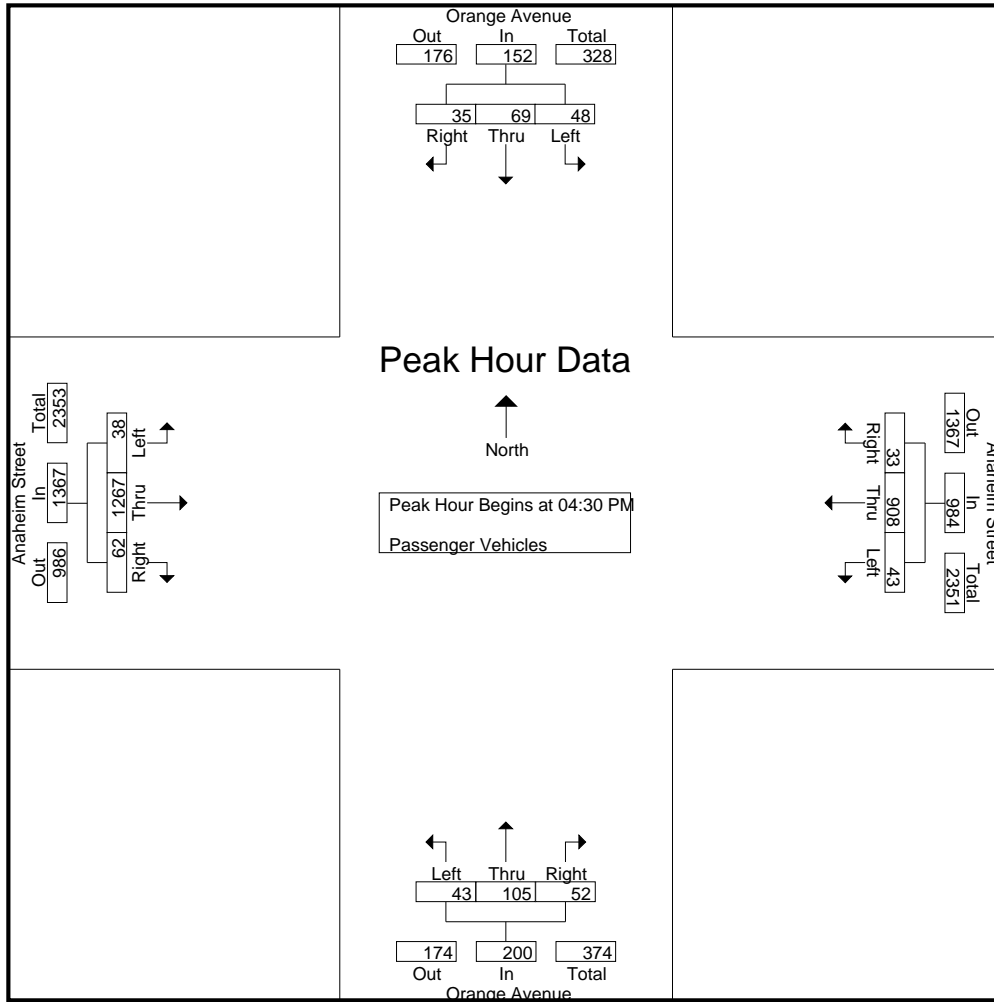
City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	18	8	37	14	207	7	228	10	37	14	61	8	280	14	302	628
04:15 PM	11	24	7	42	9	210	11	230	15	19	14	48	9	320	12	341	661
04:30 PM	7	19	13	39	7	224	8	239	14	34	19	67	11	323	14	348	693
04:45 PM	18	22	6	46	15	217	8	240	5	19	4	28	12	333	11	356	670
Total	47	83	34	164	45	858	34	937	44	109	51	204	40	1256	51	1347	2652
05:00 PM	10	11	5	26	15	231	7	253	11	28	14	53	5	293	15	313	645
05:15 PM	13	17	11	41	6	236	10	252	13	24	15	52	10	318	22	350	695
05:30 PM	13	21	10	44	6	223	13	242	18	20	10	48	5	341	15	361	695
05:45 PM	20	13	9	42	15	215	8	238	13	22	4	39	8	319	9	336	655
Total	56	62	35	153	42	905	38	985	55	94	43	192	28	1271	61	1360	2690
Grand Total	103	145	69	317	87	1763	72	1922	99	203	94	396	68	2527	112	2707	5342
Apprch %	32.5	45.7	21.8		4.5	91.7	3.7		25	51.3	23.7		2.5	93.4	4.1		
Total %	1.9	2.7	1.3	5.9	1.6	33	1.3	36	1.9	3.8	1.8	7.4	1.3	47.3	2.1	50.7	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	19	13	39	7	224	8	239	14	34	19	67	11	323	14	348	693
04:45 PM	18	22	6	46	15	217	8	240	5	19	4	28	12	333	11	356	670
05:00 PM	10	11	5	26	15	231	7	253	11	28	14	53	5	293	15	313	645
05:15 PM	13	17	11	41	6	236	10	252	13	24	15	52	10	318	22	350	695
Total Volume	48	69	35	152	43	908	33	984	43	105	52	200	38	1267	62	1367	2703
% App. Total	31.6	45.4	23		4.4	92.3	3.4		21.5	52.5	26		2.8	92.7	4.5		
PHF	.667	.784	.673	.826	.717	.962	.825	.972	.768	.772	.684	.746	.792	.951	.705	.960	.972



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	7	19	13	39	7	224	8	239	14	34	19	67	11	323	14	348
+15 mins.	18	22	6	46	15	217	8	240	5	19	4	28	12	333	11	356
+30 mins.	10	11	5	26	15	231	7	253	11	28	14	53	5	293	15	313
+45 mins.	13	17	11	41	6	236	10	252	13	24	15	52	10	318	22	350
Total Volume	48	69	35	152	43	908	33	984	43	105	52	200	38	1267	62	1367
% App. Total	31.6	45.4	23		4.4	92.3	3.4		21.5	52.5	26		2.8	92.7	4.5	
PHF	.667	.784	.673	.826	.717	.962	.825	.972	.768	.772	.684	.746	.792	.951	.705	.960

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

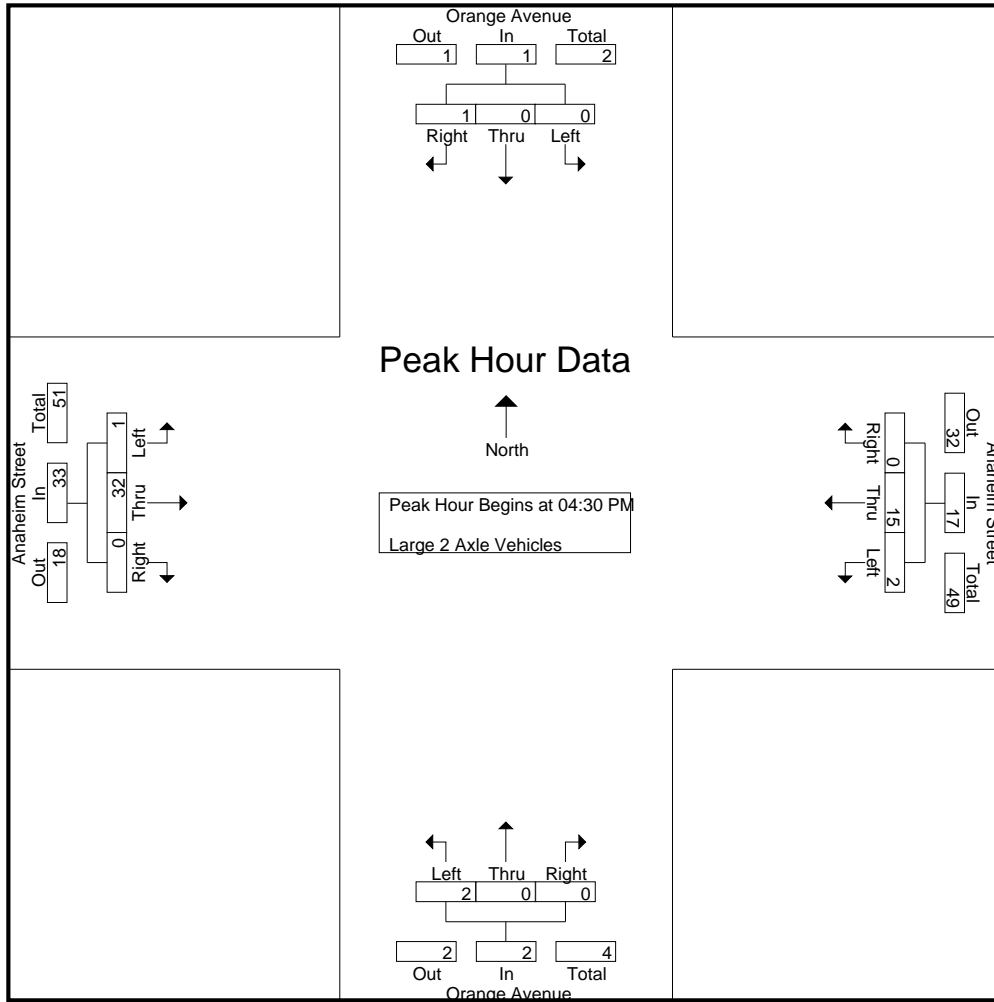
Groups Printed- Large 2 Axle Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	9	0	10	1	0	0	1	0	12	0	12	23
04:15 PM	0	1	0	1	0	8	0	8	0	0	0	0	0	4	0	4	13
04:30 PM	0	0	0	0	2	6	0	8	0	0	0	0	0	9	0	9	17
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
Total	0	1	0	1	3	23	0	26	2	0	0	2	0	33	0	33	62
05:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	8	0	8	14
05:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	7	0	8	13
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	1	8	12
Total	0	0	1	1	0	14	0	14	1	0	0	1	1	31	1	33	49
Grand Total	0	1	1	2	3	37	0	40	3	0	0	3	1	64	1	66	111
Apprch %	0	50	50		7.5	92.5	0		100	0	0		1.5	97	1.5		
Total %	0	0.9	0.9	1.8	2.7	33.3	0	36	2.7	0	0	2.7	0.9	57.7	0.9	59.5	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	2	6	0	8	0	0	0	0	0	9	0	9	17
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
05:00 PM	0	0	0	0	0	5	0	5	1	0	0	1	0	8	0	8	14
05:15 PM	0	0	1	1	0	4	0	4	0	0	0	0	1	7	0	8	13
Total Volume	0	0	1	1	2	15	0	17	2	0	0	2	1	32	0	33	53
% App. Total	0	0	100		11.8	88.2	0		100	0	0		3	97	0		
PHF	.000	.000	.250	.250	.250	.625	.000	.531	.500	.000	.000	.500	.250	.889	.000	.917	.779

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	2	6	0	8	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8
+30 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	8	0	8
+45 mins.	0	0	1	1	0	4	0	4	0	0	0	0	1	7	0	8
Total Volume	0	0	1	1	2	15	0	17	2	0	0	2	1	32	0	33
% App. Total	0	0	100		11.8	88.2	0		100	0	0		3	97	0	
PHF	.000	.000	.250	.250	.250	.625	.000	.531	.500	.000	.000	.500	.250	.889	.000	.917

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

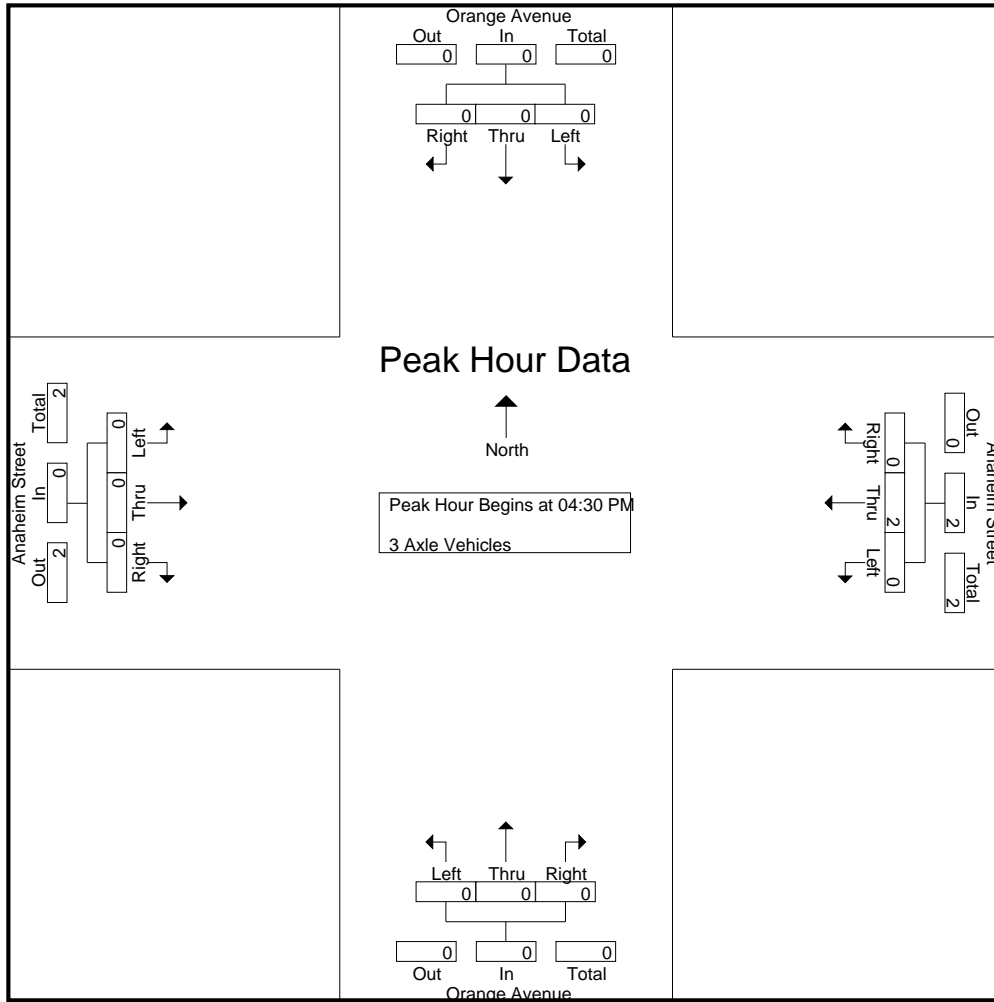
Groups Printed- 3 Axle Vehicles

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	75	0	75	0	0	0		0	25	0	25	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

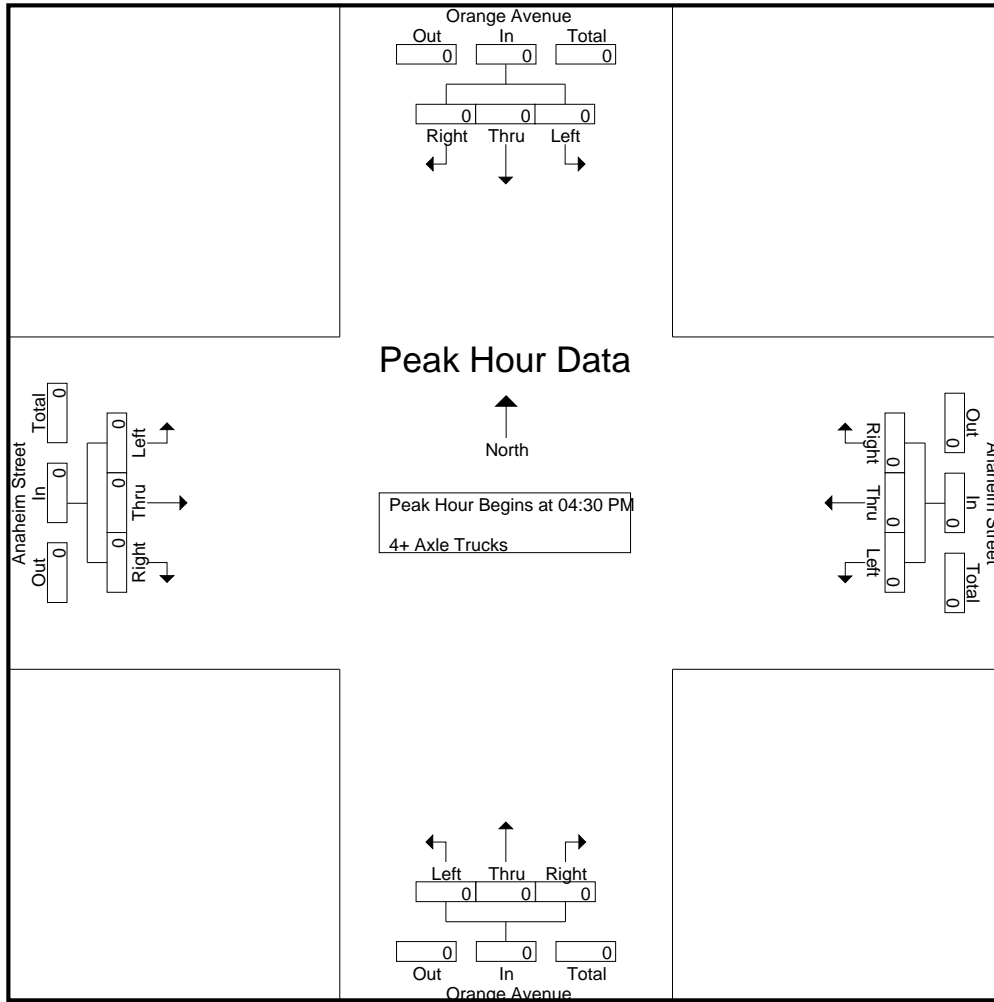
Groups Printed- 4+ Axle Trucks

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Orange Avenue Southbound				Anaheim Street Westbound				Orange Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Orange Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 02_LBC_Orange_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

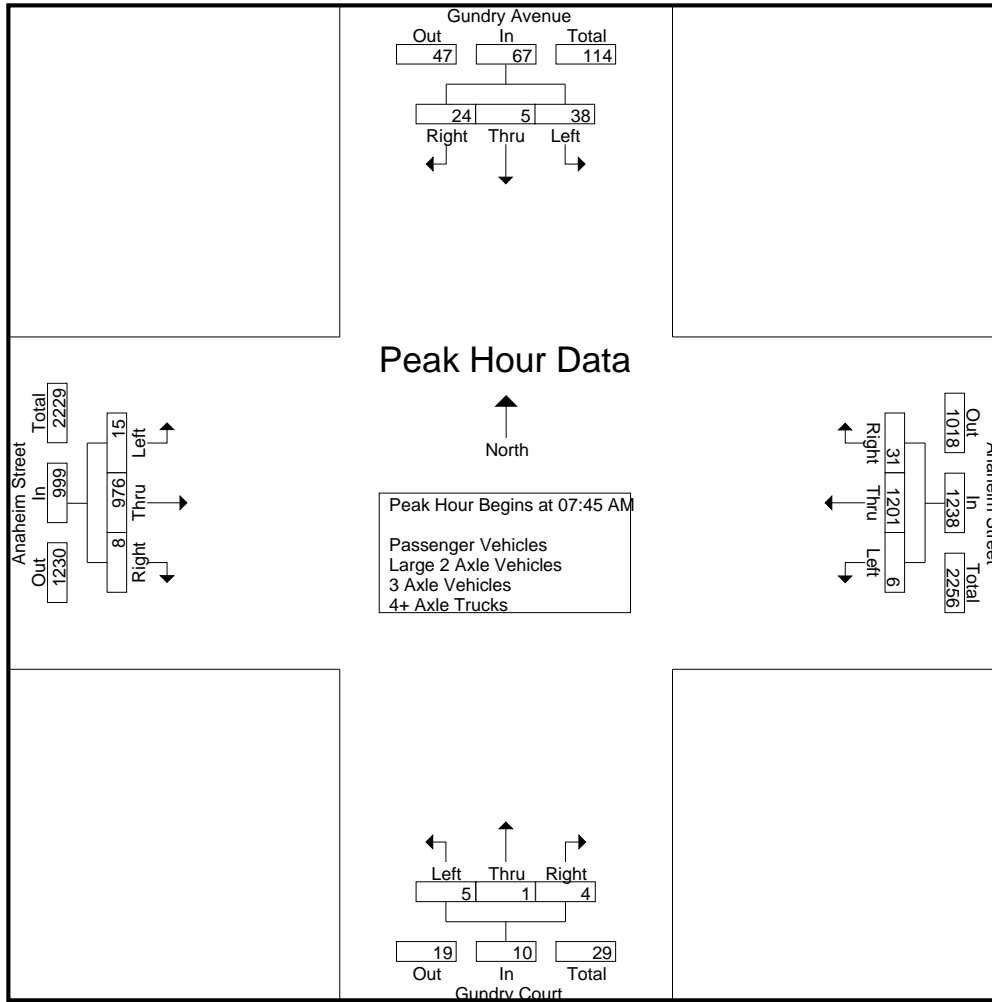
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	0	2	11	0	285	4	289	0	0	0	0	0	143	0	143	443
07:15 AM	10	0	8	18	0	342	8	350	0	0	0	0	2	201	0	203	571
07:30 AM	13	1	10	24	1	278	14	293	0	0	3	3	4	227	2	233	553
07:45 AM	16	2	7	25	0	305	13	318	3	1	0	4	2	256	0	258	605
Total	48	3	27	78	1	1210	39	1250	3	1	3	7	8	827	2	837	2172
08:00 AM	10	1	5	16	1	267	12	280	1	0	1	2	5	236	2	243	541
08:15 AM	6	1	5	12	1	298	5	304	0	0	1	1	5	250	2	257	574
08:30 AM	6	1	7	14	4	331	1	336	1	0	2	3	3	234	4	241	594
08:45 AM	8	0	5	13	1	296	4	301	2	0	1	3	3	252	4	259	576
Total	30	3	22	55	7	1192	22	1221	4	0	5	9	16	972	12	1000	2285
Grand Total	78	6	49	133	8	2402	61	2471	7	1	8	16	24	1799	14	1837	4457
Apprch %	58.6	4.5	36.8		0.3	97.2	2.5		43.8	6.2	50		1.3	97.9	0.8		
Total %	1.8	0.1	1.1	3	0.2	53.9	1.4	55.4	0.2	0	0.2	0.4	0.5	40.4	0.3	41.2	
Passenger Vehicles	77	6	48	131	8	2338	61	2407	7	1	8	16	24	1734	14	1772	4326
% Passenger Vehicles	98.7	100	98	98.5	100	97.3	100	97.4	100	100	100	100	100	96.4	100	96.5	97.1
Large 2 Axle Vehicles	0	0	1	1	0	53	0	53	0	0	0	0	0	57	0	57	111
% Large 2 Axle Vehicles	0	0	2	0.8	0	2.2	0	2.1	0	0	0	0	0	3.2	0	3.1	2.5
3 Axle Vehicles	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0.3	0	0.3	0.3
4+ Axle Trucks	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
% 4+ Axle Trucks	1.3	0	0	0.8	0	0.1	0	0.1	0	0	0	0	0	0.2	0	0.2	0.2

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	16	2	7	25	0	305	13	318	3	1	0	4	2	256	0	258	605
08:00 AM	10	1	5	16	1	267	12	280	1	0	1	2	5	236	2	243	541
08:15 AM	6	1	5	12	1	298	5	304	0	0	1	1	5	250	2	257	574
08:30 AM	6	1	7	14	4	331	1	336	1	0	2	3	3	234	4	241	594
Total Volume	38	5	24	67	6	1201	31	1238	5	1	4	10	15	976	8	999	2314
% App. Total	56.7	7.5	35.8		0.5	97	2.5		50	10	40		1.5	97.7	0.8		
PHF	.594	.625	.857	.670	.375	.907	.596	.921	.417	.250	.500	.625	.750	.953	.500	.968	.956

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				08:00 AM			
+0 mins.	10	0	8	18	0	285	4	289	0	0	3	3	5	236	2	243
+15 mins.	13	1	10	24	0	342	8	350	3	1	0	4	5	250	2	257
+30 mins.	16	2	7	25	1	278	14	293	1	0	1	2	3	234	4	241
+45 mins.	10	1	5	16	0	305	13	318	0	0	1	1	3	252	4	259
Total Volume	49	4	30	83	1	1210	39	1250	4	1	5	10	16	972	12	1000
% App. Total	59	4.8	36.1		0.1	96.8	3.1		40	10	50		1.6	97.2	1.2	
PHF	.766	.500	.750	.830	.250	.885	.696	.893	.333	.250	.417	.625	.800	.964	.750	.965

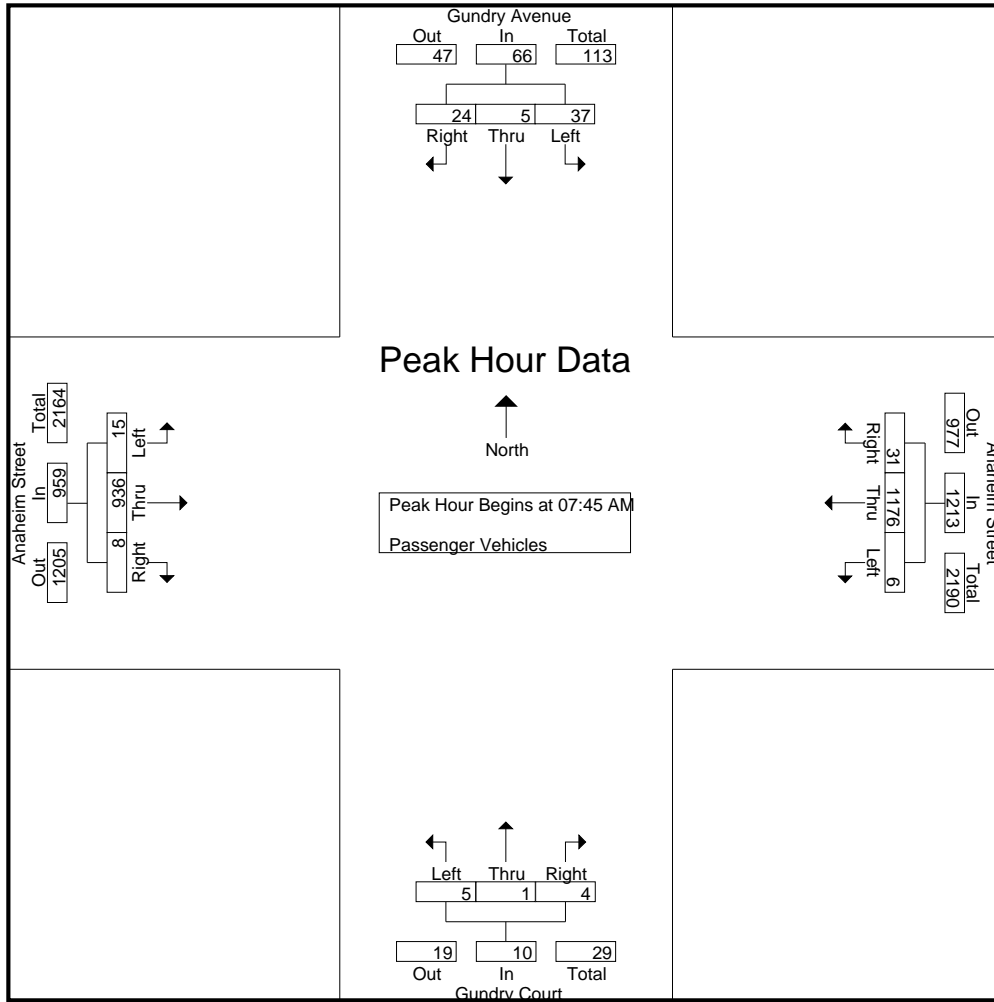
City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	0	2	11	0	274	4	278	0	0	0	0	0	137	0	137	426
07:15 AM	10	0	7	17	0	333	8	341	0	0	0	0	2	192	0	194	552
07:30 AM	13	1	10	24	1	269	14	284	0	0	3	3	4	224	2	230	541
07:45 AM	15	2	7	24	0	300	13	313	3	1	0	4	2	247	0	249	590
Total	47	3	26	76	1	1176	39	1216	3	1	3	7	8	800	2	810	2109
08:00 AM	10	1	5	16	1	257	12	270	1	0	1	2	5	230	2	237	525
08:15 AM	6	1	5	12	1	295	5	301	0	0	1	1	5	236	2	243	557
08:30 AM	6	1	7	14	4	324	1	329	1	0	2	3	3	223	4	230	576
08:45 AM	8	0	5	13	1	286	4	291	2	0	1	3	3	245	4	252	559
Total	30	3	22	55	7	1162	22	1191	4	0	5	9	16	934	12	962	2217
Grand Total	77	6	48	131	8	2338	61	2407	7	1	8	16	24	1734	14	1772	4326
Apprch %	58.8	4.6	36.6		0.3	97.1	2.5		43.8	6.2	50		1.4	97.9	0.8		
Total %	1.8	0.1	1.1	3	0.2	54	1.4	55.6	0.2	0	0.2	0.4	0.6	40.1	0.3	41	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	2	7	24	0	300	13	313	3	1	0	4	2	247	0	249	590
08:00 AM	10	1	5	16	1	257	12	270	1	0	1	2	5	230	2	237	525
08:15 AM	6	1	5	12	1	295	5	301	0	0	1	1	5	236	2	243	557
08:30 AM	6	1	7	14	4	324	1	329	1	0	2	3	3	223	4	230	576
Total Volume	37	5	24	66	6	1176	31	1213	5	1	4	10	15	936	8	959	2248
% App. Total	56.1	7.6	36.4		0.5	96.9	2.6		50	10	40		1.6	97.6	0.8		
PHF	.617	.625	.857	.688	.375	.907	.596	.922	.417	.250	.500	.625	.750	.947	.500	.963	.953



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	15	2	7	24	0	300	13	313	3	1	0	4	2	247	0	249
+15 mins.	10	1	5	16	1	257	12	270	1	0	1	2	5	230	2	237
+30 mins.	6	1	5	12	1	295	5	301	0	0	1	1	5	236	2	243
+45 mins.	6	1	7	14	4	324	1	329	1	0	2	3	3	223	4	230
Total Volume	37	5	24	66	6	1176	31	1213	5	1	4	10	15	936	8	959
% App. Total	56.1	7.6	36.4		0.5	96.9	2.6		50	10	40		1.6	97.6	0.8	
PHF	.617	.625	.857	.688	.375	.907	.596	.922	.417	.250	.500	.625	.750	.947	.500	.963

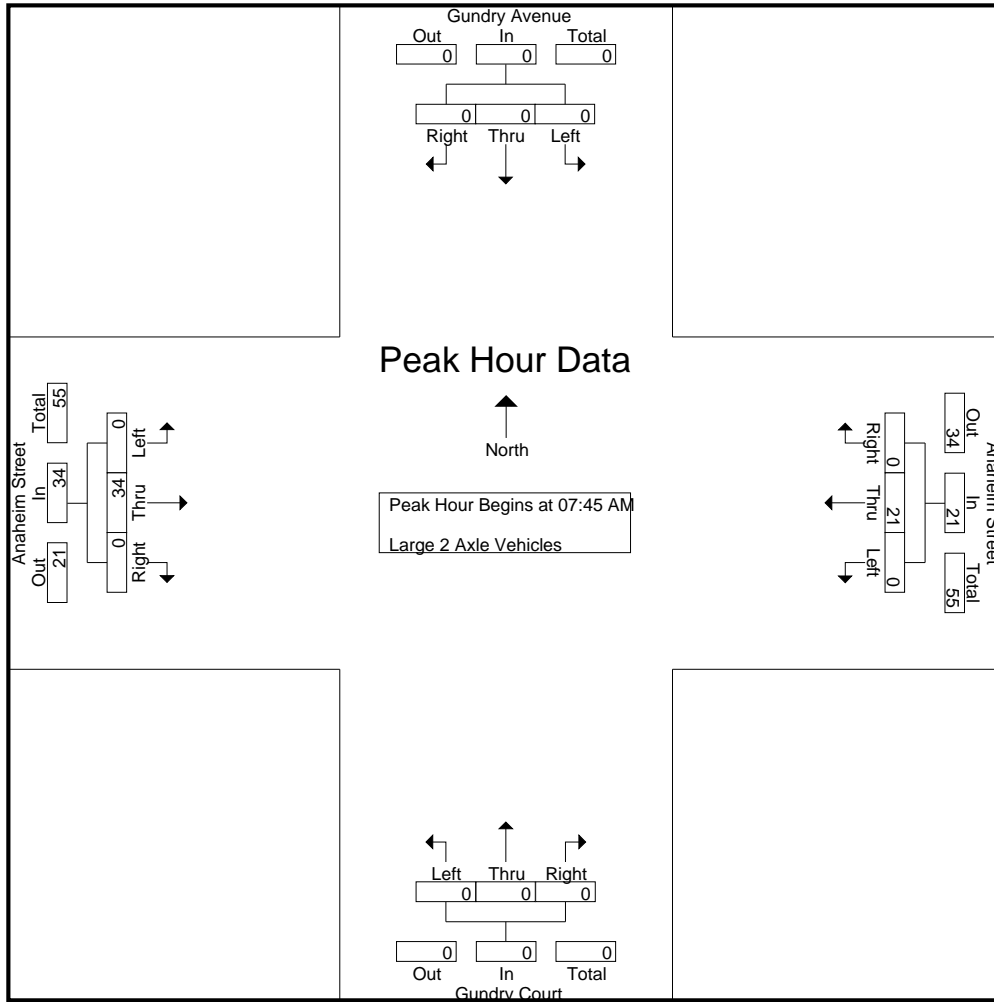
City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	6	0	6	17
07:15 AM	0	0	1	1	0	7	0	7	0	0	0	0	0	7	0	7	15
07:30 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
Total	0	0	1	1	0	32	0	32	0	0	0	0	0	24	0	24	57
08:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	12	0	12	14
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
08:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
Total	0	0	0	0	0	21	0	21	0	0	0	0	0	33	0	33	54
Grand Total	0	0	1	1	0	53	0	53	0	0	0	0	0	57	0	57	111
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	0.9	0.9	0	47.7	0	47.7	0	0	0	0	0	51.4	0	51.4	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
08:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	12	0	12	14
08:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9	15
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	34	0	34	55
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.656	.000	.656	.000	.000	.000	.000	.000	.708	.000	.708	.917



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8
+15 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	12	0	12
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	9	0	9
Total Volume	0	0	0	0	0	21	0	21	0	0	0	0	0	34	0	34
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.656	.000	.656	.000	.000	.000	.000	.000	.708	.000	.708

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

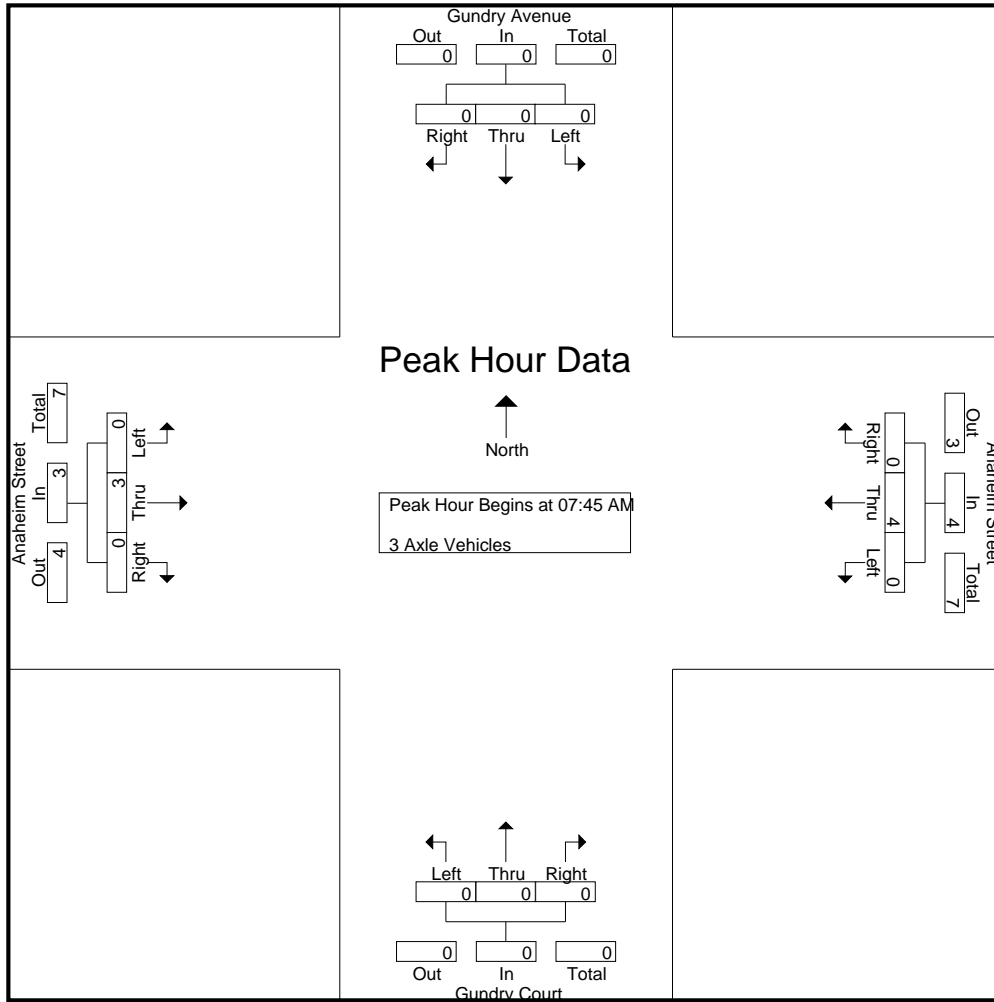
Groups Printed- 3 Axle Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Grand Total	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	61.5	0	61.5	0	0	0		0	38.5	0	38.5	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.875

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

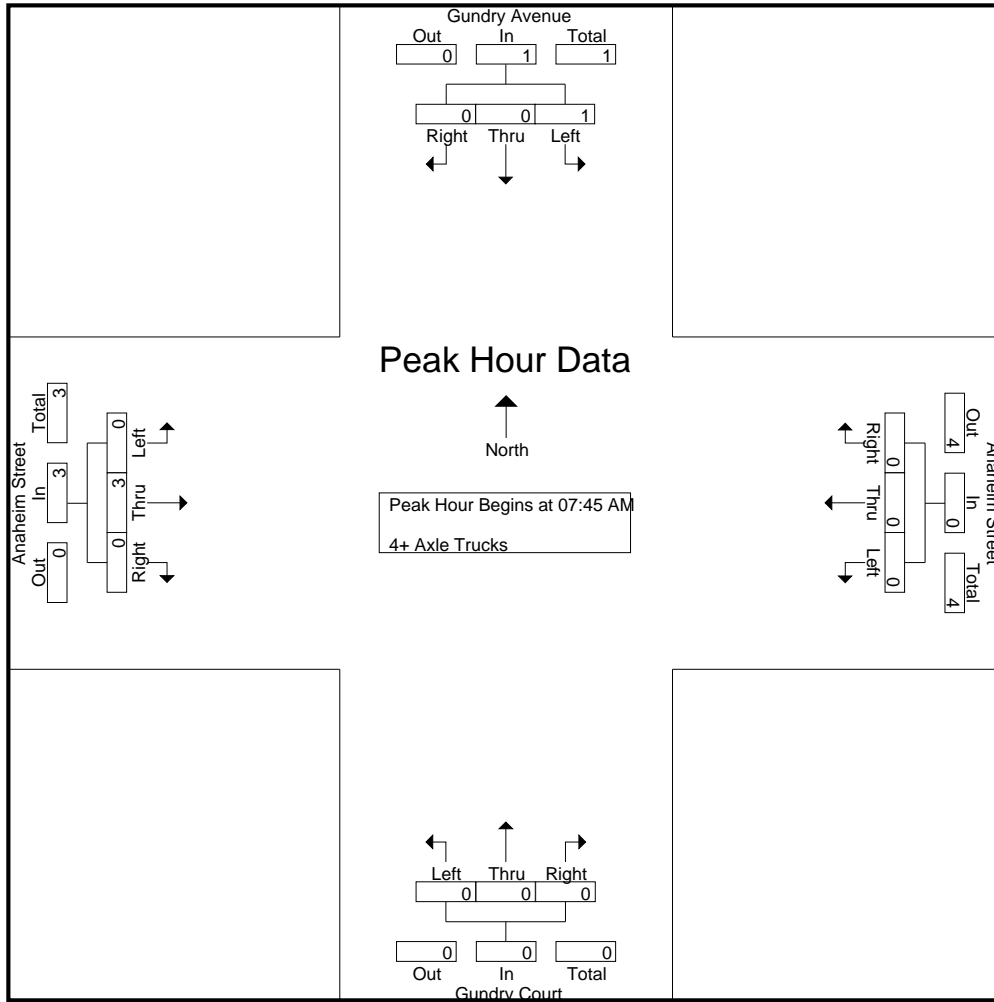
Groups Printed- 4+ Axle Trucks

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Apprch %	100	0	0		0	100	0		0	0	0		0	100	0		
Total %	14.3	0	0	14.3	0	42.9	0	42.9	0	0	0	0	0	42.9	0	42.9	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	1.00

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	100	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750

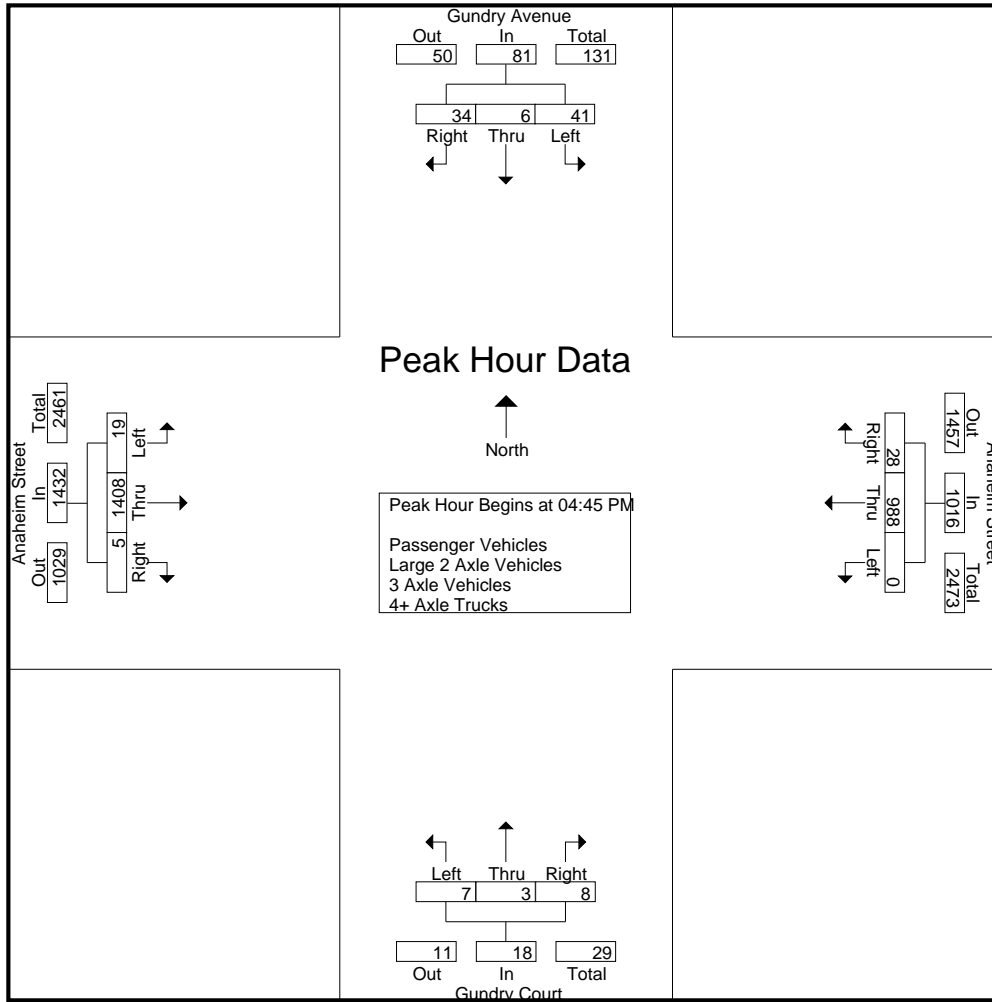
City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	2	8	26	1	242	6	249	0	0	1	1	9	311	0	320	596
04:15 PM	8	0	11	19	0	235	6	241	2	0	5	7	7	344	0	351	618
04:30 PM	10	0	14	24	0	249	6	255	0	2	1	3	7	366	0	373	655
04:45 PM	11	3	8	22	0	228	6	234	1	0	2	3	7	360	0	367	626
Total	45	5	41	91	1	954	24	979	3	2	9	14	30	1381	0	1411	2495
05:00 PM	10	1	14	25	0	247	7	254	1	0	2	3	4	319	2	325	607
05:15 PM	8	0	4	12	0	265	6	271	3	3	1	7	1	354	2	357	647
05:30 PM	12	2	8	22	0	248	9	257	2	0	3	5	7	375	1	383	667
05:45 PM	14	0	16	30	1	220	5	226	0	1	2	3	4	344	1	349	608
Total	44	3	42	89	1	980	27	1008	6	4	8	18	16	1392	6	1414	2529
Grand Total	89	8	83	180	2	1934	51	1987	9	6	17	32	46	2773	6	2825	5024
Apprch %	49.4	4.4	46.1		0.1	97.3	2.6		28.1	18.8	53.1		1.6	98.2	0.2		
Total %	1.8	0.2	1.7	3.6	0	38.5	1	39.6	0.2	0.1	0.3	0.6	0.9	55.2	0.1	56.2	
Passenger Vehicles	89	8	83	180	2	1902	51	1955	9	6	17	32	45	2715	6	2766	4933
% Passenger Vehicles	100	100	100	100	100	98.3	100	98.4	100	100	100	100	97.8	97.9	100	97.9	98.2
Large 2 Axle Vehicles	0	0	0	0	0	29	0	29	0	0	0	0	1	56	0	57	86
% Large 2 Axle Vehicles	0	0	0	0	0	1.5	0	1.5	0	0	0	0	2.2	2	0	2	1.7
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	3	8	22	0	228	6	234	1	0	2	3	7	360	0	367	626
05:00 PM	10	1	14	25	0	247	7	254	1	0	2	3	4	319	2	325	607
05:15 PM	8	0	4	12	0	265	6	271	3	3	1	7	1	354	2	357	647
05:30 PM	12	2	8	22	0	248	9	257	2	0	3	5	7	375	1	383	667
Total Volume	41	6	34	81	0	988	28	1016	7	3	8	18	19	1408	5	1432	2547
% App. Total	50.6	7.4	42		0	97.2	2.8		38.9	16.7	44.4		1.3	98.3	0.3		
PHF	.854	.500	.607	.810	.000	.932	.778	.937	.583	.250	.667	.643	.679	.939	.625	.935	.955



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	16	2	8	26	0	228	6	234	1	0	2	3	7	360	0	367
+15 mins.	8	0	11	19	0	247	7	254	1	0	2	3	4	319	2	325
+30 mins.	10	0	14	24	0	265	6	271	3	3	1	7	1	354	2	357
+45 mins.	11	3	8	22	0	248	9	257	2	0	3	5	7	375	1	383
Total Volume	45	5	41	91	0	988	28	1016	7	3	8	18	19	1408	5	1432
% App. Total	49.5	5.5	45.1		0	97.2	2.8		38.9	16.7	44.4		1.3	98.3	0.3	
PHF	.703	.417	.732	.875	.000	.932	.778	.937	.583	.250	.667	.643	.679	.939	.625	.935

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

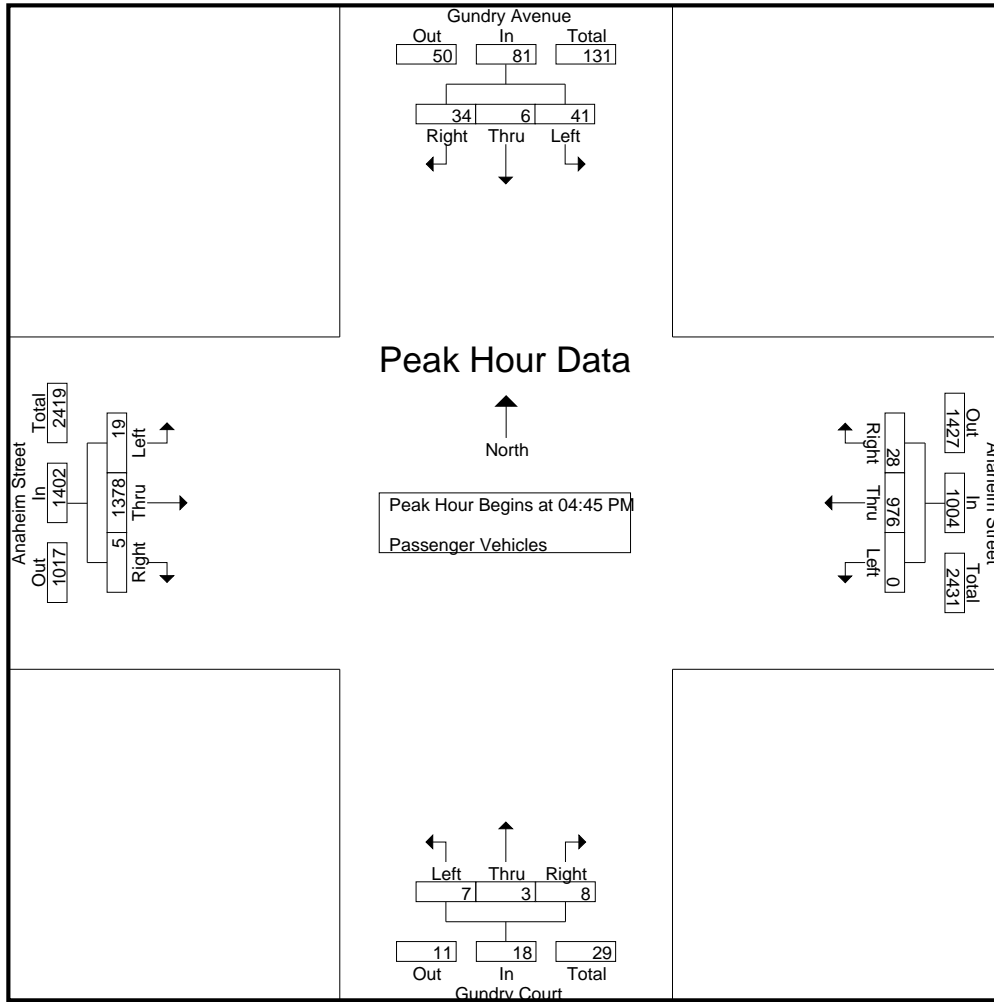
Groups Printed- Passenger Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	16	2	8	26	1	235	6	242	0	0	1	1	8	299	0	307	576
04:15 PM	8	0	11	19	0	231	6	237	2	0	5	7	7	342	0	349	612
04:30 PM	10	0	14	24	0	244	6	250	0	2	1	3	7	358	0	365	642
04:45 PM	11	3	8	22	0	228	6	234	1	0	2	3	7	354	0	361	620
Total	45	5	41	91	1	938	24	963	3	2	9	14	29	1353	0	1382	2450
05:00 PM	10	1	14	25	0	239	7	246	1	0	2	3	4	311	2	317	591
05:15 PM	8	0	4	12	0	262	6	268	3	3	1	7	1	348	2	351	638
05:30 PM	12	2	8	22	0	247	9	256	2	0	3	5	7	365	1	373	656
05:45 PM	14	0	16	30	1	216	5	222	0	1	2	3	4	338	1	343	598
Total	44	3	42	89	1	964	27	992	6	4	8	18	16	1362	6	1384	2483
Grand Total	89	8	83	180	2	1902	51	1955	9	6	17	32	45	2715	6	2766	4933
Apprch %	49.4	4.4	46.1		0.1	97.3	2.6		28.1	18.8	53.1		1.6	98.2	0.2		
Total %	1.8	0.2	1.7	3.6	0	38.6	1	39.6	0.2	0.1	0.3	0.6	0.9	55	0.1	56.1	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	3	8	22	0	228	6	234	1	0	2	3	7	354	0	361	620
05:00 PM	10	1	14	25	0	239	7	246	1	0	2	3	4	311	2	317	591
05:15 PM	8	0	4	12	0	262	6	268	3	3	1	7	1	348	2	351	638
05:30 PM	12	2	8	22	0	247	9	256	2	0	3	5	7	365	1	373	656
Total Volume	41	6	34	81	0	976	28	1004	7	3	8	18	19	1378	5	1402	2505
% App. Total	50.6	7.4	42		0	97.2	2.8		38.9	16.7	44.4		1.4	98.3	0.4		
PHF	.854	.500	.607	.810	.000	.931	.778	.937	.583	.250	.667	.643	.679	.944	.625	.940	.955

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	11	3	8	22	0	228	6	234	1	0	2	3	7	354	0	361
+15 mins.	10	1	14	25	0	239	7	246	1	0	2	3	4	311	2	317
+30 mins.	8	0	4	12	0	262	6	268	3	3	1	7	1	348	2	351
+45 mins.	12	2	8	22	0	247	9	256	2	0	3	5	7	365	1	373
Total Volume	41	6	34	81	0	976	28	1004	7	3	8	18	19	1378	5	1402
% App. Total	50.6	7.4	42		0	97.2	2.8		38.9	16.7	44.4		1.4	98.3	0.4	
PHF	.854	.500	.607	.810	.000	.931	.778	.937	.583	.250	.667	.643	.679	.944	.625	.940

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

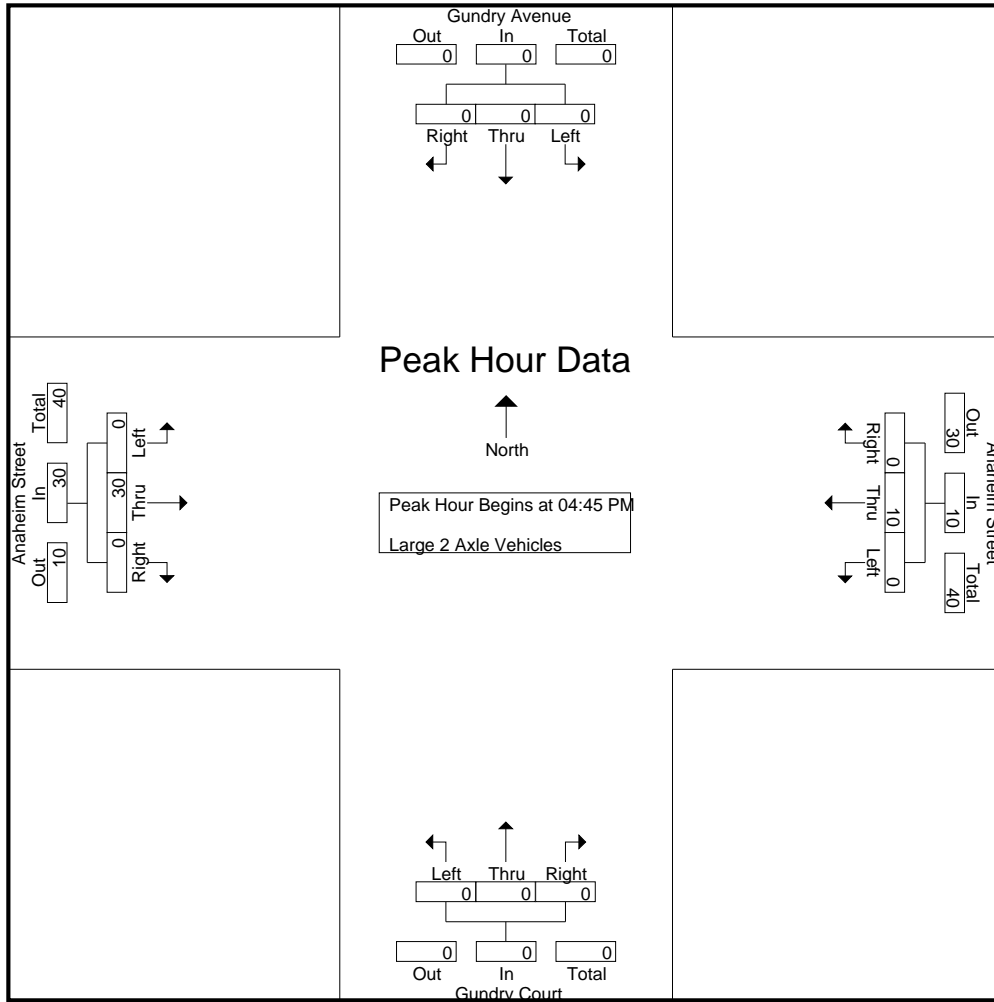
Groups Printed- Large 2 Axle Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	1	11	0	12	18
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	8	0	8	13
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	0	0	0	0	0	15	0	15	0	0	0	0	1	27	0	28	43
05:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	29	0	29	43
Grand Total	0	0	0	0	0	29	0	29	0	0	0	0	1	56	0	57	86
Apprch %	0	0	0		0	100	0		0	0	0		1.8	98.2	0		
Total %	0	0	0		0	33.7	0	33.7	0	0	0		1.2	65.1	0	66.3	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8	15
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	30	0	30	40
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.000	.000	.000	.000	.750	.000	.750	.667

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	30	0	30
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.000	.000	.000	.000	.750	.000	.750

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

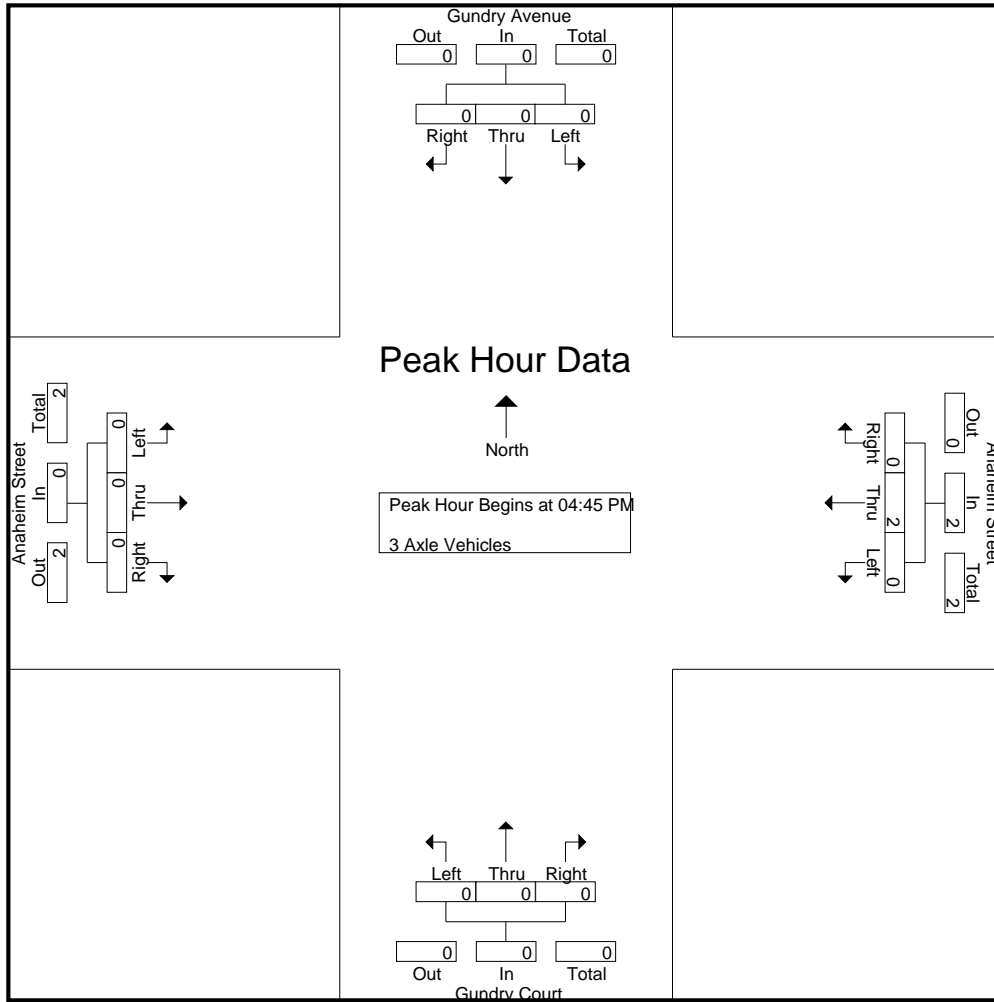
Groups Printed- 3 Axle Vehicles

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	60	0	60	0	0	0		0	40	0	40	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

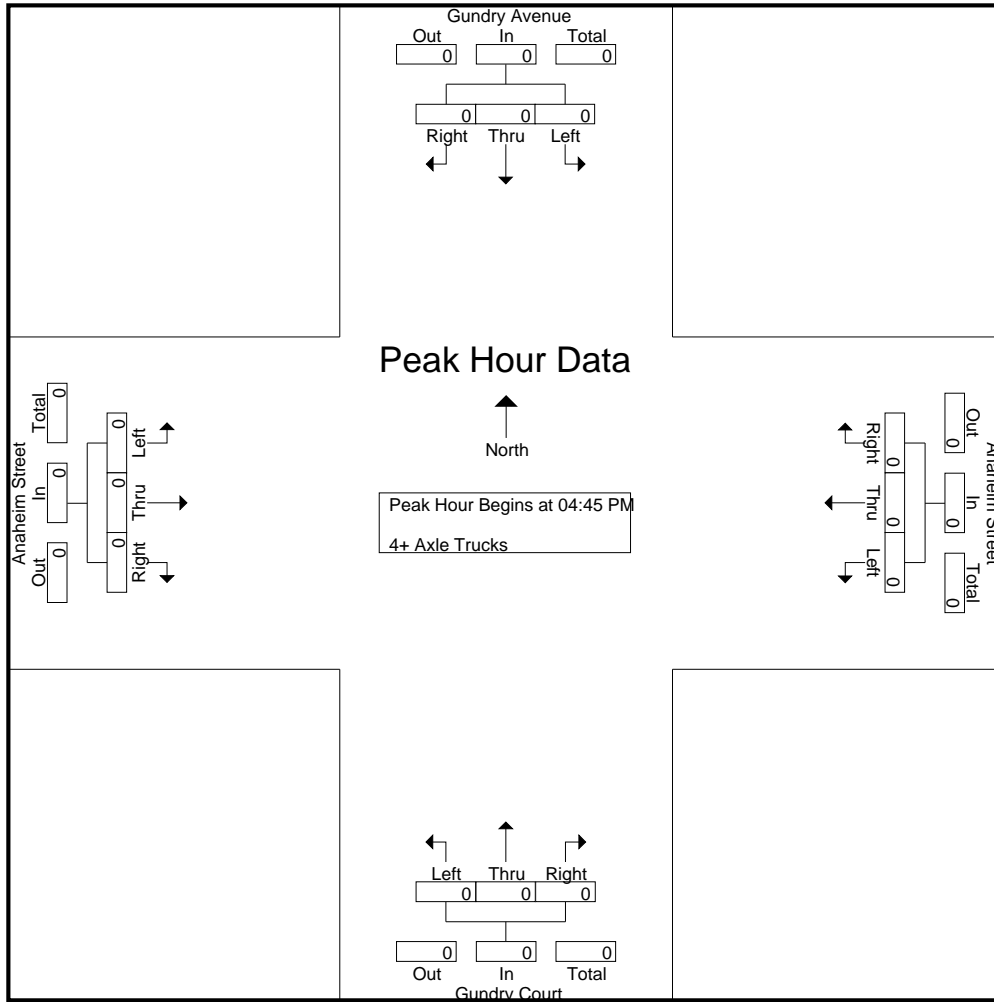
Groups Printed- 4+ Axle Trucks

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Gundry Avenue Southbound				Anaheim Street Westbound				Gundry Court Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Gundry Avenue/Gundry Court
 E/W: Anaheim Street
 Weather: Clear

File Name : 03_LBC_Gundry_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

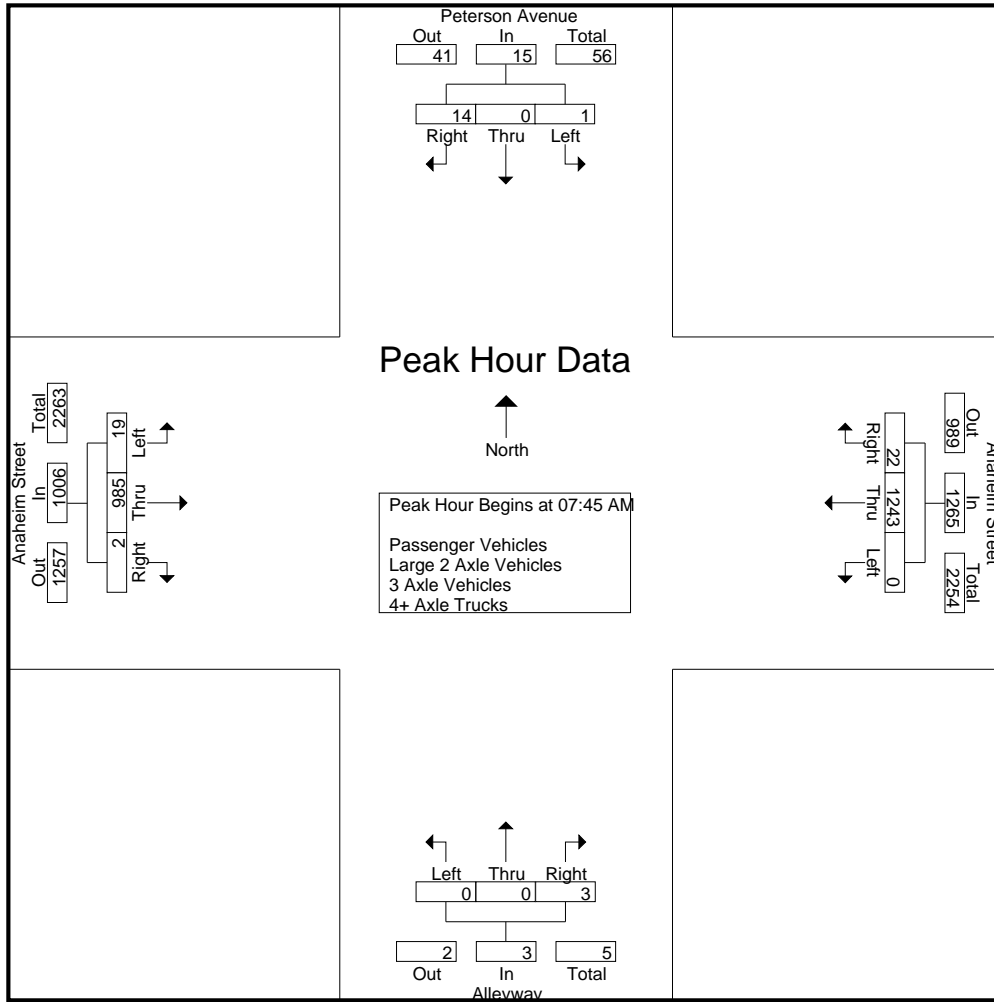
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	3	4	3	295	0	298	0	0	1	1	2	148	2	152	455
07:15 AM	0	0	3	3	1	364	5	370	0	0	0	0	4	200	0	204	577
07:30 AM	2	0	3	5	1	297	7	305	0	0	0	0	1	249	0	250	560
07:45 AM	0	0	5	5	0	319	10	329	0	0	3	3	4	267	0	271	608
Total	3	0	14	17	5	1275	22	1302	0	0	4	4	11	864	2	877	2200
08:00 AM	1	0	5	6	0	283	4	287	0	0	0	0	6	243	0	249	542
08:15 AM	0	0	1	1	0	305	3	308	0	0	0	0	3	230	2	235	544
08:30 AM	0	0	3	3	0	336	5	341	0	0	0	0	6	245	0	251	595
08:45 AM	0	0	6	6	1	303	1	305	0	0	0	0	4	249	0	253	564
Total	1	0	15	16	1	1227	13	1241	0	0	0	0	19	967	2	988	2245
Grand Total	4	0	29	33	6	2502	35	2543	0	0	4	4	30	1831	4	1865	4445
Apprch %	12.1	0	87.9		0.2	98.4	1.4		0	0	100		1.6	98.2	0.2		
Total %	0.1	0	0.7	0.7	0.1	56.3	0.8	57.2	0	0	0.1	0.1	0.7	41.2	0.1	42	
Passenger Vehicles	2	0	28	30	5	2433	34	2472	0	0	4	4	29	1762	4	1795	4301
% Passenger Vehicles	50	0	96.6	90.9	83.3	97.2	97.1	97.2	0	0	100	100	96.7	96.2	100	96.2	96.8
Large 2 Axle Vehicles	2	0	1	3	0	57	1	58	0	0	0	0	1	60	0	61	122
% Large 2 Axle Vehicles	50	0	3.4	9.1	0	2.3	2.9	2.3	0	0	0	0	3.3	3.3	0	3.3	2.7
3 Axle Vehicles	0	0	0	0	1	9	0	10	0	0	0	0	0	4	0	4	14
% 3 Axle Vehicles	0	0	0	0	16.7	0.4	0	0.4	0	0	0	0	0	0.2	0	0.2	0.3
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0.2

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	5	5	0	319	10	329	0	0	3	3	4	267	0	271	608
08:00 AM	1	0	5	6	0	283	4	287	0	0	0	0	6	243	0	249	542
08:15 AM	0	0	1	1	0	305	3	308	0	0	0	0	3	230	2	235	544
08:30 AM	0	0	3	3	0	336	5	341	0	0	0	0	6	245	0	251	595
Total Volume	1	0	14	15	0	1243	22	1265	0	0	3	3	19	985	2	1006	2289
% App. Total	6.7	0	93.3		0	98.3	1.7		0	0	100		1.9	97.9	0.2		
PHF	.250	.000	.700	.625	.000	.925	.550	.927	.000	.000	.250	.250	.792	.922	.250	.928	.941

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	0	0	3	3	3	295	0	298	0	0	1	1	4	267	0	271
+15 mins.	2	0	3	5	1	364	5	370	0	0	0	0	6	243	0	249
+30 mins.	0	0	5	5	1	297	7	305	0	0	0	0	3	230	2	235
+45 mins.	1	0	5	6	0	319	10	329	0	0	3	3	6	245	0	251
Total Volume	3	0	16	19	5	1275	22	1302	0	0	4	4	19	985	2	1006
% App. Total	15.8	0	84.2		0.4	97.9	1.7		0	0	100		1.9	97.9	0.2	
PHF	.375	.000	.800	.792	.417	.876	.550	.880	.000	.000	.333	.333	.792	.922	.250	.928

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

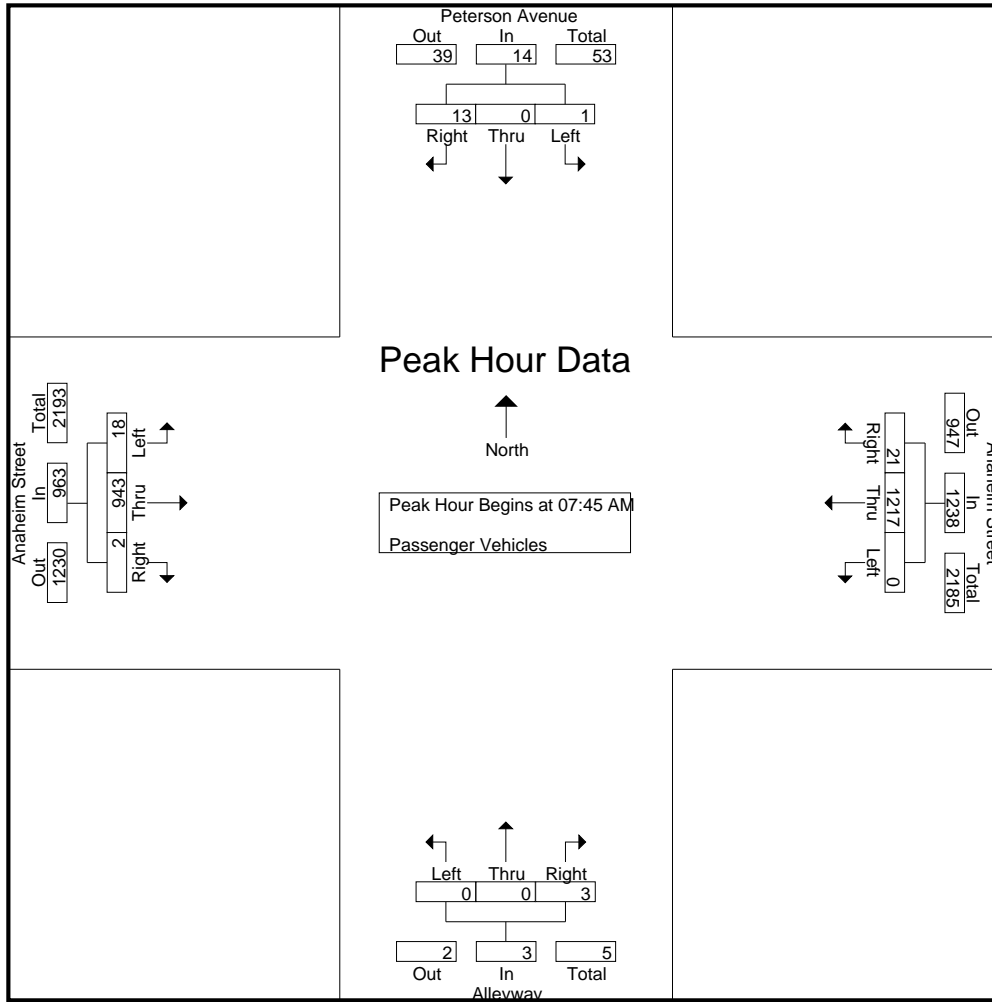
Groups Printed- Passenger Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	3	4	2	284	0	286	0	0	1	1	2	143	2	147	438
07:15 AM	0	0	3	3	1	352	5	358	0	0	0	0	4	191	0	195	556
07:30 AM	0	0	3	3	1	288	7	296	0	0	0	0	1	243	0	244	543
07:45 AM	0	0	5	5	0	314	9	323	0	0	3	3	4	257	0	261	592
Total	1	0	14	15	4	1238	21	1263	0	0	4	4	11	834	2	847	2129
08:00 AM	1	0	5	6	0	274	4	278	0	0	0	0	6	235	0	241	525
08:15 AM	0	0	1	1	0	300	3	303	0	0	0	0	3	217	2	222	526
08:30 AM	0	0	2	2	0	329	5	334	0	0	0	0	5	234	0	239	575
08:45 AM	0	0	6	6	1	292	1	294	0	0	0	0	4	242	0	246	546
Total	1	0	14	15	1	1195	13	1209	0	0	0	0	18	928	2	948	2172
Grand Total	2	0	28	30	5	2433	34	2472	0	0	4	4	29	1762	4	1795	4301
Apprch %	6.7	0	93.3		0.2	98.4	1.4		0	0	100		1.6	98.2	0.2		
Total %	0	0	0.7	0.7	0.1	56.6	0.8	57.5	0	0	0.1	0.1	0.7	41	0.1	41.7	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	5	5	0	314	9	323	0	0	3	3	4	257	0	261	592
08:00 AM	1	0	5	6	0	274	4	278	0	0	0	0	6	235	0	241	525
08:15 AM	0	0	1	1	0	300	3	303	0	0	0	0	3	217	2	222	526
08:30 AM	0	0	2	2	0	329	5	334	0	0	0	0	5	234	0	239	575
Total Volume	1	0	13	14	0	1217	21	1238	0	0	3	3	18	943	2	963	2218
% App. Total	7.1	0	92.9		0	98.3	1.7		0	0	100		1.9	97.9	0.2		
PHF	.250	.000	.650	.583	.000	.925	.583	.927	.000	.000	.250	.250	.750	.917	.250	.922	.937

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	5	5	0	314	9	323	0	0	3	3	4	257	0	261
+15 mins.	1	0	5	6	0	274	4	278	0	0	0	0	6	235	0	241
+30 mins.	0	0	1	1	0	300	3	303	0	0	0	0	3	217	2	222
+45 mins.	0	0	2	2	0	329	5	334	0	0	0	0	5	234	0	239
Total Volume	1	0	13	14	0	1217	21	1238	0	0	3	3	18	943	2	963
% App. Total	7.1	0	92.9		0	98.3	1.7		0	0	100		1.9	97.9	0.2	
PHF	.250	.000	.650	.583	.000	.925	.583	.927	.000	.000	.250	.250	.750	.917	.250	.922

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

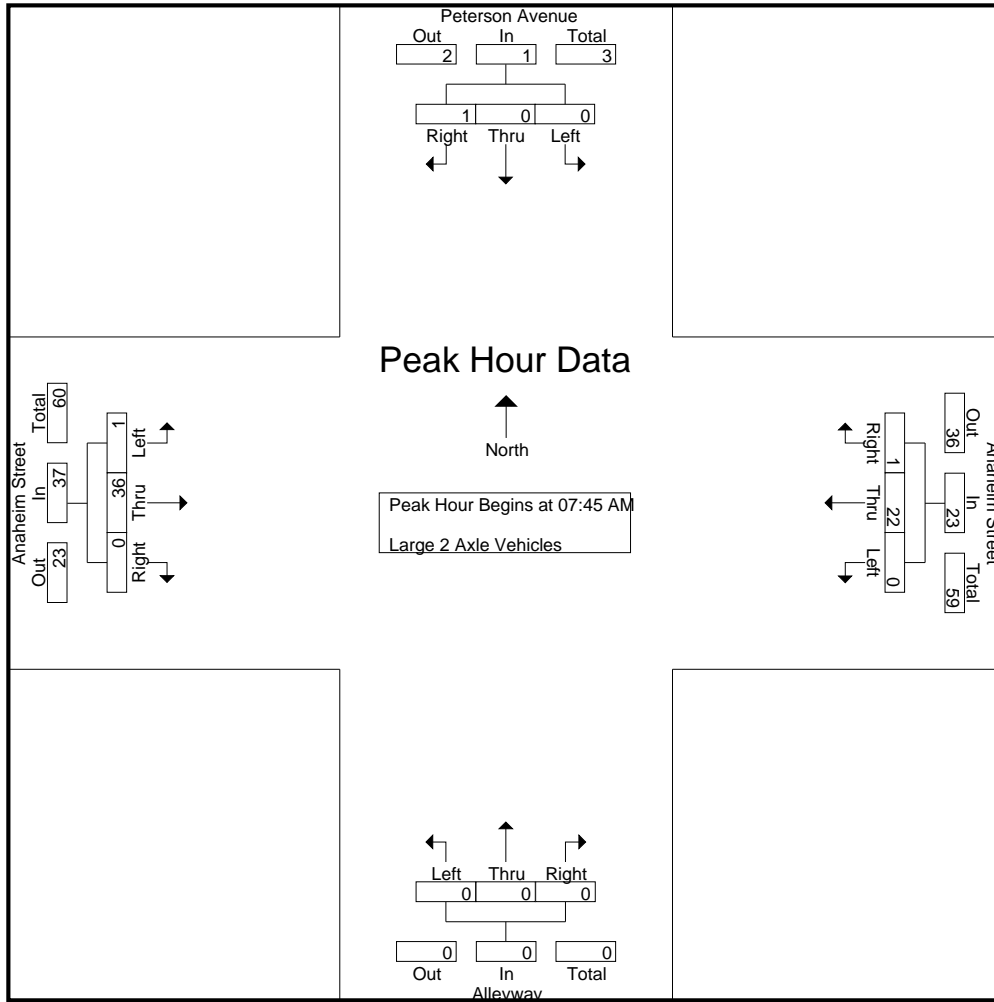
Groups Printed- Large 2 Axle Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
07:15 AM	0	0	0	0	0	10	0	10	0	0	0	0	0	7	0	7	17
07:30 AM	2	0	0	2	0	8	0	8	0	0	0	0	0	6	0	6	16
07:45 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	9	0	9	15
Total	2	0	0	2	0	34	1	35	0	0	0	0	0	27	0	27	64
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	10	0	10	14
08:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	1	10	0	11	18
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	6	0	6	12
Total	0	0	1	1	0	23	0	23	0	0	0	0	1	33	0	34	58
Grand Total	2	0	1	3	0	57	1	58	0	0	0	0	1	60	0	61	122
Apprch %	66.7	0	33.3		0	98.3	1.7		0	0	0		1.6	98.4	0		
Total %	1.6	0	0.8	2.5	0	46.7	0.8	47.5	0	0	0	0	0.8	49.2	0	50	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	5	1	6	0	0	0	0	0	9	0	9	15
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
08:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	10	0	10	14
08:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	1	10	0	11	18
Total Volume	0	0	1	1	0	22	1	23	0	0	0	0	1	36	0	37	61
% App. Total	0	0	100		0	95.7	4.3		0	0	0		2.7	97.3	0		
PHF	.000	.000	.250	.250	.000	.786	.250	.821	.000	.000	.000	.000	.250	.900	.000	.841	.847

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	5	1	6	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	10	0	10
+45 mins.	0	0	1	1	0	6	0	6	0	0	0	0	1	10	0	11
Total Volume	0	0	1	1	0	22	1	23	0	0	0	0	1	36	0	37
% App. Total	0	0	100		0	95.7	4.3		0	0	0		2.7	97.3	0	
PHF	.000	.000	.250	.250	.000	.786	.250	.821	.000	.000	.000	.000	.250	.900	.000	.841

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

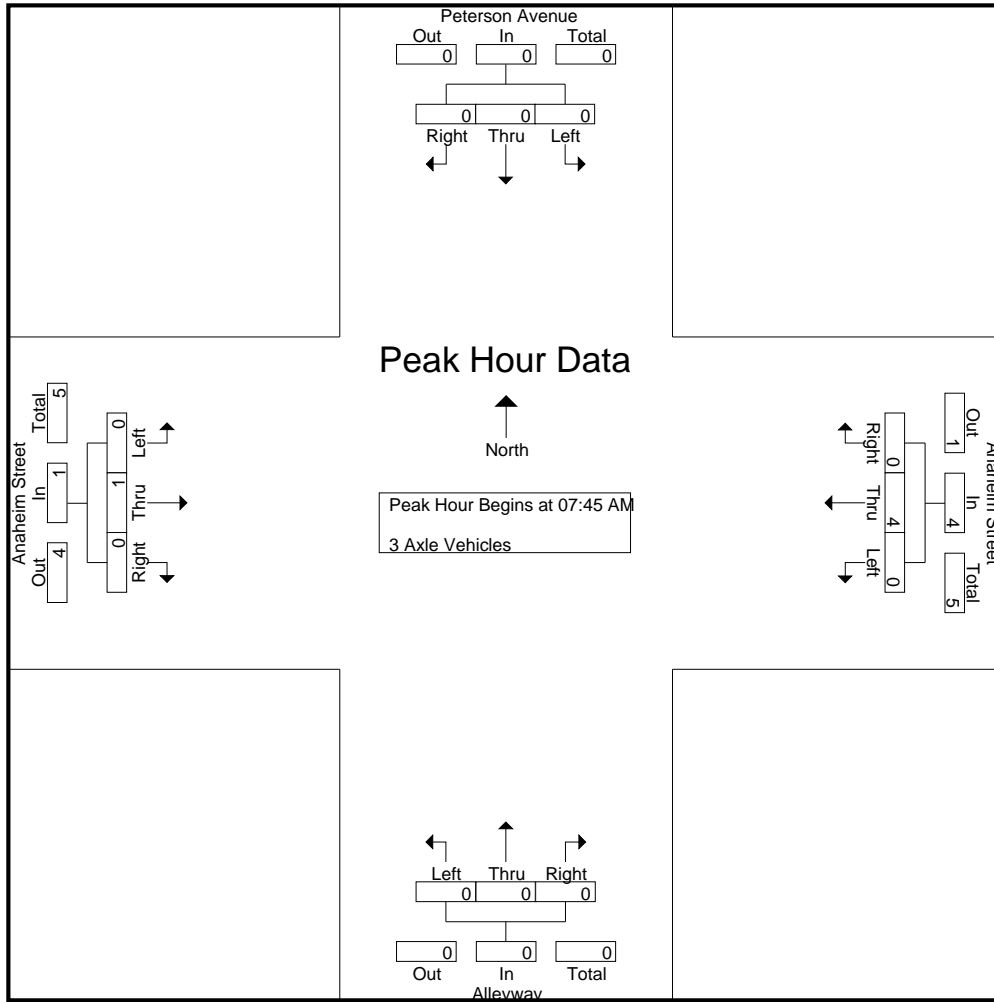
Groups Printed- 3 Axle Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	1	2	0	3	0	0	0	0	0	3	0	3	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
Grand Total	0	0	0	0	1	9	0	10	0	0	0	0	0	4	0	4	14
Apprch %	0	0	0		10	90	0		0	0	0		0	100	0		
Total %	0	0	0		7.1	64.3	0	71.4	0	0	0		0	28.6	0	28.6	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.625

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

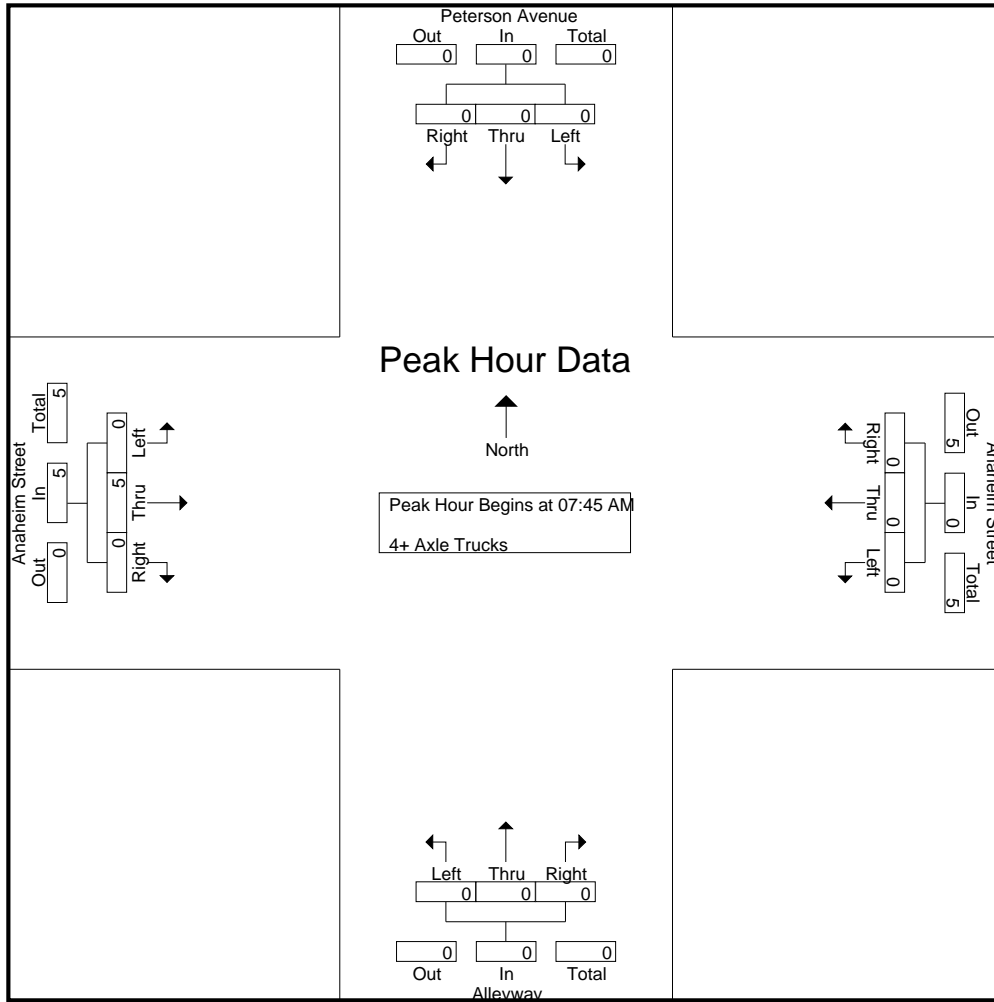
Groups Printed- 4+ Axle Trucks

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	37.5	0	37.5	0	0	0		0	62.5	0	62.5	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.417

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417

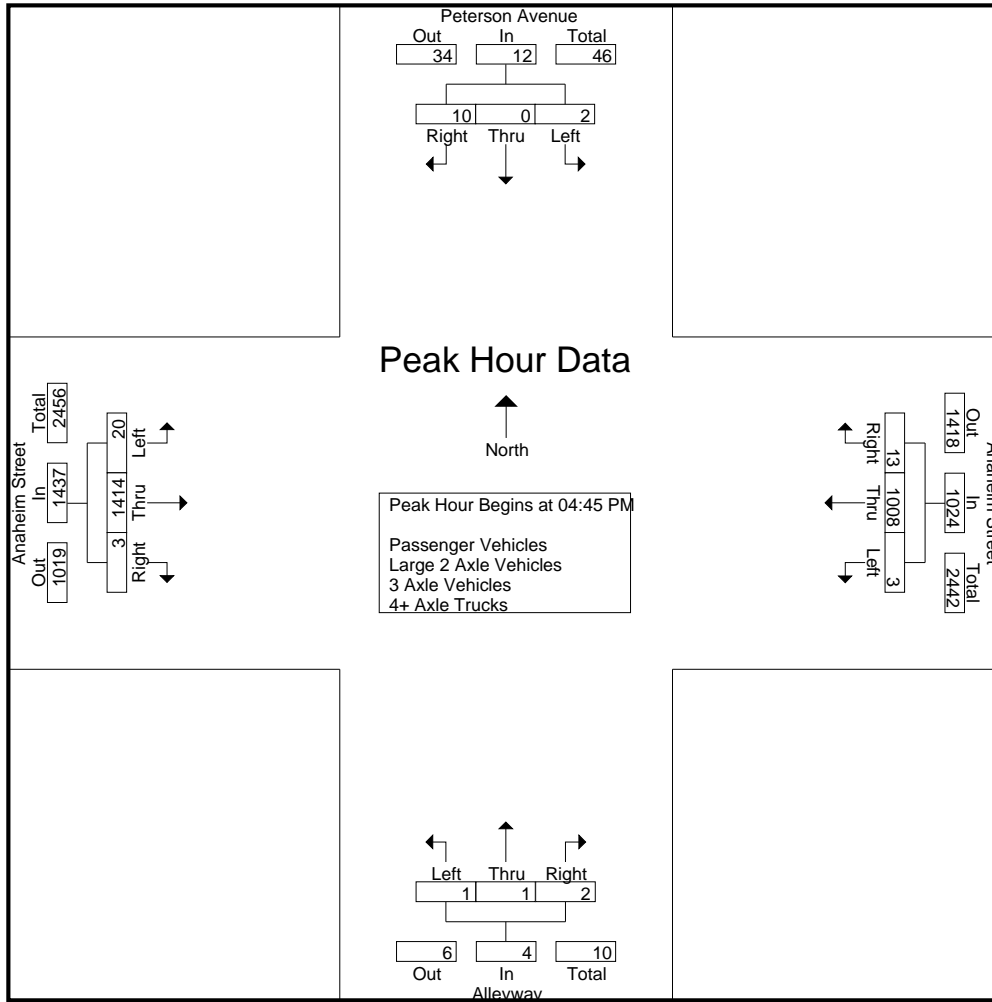
City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	6	9	2	245	0	247	0	0	1	1	5	334	0	339	596
04:15 PM	0	0	1	1	0	259	2	261	0	0	1	1	4	354	1	359	622
04:30 PM	2	0	3	5	1	247	5	253	0	0	2	2	3	357	2	362	622
04:45 PM	0	0	2	2	2	238	4	244	0	0	0	0	5	371	0	376	622
Total	5	0	12	17	5	989	11	1005	0	0	4	4	17	1416	3	1436	2462
05:00 PM	1	0	6	7	1	239	2	242	1	0	0	1	5	323	1	329	579
05:15 PM	1	0	2	3	0	282	4	286	0	0	2	2	5	353	1	359	650
05:30 PM	0	0	0	0	0	249	3	252	0	1	0	1	5	367	1	373	626
05:45 PM	0	0	4	4	1	237	6	244	0	0	1	1	6	358	0	364	613
Total	2	0	12	14	2	1007	15	1024	1	1	3	5	21	1401	3	1425	2468
Grand Total	7	0	24	31	7	1996	26	2029	1	1	7	9	38	2817	6	2861	4930
Apprch %	22.6	0	77.4		0.3	98.4	1.3		11.1	11.1	77.8		1.3	98.5	0.2		
Total %	0.1	0	0.5	0.6	0.1	40.5	0.5	41.2	0	0	0.1	0.2	0.8	57.1	0.1	58	
Passenger Vehicles	7	0	23	30	7	1964	26	1997	1	1	7	9	38	2760	6	2804	4840
% Passenger Vehicles	100	0	95.8	96.8	100	98.4	100	98.4	100	100	100	100	100	98	100	98	98.2
Large 2 Axle Vehicles	0	0	1	1	0	29	0	29	0	0	0	0	0	55	0	55	85
% Large 2 Axle Vehicles	0	0	4.2	3.2	0	1.5	0	1.4	0	0	0	0	0	2	0	1.9	1.7
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	2	238	4	244	0	0	0	0	5	371	0	376	622
05:00 PM	1	0	6	7	1	239	2	242	1	0	0	1	5	323	1	329	579
05:15 PM	1	0	2	3	0	282	4	286	0	0	2	2	5	353	1	359	650
05:30 PM	0	0	0	0	0	249	3	252	0	1	0	1	5	367	1	373	626
Total Volume	2	0	10	12	3	1008	13	1024	1	1	2	4	20	1414	3	1437	2477
% App. Total	16.7	0	83.3		0.3	98.4	1.3		25	25	50		1.4	98.4	0.2		
PHF	.500	.000	.417	.429	.375	.894	.813	.895	.250	.250	.250	.500	1.00	.953	.750	.955	.953



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	3	0	6	9	1	247	5	253	0	0	2	2	5	371	0	376
+15 mins.	0	0	1	1	2	238	4	244	0	0	0	0	5	323	1	329
+30 mins.	2	0	3	5	1	239	2	242	1	0	0	1	5	353	1	359
+45 mins.	0	0	2	2	0	282	4	286	0	0	2	2	5	367	1	373
Total Volume	5	0	12	17	4	1006	15	1025	1	0	4	5	20	1414	3	1437
% App. Total	29.4	0	70.6		0.4	98.1	1.5		20	0	80		1.4	98.4	0.2	
PHF	.417	.000	.500	.472	.500	.892	.750	.896	.250	.000	.500	.625	1.000	.953	.750	.955

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

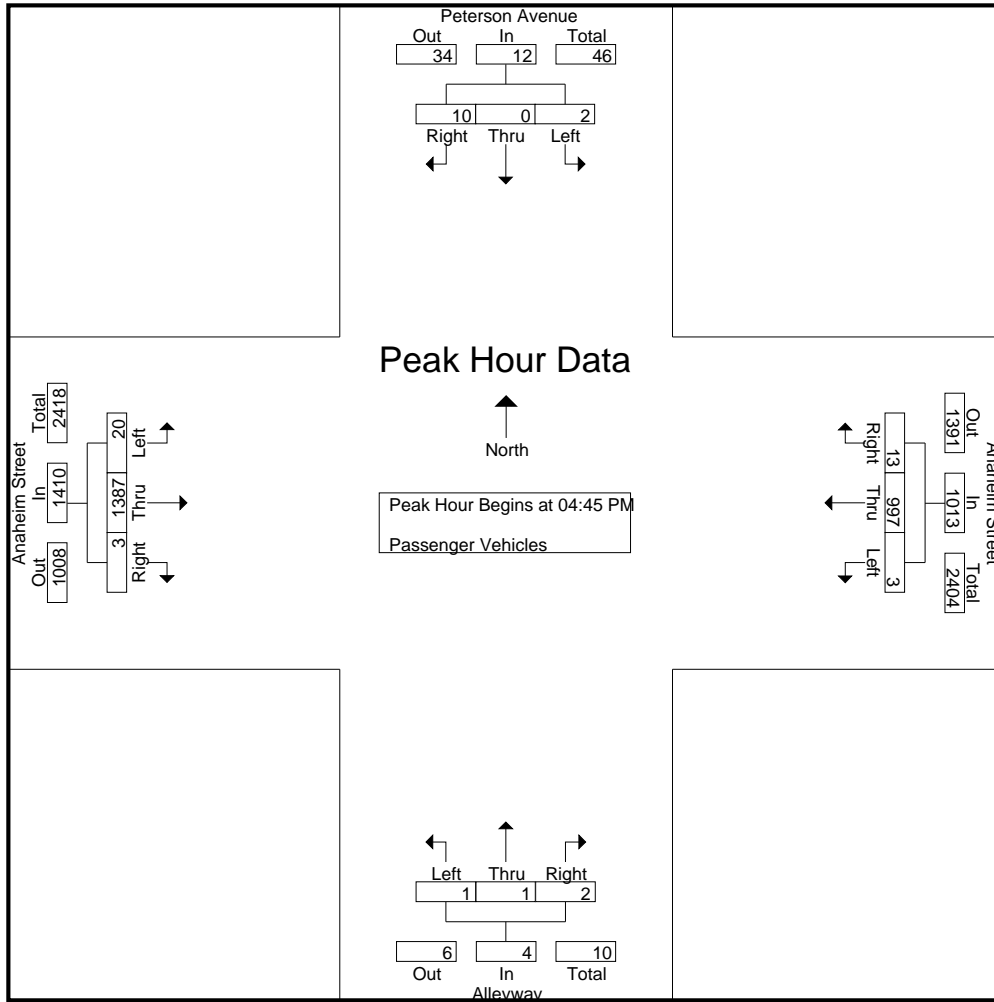
Groups Printed- Passenger Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	5	8	2	239	0	241	0	0	1	1	5	323	0	328	578
04:15 PM	0	0	1	1	0	252	2	254	0	0	1	1	4	352	1	357	613
04:30 PM	2	0	3	5	1	242	5	248	0	0	2	2	3	348	2	353	608
04:45 PM	0	0	2	2	2	238	4	244	0	0	0	0	5	365	0	370	616
Total	5	0	11	16	5	971	11	987	0	0	4	4	17	1388	3	1408	2415
05:00 PM	1	0	6	7	1	233	2	236	1	0	0	1	5	314	1	320	564
05:15 PM	1	0	2	3	0	278	4	282	0	0	2	2	5	348	1	354	641
05:30 PM	0	0	0	0	0	248	3	251	0	1	0	1	5	360	1	366	618
05:45 PM	0	0	4	4	1	234	6	241	0	0	1	1	6	350	0	356	602
Total	2	0	12	14	2	993	15	1010	1	1	3	5	21	1372	3	1396	2425
Grand Total	7	0	23	30	7	1964	26	1997	1	1	7	9	38	2760	6	2804	4840
Apprch %	23.3	0	76.7		0.4	98.3	1.3		11.1	11.1	77.8		1.4	98.4	0.2		
Total %	0.1	0	0.5	0.6	0.1	40.6	0.5	41.3	0	0	0.1	0.2	0.8	57	0.1	57.9	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	2	2	2	238	4	244	0	0	0	0	5	365	0	370	616
05:00 PM	1	0	6	7	1	233	2	236	1	0	0	1	5	314	1	320	564
05:15 PM	1	0	2	3	0	278	4	282	0	0	2	2	5	348	1	354	641
05:30 PM	0	0	0	0	0	248	3	251	0	1	0	1	5	360	1	366	618
Total Volume	2	0	10	12	3	997	13	1013	1	1	2	4	20	1387	3	1410	2439
% App. Total	16.7	0	83.3		0.3	98.4	1.3		25	25	50		1.4	98.4	0.2		
PHF	.500	.000	.417	.429	.375	.897	.813	.898	.250	.250	.250	.500	1.00	.950	.750	.953	.951

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	2	2	2	238	4	244	0	0	0	0	5	365	0	370
+15 mins.	1	0	6	7	1	233	2	236	1	0	0	1	5	314	1	320
+30 mins.	1	0	2	3	0	278	4	282	0	0	2	2	5	348	1	354
+45 mins.	0	0	0	0	0	248	3	251	0	1	0	1	5	360	1	366
Total Volume	2	0	10	12	3	997	13	1013	1	1	2	4	20	1387	3	1410
% App. Total	16.7	0	83.3		0.3	98.4	1.3		25	25	50		1.4	98.4	0.2	
PHF	.500	.000	.417	.429	.375	.897	.813	.898	.250	.250	.250	.500	1.000	.950	.750	.953

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

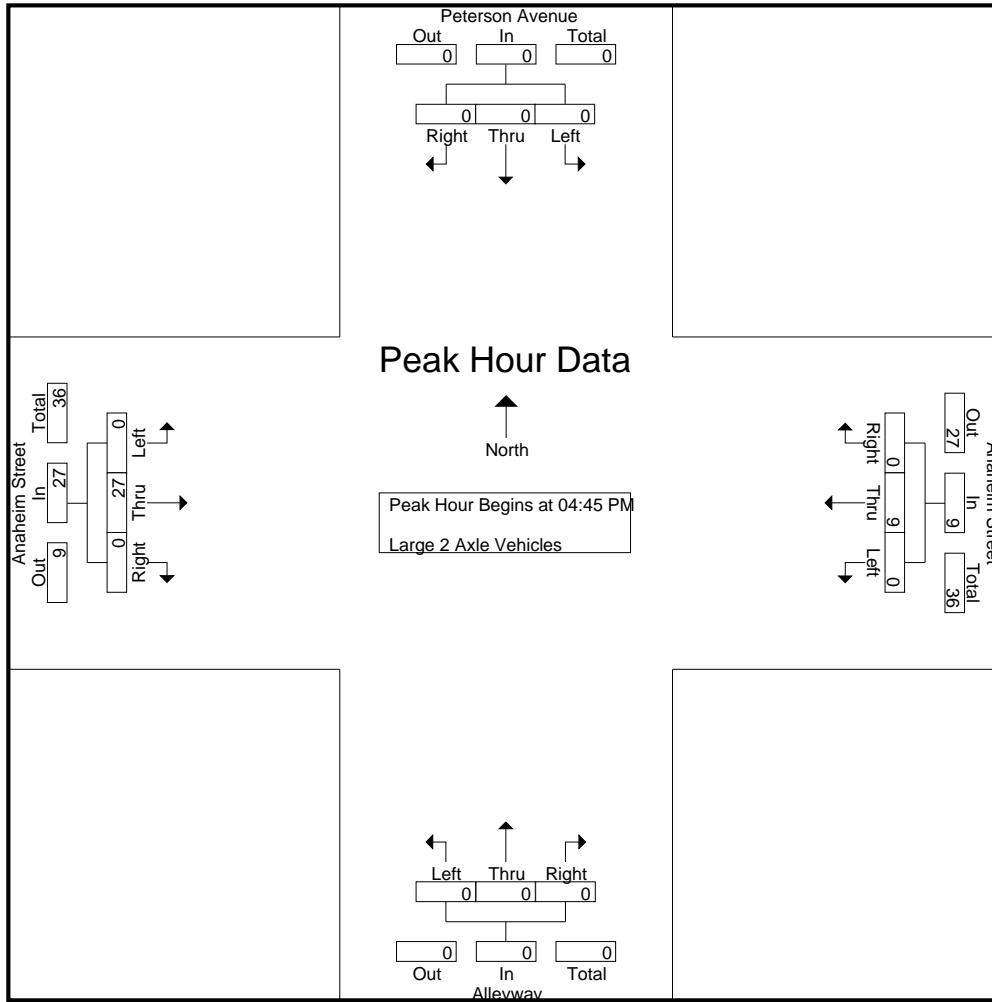
Groups Printed- Large 2 Axle Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	10	0	10	16
04:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	0	0	1	1	0	17	0	17	0	0	0	0	0	27	0	27	45
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28	40
Grand Total	0	0	1	1	0	29	0	29	0	0	0	0	0	55	0	55	85
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0		
Total %	0	0	1.2	1.2	0	34.1	0	34.1	0	0	0	0	0	64.7	0	64.7	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	27	0	27	36
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.000	.000	.000	.750	.000	.750	.643

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
Total Volume	0	0	0	0	0	9	0	9	0	0	0	0	0	27	0	27
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.450	.000	.450	.000	.000	.000	.000	.000	.750	.000	.750

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

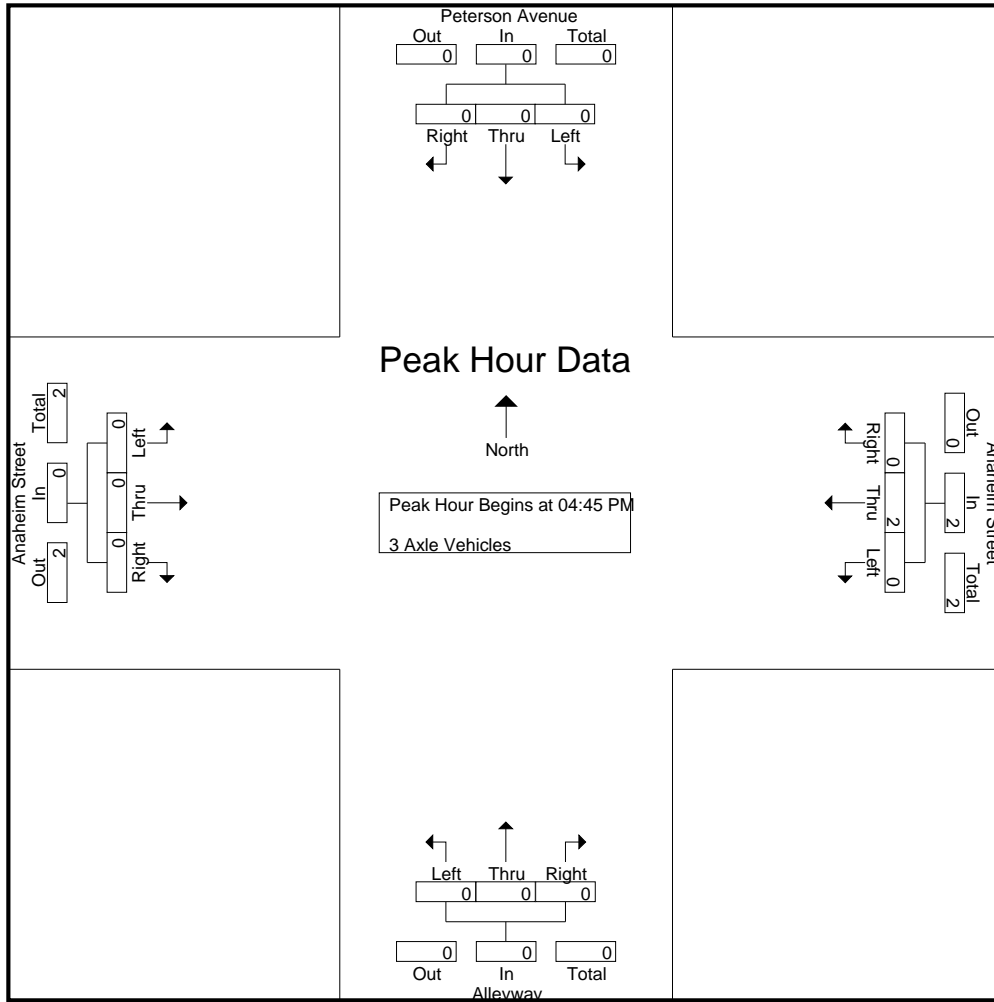
Groups Printed- 3 Axle Vehicles

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	60	0	60	0	0	0		0	40	0	40	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

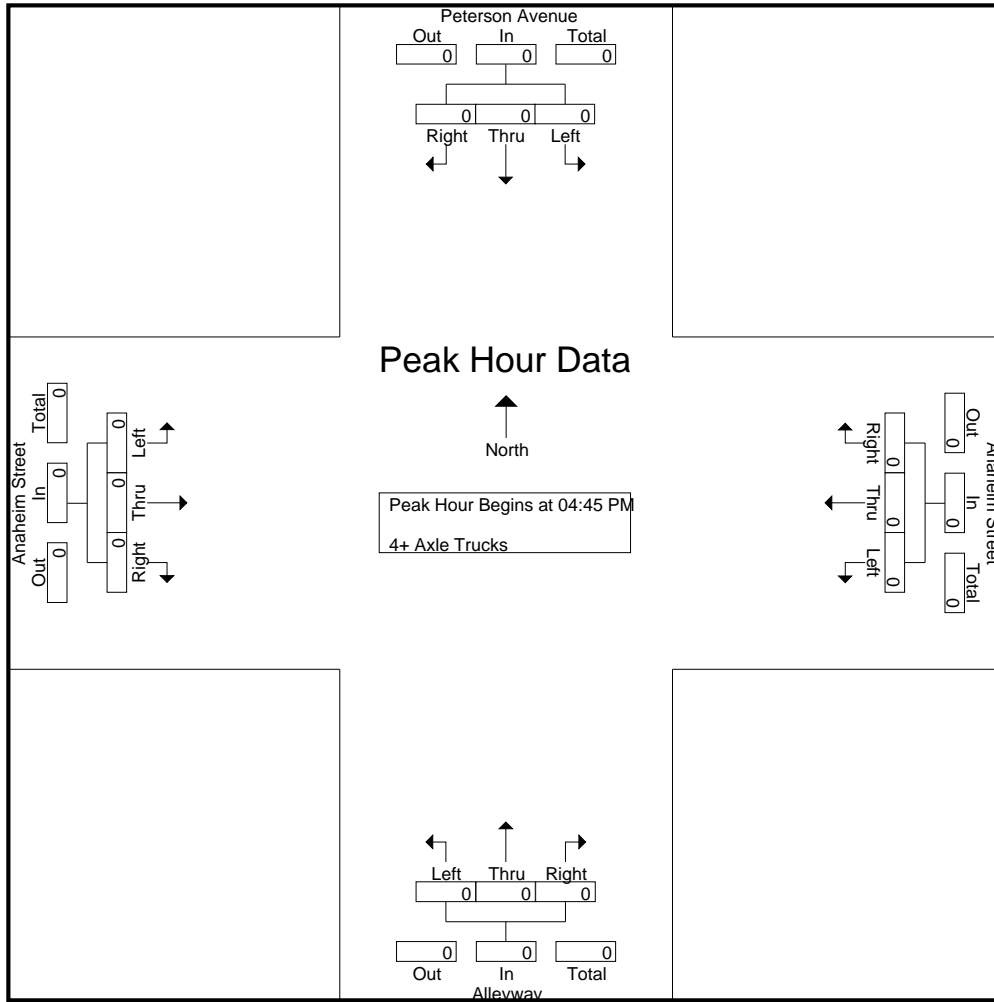
Groups Printed- 4+ Axle Trucks

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Peterson Avenue Southbound				Anaheim Street Westbound				Alleyway Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Peterson Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 04_LBC_Peterson_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

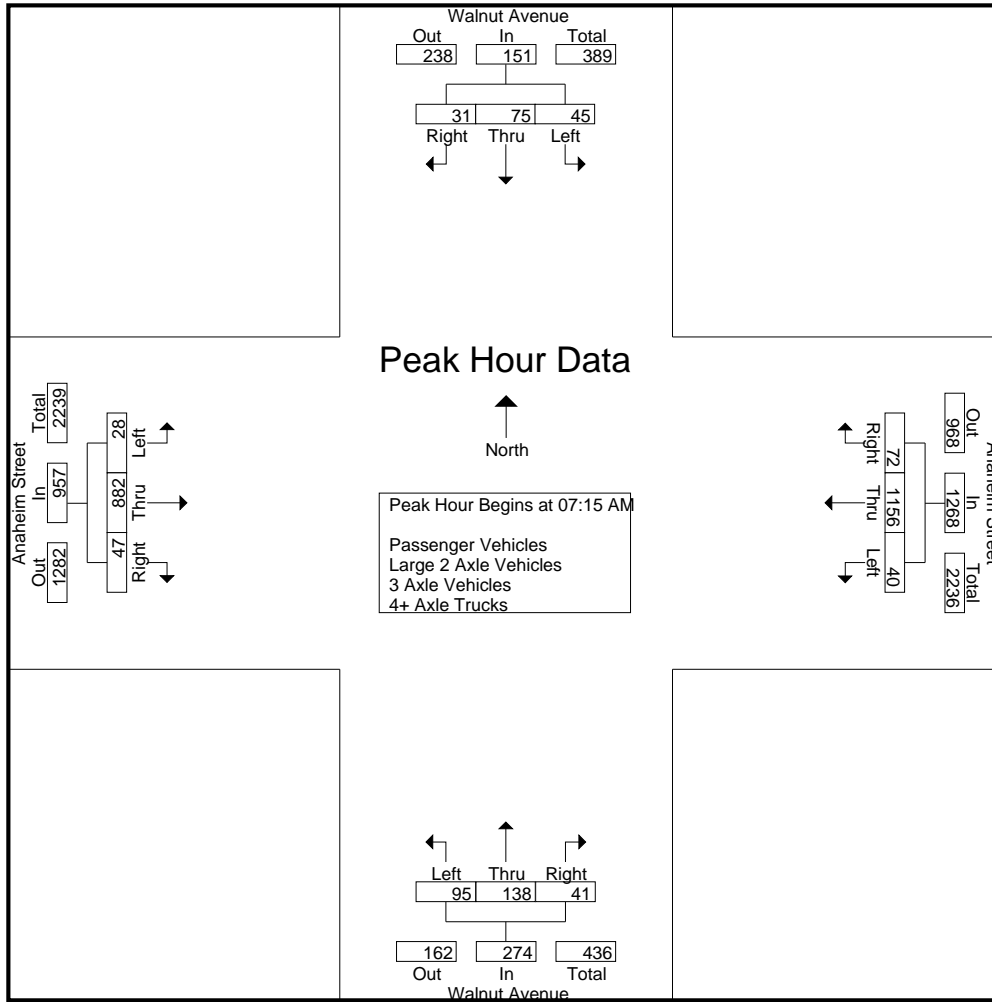
City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	10	4	18	7	280	2	289	13	13	9	35	3	141	4	148	490
07:15 AM	9	13	3	25	4	338	13	355	27	22	13	62	5	185	6	196	638
07:30 AM	12	12	5	29	9	279	22	310	24	39	16	79	6	227	8	241	659
07:45 AM	6	22	16	44	13	281	19	313	26	53	7	86	9	242	22	273	716
Total	31	57	28	116	33	1178	56	1267	90	127	45	262	23	795	40	858	2503
08:00 AM	18	28	7	53	14	258	18	290	18	24	5	47	8	228	11	247	637
08:15 AM	9	20	8	37	10	280	4	294	14	19	10	43	8	213	12	233	607
08:30 AM	7	26	9	42	7	322	14	343	12	20	13	45	6	237	4	247	677
08:45 AM	16	19	8	43	12	281	12	305	11	22	10	43	6	230	11	247	638
Total	50	93	32	175	43	1141	48	1232	55	85	38	178	28	908	38	974	2559
Grand Total	81	150	60	291	76	2319	104	2499	145	212	83	440	51	1703	78	1832	5062
Apprch %	27.8	51.5	20.6		3	92.8	4.2		33	48.2	18.9		2.8	93	4.3		
Total %	1.6	3	1.2	5.7	1.5	45.8	2.1	49.4	2.9	4.2	1.6	8.7	1	33.6	1.5	36.2	
Passenger Vehicles	79	147	57	283	72	2246	103	2421	142	209	81	432	48	1633	77	1758	4894
% Passenger Vehicles	97.5	98	95	97.3	94.7	96.9	99	96.9	97.9	98.6	97.6	98.2	94.1	95.9	98.7	96	96.7
Large 2 Axle Vehicles	2	3	2	7	4	61	1	66	3	3	2	8	3	59	1	63	144
% Large 2 Axle Vehicles	2.5	2	3.3	2.4	5.3	2.6	1	2.6	2.1	1.4	2.4	1.8	5.9	3.5	1.3	3.4	2.8
3 Axle Vehicles	0	0	1	1	0	9	0	9	0	0	0	0	0	6	0	6	16
% 3 Axle Vehicles	0	0	1.7	0.3	0	0.4	0	0.4	0	0	0	0	0	0.4	0	0.3	0.3
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0	0	0	0.3	0	0.3	0.2

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	13	3	25	4	338	13	355	27	22	13	62	5	185	6	196	638
07:30 AM	12	12	5	29	9	279	22	310	24	39	16	79	6	227	8	241	659
07:45 AM	6	22	16	44	13	281	19	313	26	53	7	86	9	242	22	273	716
08:00 AM	18	28	7	53	14	258	18	290	18	24	5	47	8	228	11	247	637
Total Volume	45	75	31	151	40	1156	72	1268	95	138	41	274	28	882	47	957	2650
% App. Total	29.8	49.7	20.5		3.2	91.2	5.7		34.7	50.4	15		2.9	92.2	4.9		
PHF	.625	.670	.484	.712	.714	.855	.818	.893	.880	.651	.641	.797	.778	.911	.534	.876	.925



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	6	22	16	44	4	338	13	355	27	22	13	62	9	242	22	273
+15 mins.	18	28	7	53	9	279	22	310	24	39	16	79	8	228	11	247
+30 mins.	9	20	8	37	13	281	19	313	26	53	7	86	8	213	12	233
+45 mins.	7	26	9	42	14	258	18	290	18	24	5	47	6	237	4	247
Total Volume	40	96	40	176	40	1156	72	1268	95	138	41	274	31	920	49	1000
% App. Total	22.7	54.5	22.7		3.2	91.2	5.7		34.7	50.4	15		3.1	92	4.9	
PHF	.556	.857	.625	.830	.714	.855	.818	.893	.880	.651	.641	.797	.861	.950	.557	.916

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

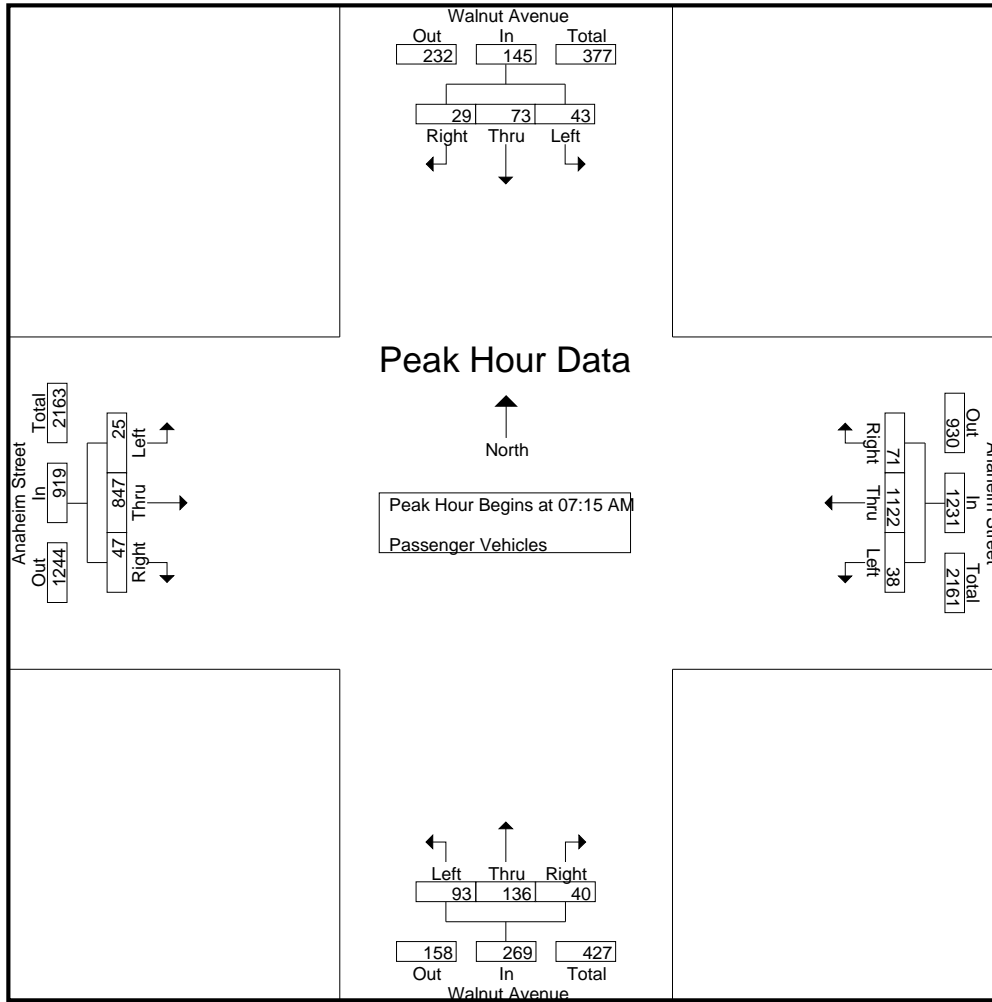
Groups Printed- Passenger Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	9	3	16	7	267	2	276	12	13	9	34	3	136	4	143	469
07:15 AM	9	12	3	24	4	326	13	343	27	22	12	61	4	177	6	187	615
07:30 AM	12	12	4	28	9	269	22	300	24	39	16	79	5	220	8	233	640
07:45 AM	6	22	16	44	11	277	19	307	25	52	7	84	8	233	22	263	698
Total	31	55	26	112	31	1139	56	1226	88	126	44	258	20	766	40	826	2422
08:00 AM	16	27	6	49	14	250	17	281	17	23	5	45	8	217	11	236	611
08:15 AM	9	20	8	37	10	275	4	289	14	19	9	42	8	200	12	220	588
08:30 AM	7	26	9	42	7	313	14	334	12	19	13	44	6	226	4	236	656
08:45 AM	16	19	8	43	10	269	12	291	11	22	10	43	6	224	10	240	617
Total	48	92	31	171	41	1107	47	1195	54	83	37	174	28	867	37	932	2472
Grand Total	79	147	57	283	72	2246	103	2421	142	209	81	432	48	1633	77	1758	4894
Apprch %	27.9	51.9	20.1		3	92.8	4.3		32.9	48.4	18.8		2.7	92.9	4.4		
Total %	1.6	3	1.2	5.8	1.5	45.9	2.1	49.5	2.9	4.3	1.7	8.8	1	33.4	1.6	35.9	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	12	3	24	4	326	13	343	27	22	12	61	4	177	6	187	615
07:30 AM	12	12	4	28	9	269	22	300	24	39	16	79	5	220	8	233	640
07:45 AM	6	22	16	44	11	277	19	307	25	52	7	84	8	233	22	263	698
08:00 AM	16	27	6	49	14	250	17	281	17	23	5	45	8	217	11	236	611
Total Volume	43	73	29	145	38	1122	71	1231	93	136	40	269	25	847	47	919	2564
% App. Total	29.7	50.3	20		3.1	91.1	5.8		34.6	50.6	14.9		2.7	92.2	5.1		
PHF	.672	.676	.453	.740	.679	.860	.807	.897	.861	.654	.625	.801	.781	.909	.534	.874	.918

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	9	12	3	24	4	326	13	343	27	22	12	61	4	177	6	187
+15 mins.	12	12	4	28	9	269	22	300	24	39	16	79	5	220	8	233
+30 mins.	6	22	16	44	11	277	19	307	25	52	7	84	8	233	22	263
+45 mins.	16	27	6	49	14	250	17	281	17	23	5	45	8	217	11	236
Total Volume	43	73	29	145	38	1122	71	1231	93	136	40	269	25	847	47	919
% App. Total	29.7	50.3	20		3.1	91.1	5.8		34.6	50.6	14.9		2.7	92.2	5.1	
PHF	.672	.676	.453	.740	.679	.860	.807	.897	.861	.654	.625	.801	.781	.909	.534	.874

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

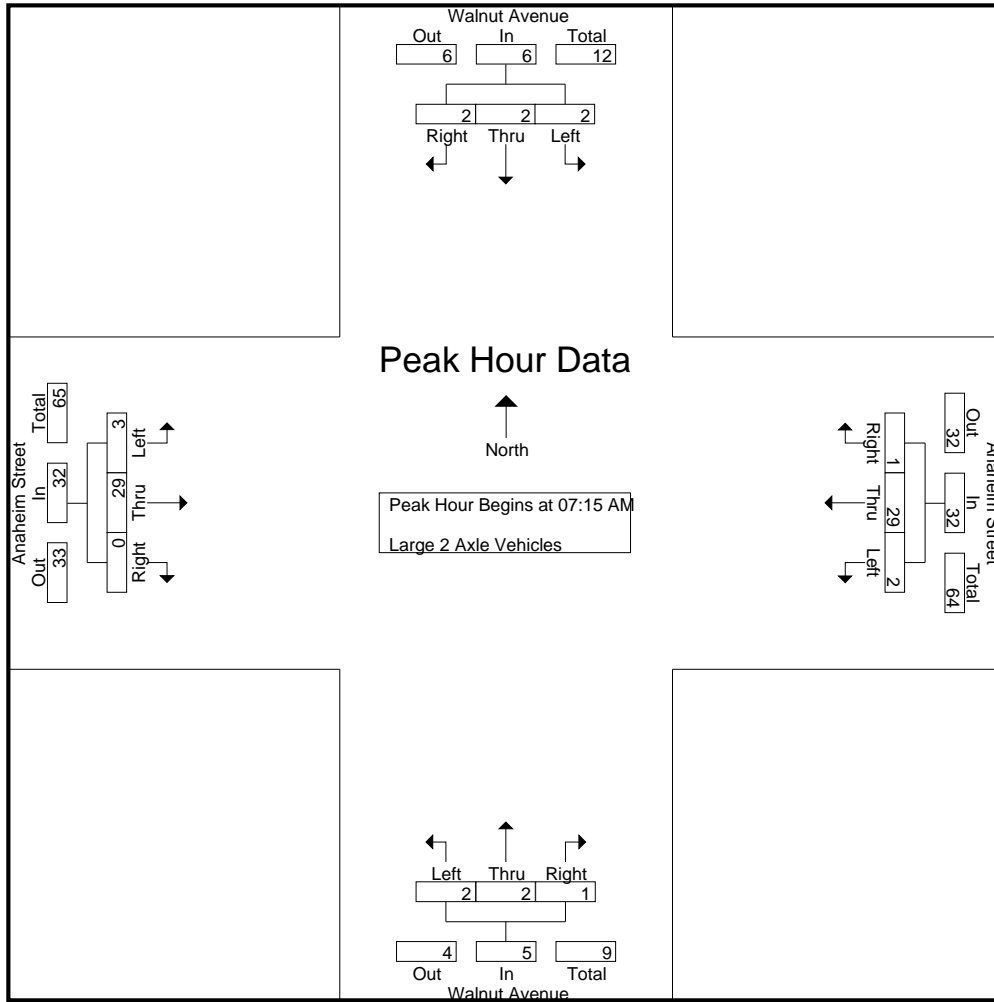
Groups Printed- Large 2 Axle Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	13	0	13	1	0	0	1	0	5	0	5	20
07:15 AM	0	1	0	1	0	10	0	10	0	0	1	1	1	6	0	7	19
07:30 AM	0	0	1	1	0	9	0	9	0	0	0	0	1	7	0	8	18
07:45 AM	0	0	0	0	2	4	0	6	1	1	0	2	1	8	0	9	17
Total	0	2	1	3	2	36	0	38	2	1	1	4	3	26	0	29	74
08:00 AM	2	1	1	4	0	6	1	7	1	1	0	2	0	8	0	8	21
08:15 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	10	0	10	15
08:30 AM	0	0	0	0	0	8	0	8	0	1	0	1	0	10	0	10	19
08:45 AM	0	0	0	0	2	7	0	9	0	0	0	0	0	5	1	6	15
Total	2	1	1	4	2	25	1	28	1	2	1	4	0	33	1	34	70
Grand Total	2	3	2	7	4	61	1	66	3	3	2	8	3	59	1	63	144
Apprch %	28.6	42.9	28.6		6.1	92.4	1.5		37.5	37.5	25		4.8	93.7	1.6		
Total %	1.4	2.1	1.4	4.9	2.8	42.4	0.7	45.8	2.1	2.1	1.4	5.6	2.1	41	0.7	43.8	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	10	0	10	0	0	1	1	1	6	0	7	19
07:30 AM	0	0	1	1	0	9	0	9	0	0	0	0	1	7	0	8	18
07:45 AM	0	0	0	0	2	4	0	6	1	1	0	2	1	8	0	9	17
08:00 AM	2	1	1	4	0	6	1	7	1	1	0	2	0	8	0	8	21
Total Volume	2	2	2	6	2	29	1	32	2	2	1	5	3	29	0	32	75
% App. Total	33.3	33.3	33.3		6.2	90.6	3.1		40	40	20		9.4	90.6	0		
PHF	.250	.500	.500	.375	.250	.725	.250	.800	.500	.500	.250	.625	.750	.906	.000	.889	.893

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	10	0	10	0	0	1	1	1	6	0	7
+15 mins.	0	0	1	1	0	9	0	9	0	0	0	0	1	7	0	8
+30 mins.	0	0	0	0	2	4	0	6	1	1	0	2	1	8	0	9
+45 mins.	2	1	1	4	0	6	1	7	1	1	0	2	0	8	0	8
Total Volume	2	2	2	6	2	29	1	32	2	2	1	5	3	29	0	32
% App. Total	33.3	33.3	33.3		6.2	90.6	3.1		40	40	20		9.4	90.6	0	
PHF	.250	.500	.500	.375	.250	.725	.250	.800	.500	.500	.250	.625	.750	.906	.000	.889

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

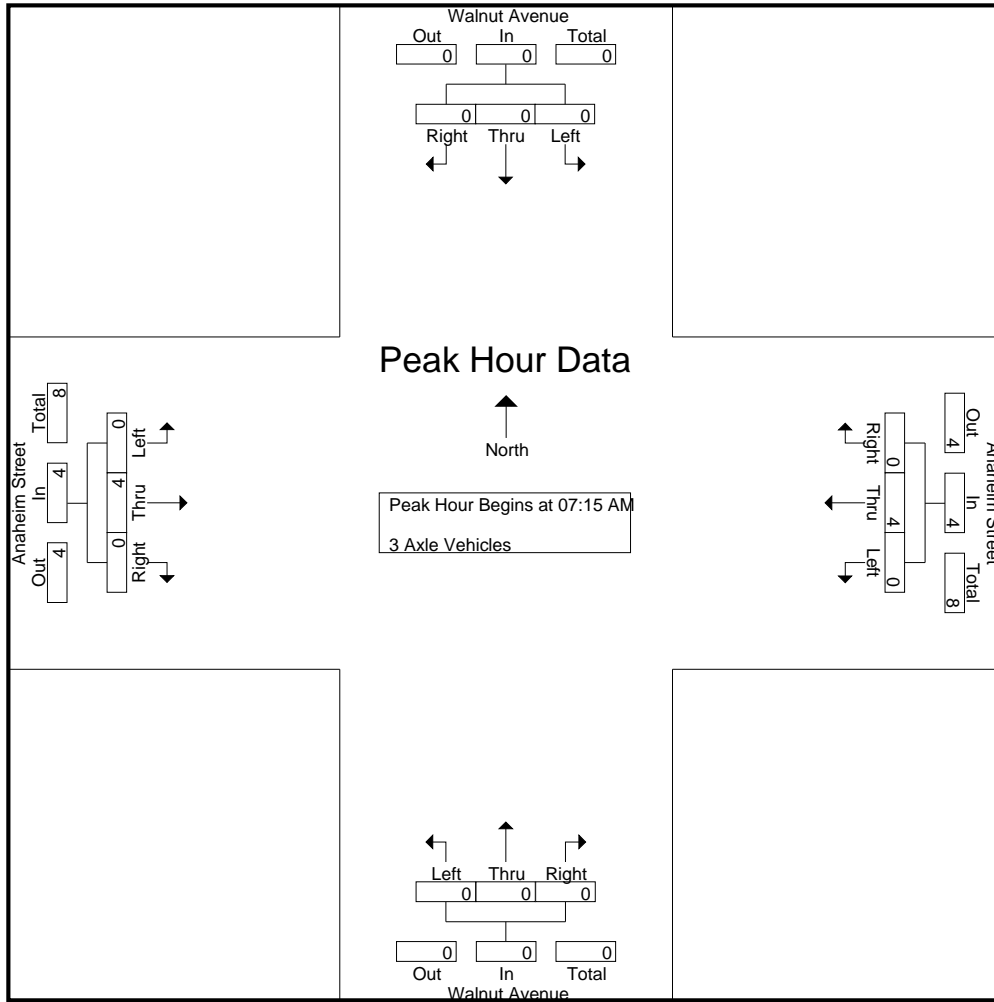
Groups Printed- 3 Axle Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Total	0	0	1	1	0	2	0	2	0	0	0	0	0	3	0	0	0	6
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	0	4
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	0	0	10
Grand Total	0	0	1	1	0	9	0	9	0	0	0	0	0	6	0	0	0	16
Apprch %	0	0	100		0	100	0		0	0	0		0	100	0			
Total %	0	0	6.2	6.2	0	56.2	0	56.2	0	0	0	0	0	37.5	0	0	37.5	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	3
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	0	0	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0			
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.500	.667

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

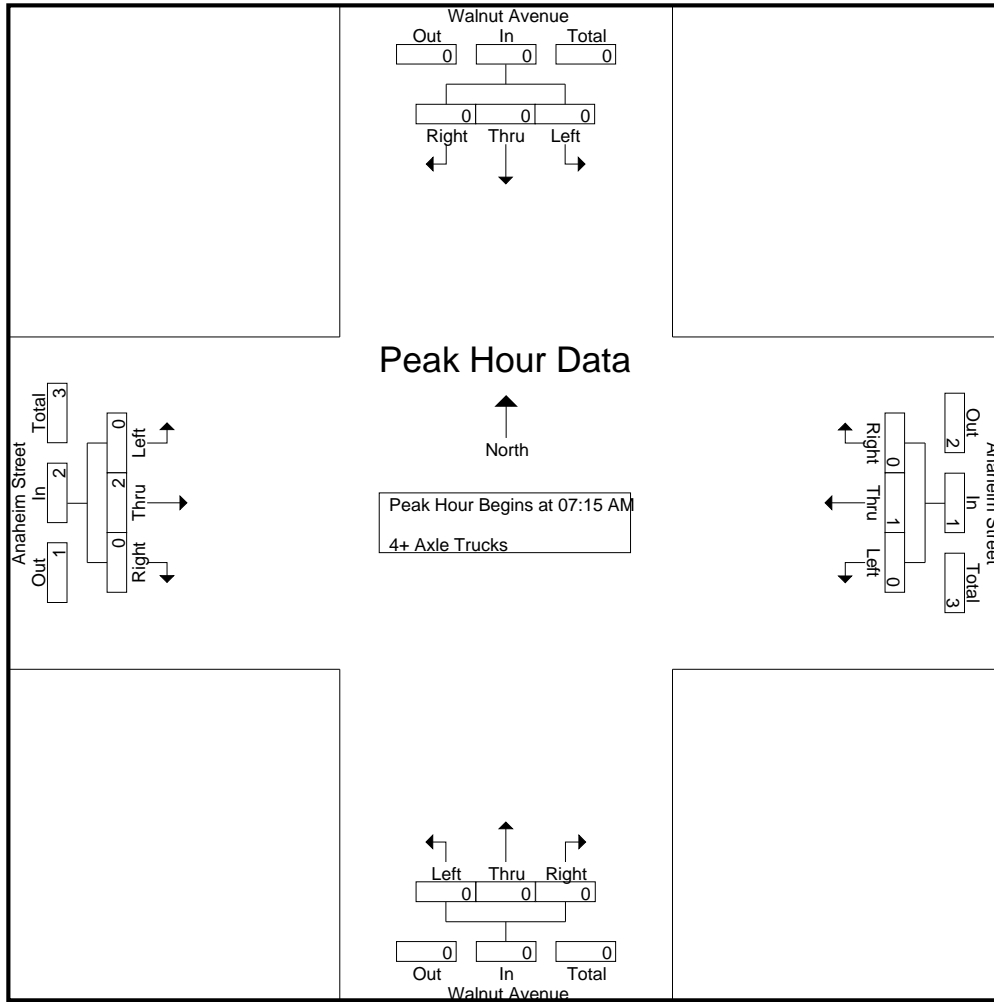
Groups Printed- 4+ Axle Trucks

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	37.5	0	37.5	0	0	0		0	62.5	0	62.5	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.375

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim AM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

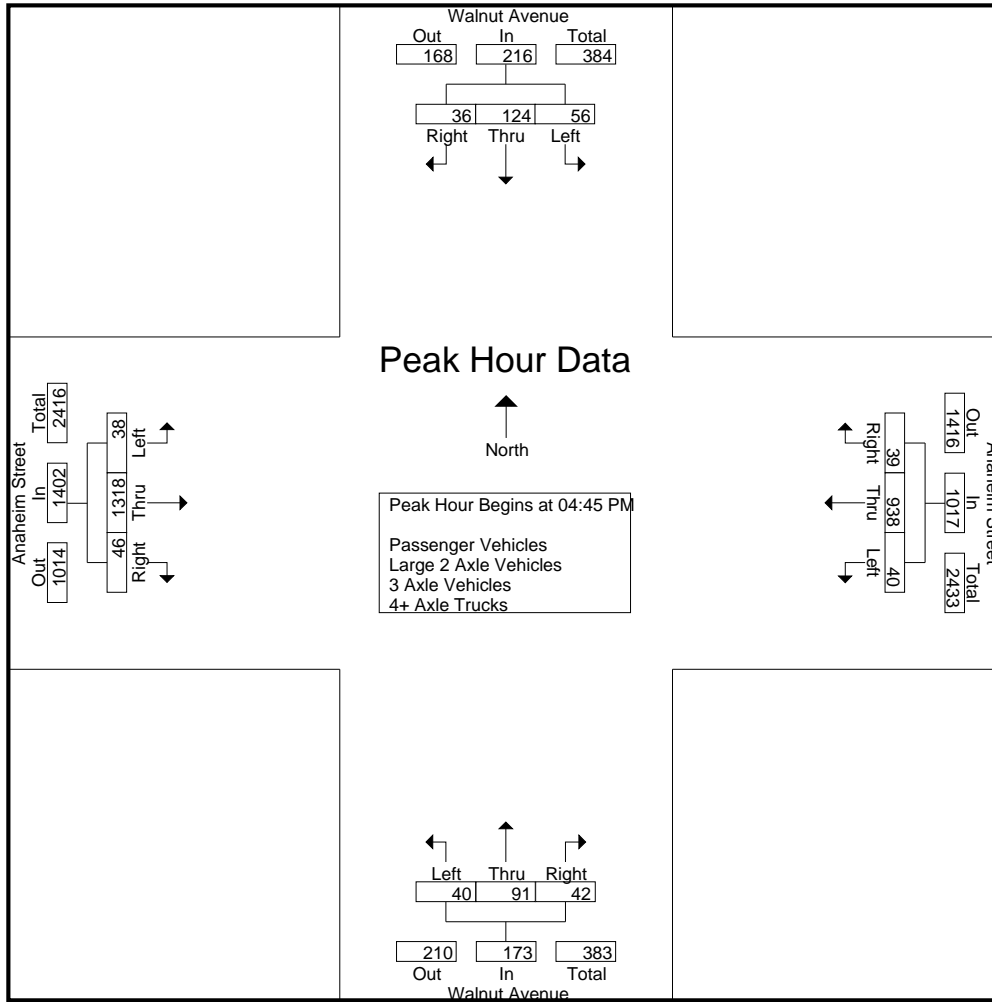
City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	23	14	56	11	219	10	240	14	26	11	51	8	314	14	336	683
04:15 PM	13	26	10	49	12	237	15	264	8	24	7	39	11	327	15	353	705
04:30 PM	18	19	12	49	5	237	8	250	8	22	5	35	8	334	11	353	687
04:45 PM	14	33	9	56	12	228	11	251	6	19	8	33	8	348	13	369	709
Total	64	101	45	210	40	921	44	1005	36	91	31	158	35	1323	53	1411	2784
05:00 PM	15	31	11	57	11	220	12	243	10	21	11	42	7	303	12	322	664
05:15 PM	9	21	11	41	8	249	7	264	14	29	13	56	11	329	14	354	715
05:30 PM	18	39	5	62	9	241	9	259	10	22	10	42	12	338	7	357	720
05:45 PM	11	25	12	48	9	212	11	232	16	19	9	44	5	335	21	361	685
Total	53	116	39	208	37	922	39	998	50	91	43	184	35	1305	54	1394	2784
Grand Total	117	217	84	418	77	1843	83	2003	86	182	74	342	70	2628	107	2805	5568
Apprch %	28	51.9	20.1		3.8	92	4.1		25.1	53.2	21.6		2.5	93.7	3.8		
Total %	2.1	3.9	1.5	7.5	1.4	33.1	1.5	36	1.5	3.3	1.3	6.1	1.3	47.2	1.9	50.4	
Passenger Vehicles	117	217	83	417	77	1807	82	1966	85	181	74	340	70	2566	107	2743	5466
% Passenger Vehicles	100	100	98.8	99.8	100	98	98.8	98.2	98.8	99.5	100	99.4	100	97.6	100	97.8	98.2
Large 2 Axle Vehicles	0	0	1	1	0	33	1	34	1	1	0	2	0	60	0	60	97
% Large 2 Axle Vehicles	0	0	1.2	0.2	0	1.8	1.2	1.7	1.2	0.5	0	0.6	0	2.3	0	2.1	1.7
3 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	33	9	56	12	228	11	251	6	19	8	33	8	348	13	369	709
05:00 PM	15	31	11	57	11	220	12	243	10	21	11	42	7	303	12	322	664
05:15 PM	9	21	11	41	8	249	7	264	14	29	13	56	11	329	14	354	715
05:30 PM	18	39	5	62	9	241	9	259	10	22	10	42	12	338	7	357	720
Total Volume	56	124	36	216	40	938	39	1017	40	91	42	173	38	1318	46	1402	2808
% App. Total	25.9	57.4	16.7		3.9	92.2	3.8		23.1	52.6	24.3		2.7	94	3.3		
PHF	.778	.795	.818	.871	.833	.942	.813	.963	.714	.784	.808	.772	.792	.947	.821	.950	.975



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	14	33	9	56	12	228	11	251	10	21	11	42	8	314	14	336
+15 mins.	15	31	11	57	11	220	12	243	14	29	13	56	11	327	15	353
+30 mins.	9	21	11	41	8	249	7	264	10	22	10	42	8	334	11	353
+45 mins.	18	39	5	62	9	241	9	259	16	19	9	44	8	348	13	369
Total Volume	56	124	36	216	40	938	39	1017	50	91	43	184	35	1323	53	1411
% App. Total	25.9	57.4	16.7		3.9	92.2	3.8		27.2	49.5	23.4		2.5	93.8	3.8	
PHF	.778	.795	.818	.871	.833	.942	.813	.963	.781	.784	.827	.821	.795	.950	.883	.956

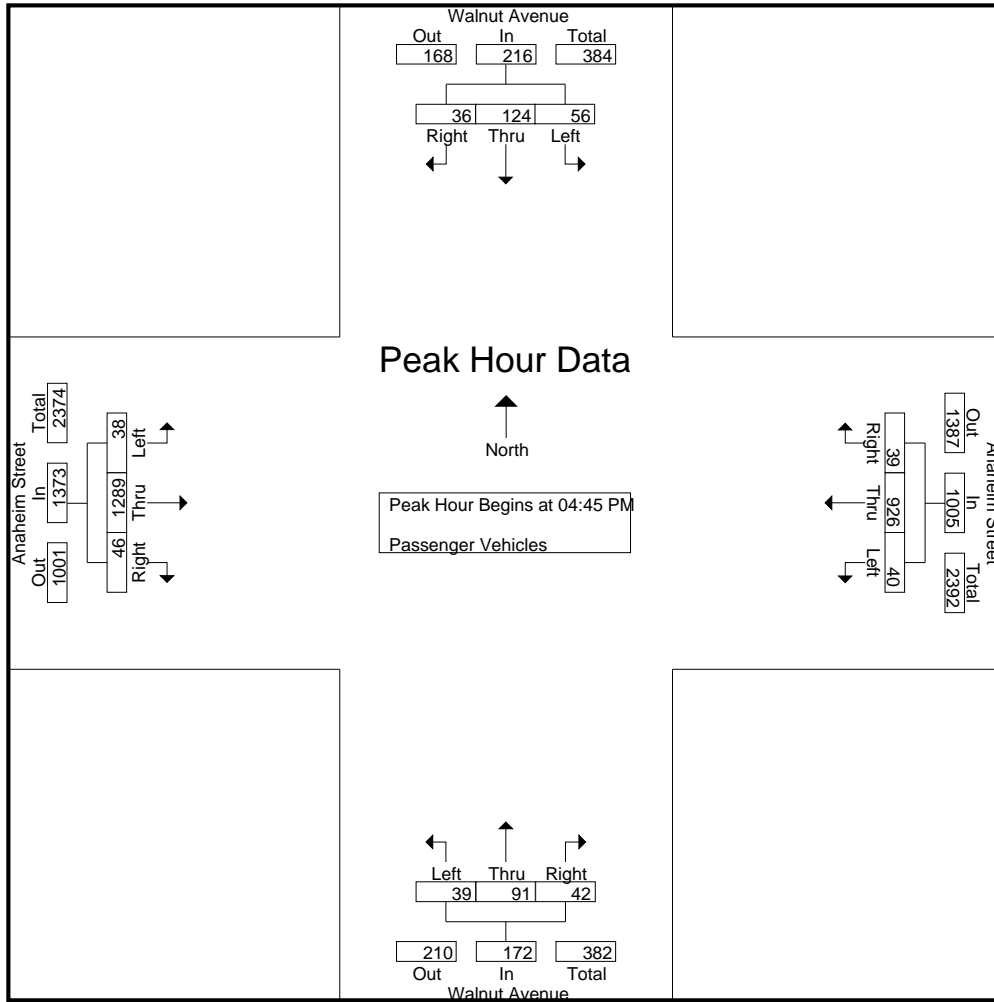
City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	19	23	14	56	11	209	10	230	14	26	11	51	8	301	14	323	660
04:15 PM	13	26	10	49	12	231	14	257	8	23	7	38	11	325	15	351	695
04:30 PM	18	19	11	48	5	233	8	246	8	22	5	35	8	324	11	343	672
04:45 PM	14	33	9	56	12	226	11	249	6	19	8	33	8	341	13	362	700
Total	64	101	44	209	40	899	43	982	36	90	31	157	35	1291	53	1379	2727
05:00 PM	15	31	11	57	11	214	12	237	10	21	11	42	7	294	12	313	649
05:15 PM	9	21	11	41	8	246	7	261	13	29	13	55	11	324	14	349	706
05:30 PM	18	39	5	62	9	240	9	258	10	22	10	42	12	330	7	349	711
05:45 PM	11	25	12	48	9	208	11	228	16	19	9	44	5	327	21	353	673
Total	53	116	39	208	37	908	39	984	49	91	43	183	35	1275	54	1364	2739
Grand Total	117	217	83	417	77	1807	82	1966	85	181	74	340	70	2566	107	2743	5466
Apprch %	28.1	52	19.9		3.9	91.9	4.2		25	53.2	21.8		2.6	93.5	3.9		
Total %	2.1	4	1.5	7.6	1.4	33.1	1.5	36	1.6	3.3	1.4	6.2	1.3	46.9	2	50.2	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	33	9	56	12	226	11	249	6	19	8	33	8	341	13	362	700
05:00 PM	15	31	11	57	11	214	12	237	10	21	11	42	7	294	12	313	649
05:15 PM	9	21	11	41	8	246	7	261	13	29	13	55	11	324	14	349	706
05:30 PM	18	39	5	62	9	240	9	258	10	22	10	42	12	330	7	349	711
Total Volume	56	124	36	216	40	926	39	1005	39	91	42	172	38	1289	46	1373	2766
% App. Total	25.9	57.4	16.7		4	92.1	3.9		22.7	52.9	24.4		2.8	93.9	3.4		
PHF	.778	.795	.818	.871	.833	.941	.813	.963	.750	.784	.808	.782	.792	.945	.821	.948	.973



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	14	33	9	56	12	226	11	249	6	19	8	33	8	341	13	362
+15 mins.	15	31	11	57	11	214	12	237	10	21	11	42	7	294	12	313
+30 mins.	9	21	11	41	8	246	7	261	13	29	13	55	11	324	14	349
+45 mins.	18	39	5	62	9	240	9	258	10	22	10	42	12	330	7	349
Total Volume	56	124	36	216	40	926	39	1005	39	91	42	172	38	1289	46	1373
% App. Total	25.9	57.4	16.7		4	92.1	3.9		22.7	52.9	24.4		2.8	93.9	3.4	
PHF	.778	.795	.818	.871	.833	.941	.813	.963	.750	.784	.808	.782	.792	.945	.821	.948

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

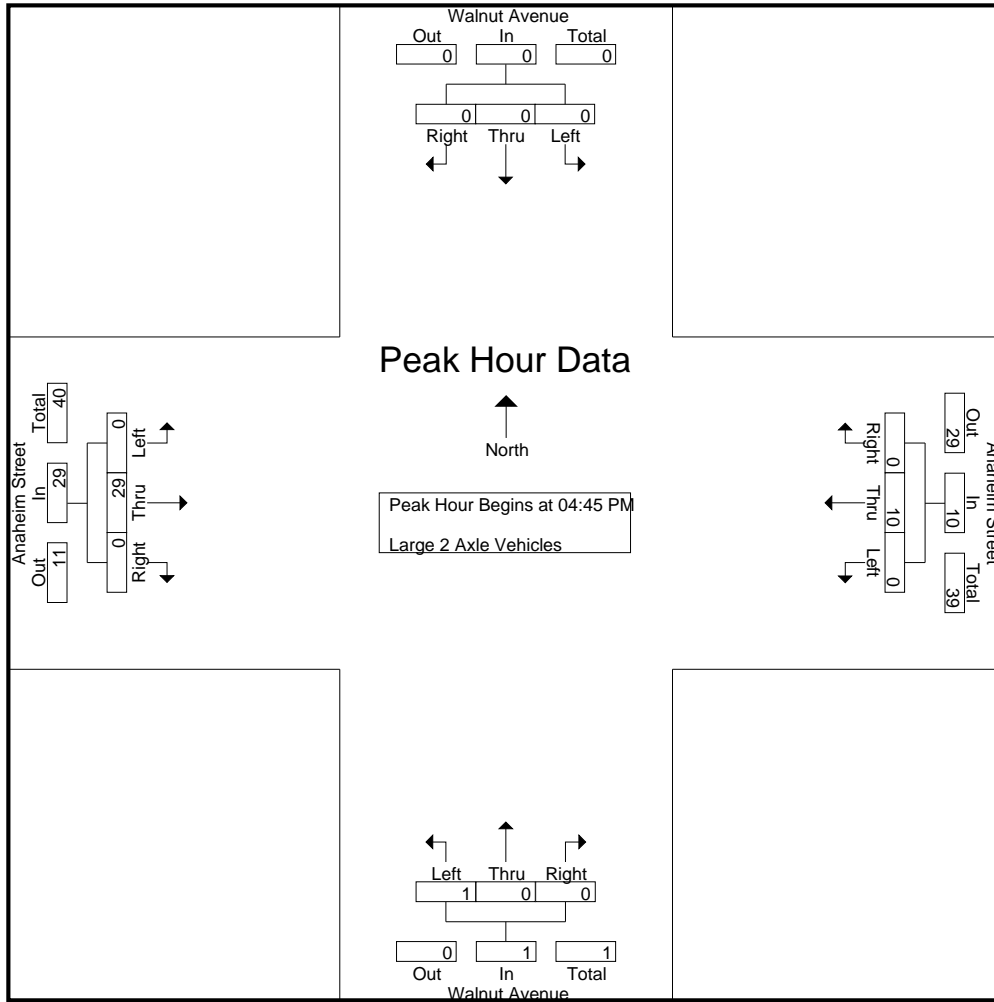
Groups Printed- Large 2 Axle Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	12	0	12	21
04:15 PM	0	0	0	0	0	6	1	7	0	1	0	1	0	2	0	2	10
04:30 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	10	0	10	15
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
Total	0	0	1	1	0	21	1	22	0	1	0	1	0	31	0	31	55
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
05:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Total	0	0	0	0	0	12	0	12	1	0	0	1	0	29	0	29	42
Grand Total	0	0	1	1	0	33	1	34	1	1	0	2	0	60	0	60	97
Apprch %	0	0	100		0	97.1	2.9		50	50	0		0	100	0		
Total %	0	0	1	1	0	34	1	35.1	1	1	0	2.1	0	61.9	0	61.9	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9	14
05:15 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	5	0	5	8
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8	9
Total Volume	0	0	0	0	0	10	0	10	1	0	0	1	0	29	0	29	40
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.806	.000	.806	.714

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	9	0	9
+30 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	5	0	5
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	8	0	8
Total Volume	0	0	0	0	0	10	0	10	1	0	0	1	0	29	0	29
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.250	.000	.000	.250	.000	.806	.000	.806

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

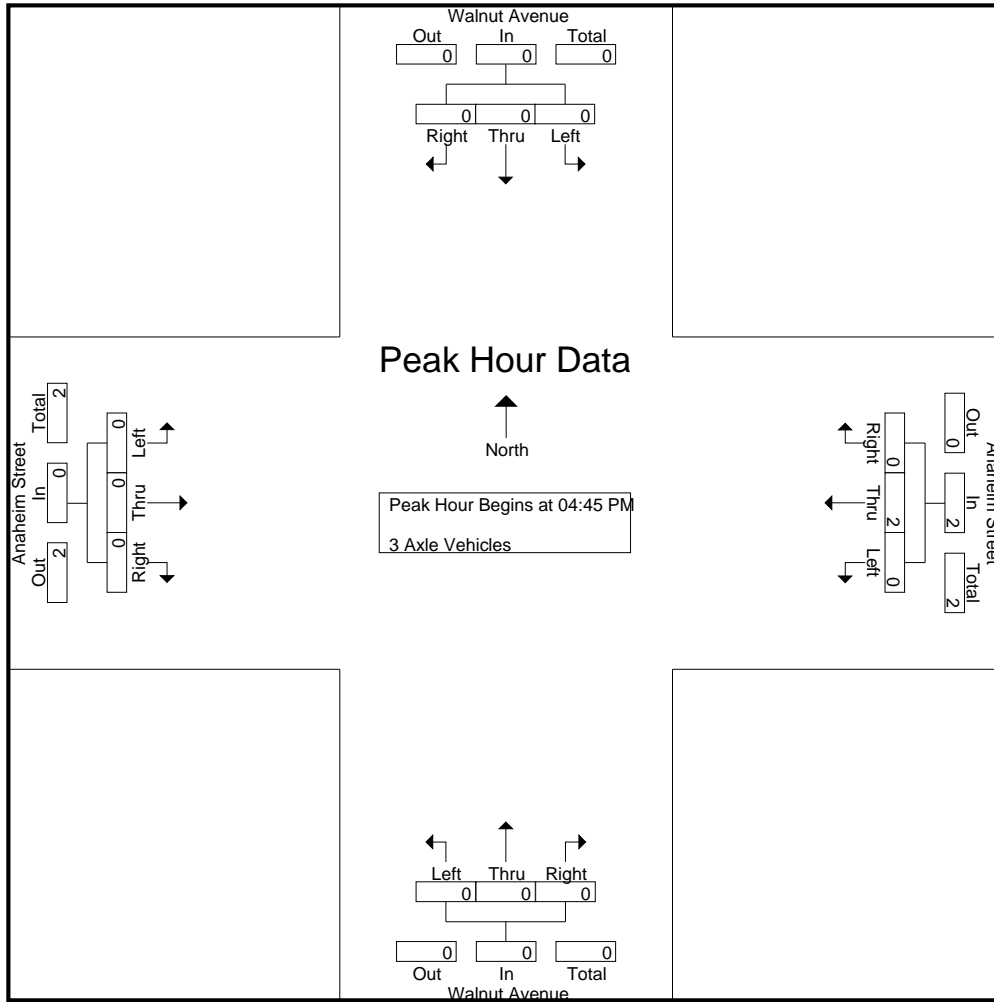
Groups Printed- 3 Axle Vehicles

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	60	0	60	0	0	0		0	40	0	40	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 1

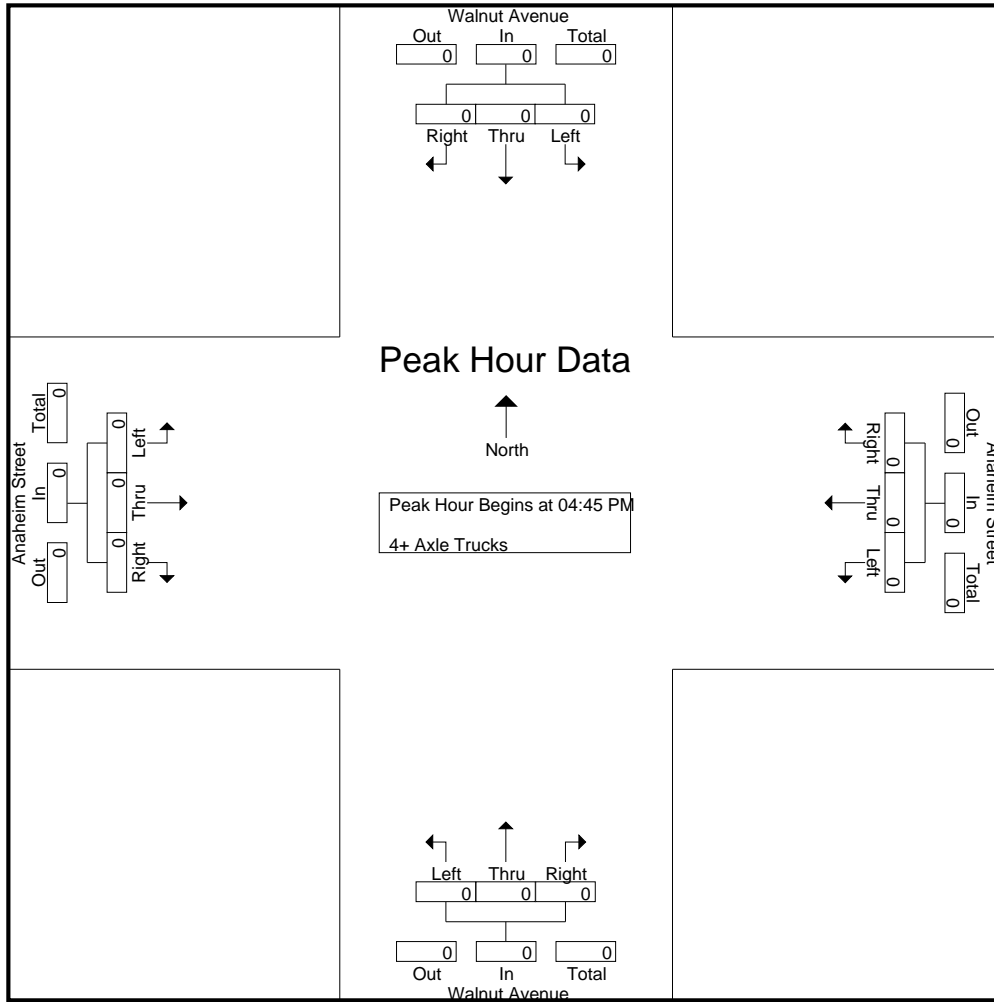
Groups Printed- 4+ Axle Trucks

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Walnut Avenue Southbound				Anaheim Street Westbound				Walnut Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Walnut Avenue
 E/W: Anaheim Street
 Weather: Clear

File Name : 06_LBC_Walnut_Anaheim PM
 Site Code : 99919102
 Start Date : 2/13/2019
 Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

APPENDIX B: VOLUME DEVELOPMENT WORKSHEETS

**Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
1 . Alamos Avenue/Anaheim Street												
NBL	92	3	0	0	5	97	53	2	0	0	3	56
NBT	425	2	1	0	5	430	450	3	0	0	5	455
NBR	104	8	0	0	12	116	124	7	0	0	11	135
SBL	67	1	1	0	4	71	63	0	0	0	0	63
SBT	381	10	0	0	15	396	457	8	0	1	15	472
SBR	67	2	1	0	5	72	77	0	0	0	0	77
EBL	77	0	0	1	3	80	101	0	0	0	0	101
EBT	791	20	1	2	38	829	1,191	23	0	0	35	1,226
EBR	38	1	0	0	2	40	50	0	0	0	0	50
WBL	102	3	0	0	5	107	100	3	0	0	5	105
WBT	1,047	18	4	0	35	1,082	842	10	2	0	19	861
WBR	40	2	0	0	3	43	62	0	0	0	0	62
North Leg												
Approach	515	13	2	0	24	539	597	8	0	1	15	612
Departure	542	4	1	1	11	553	613	3	0	0	5	618
Total	1,057	17	3	1	35	1,092	1,210	11	0	1	20	1,230
South Leg												
Approach	621	13	1	0	22	643	627	12	0	0	19	646
Departure	521	14	0	0	22	543	607	11	0	1	20	627
Total	1,142	27	1	0	44	1,186	1,234	23	0	1	39	1,273
East Leg												
Approach	1,189	23	4	0	43	1,232	1,004	13	2	0	24	1,028
Departure	962	29	2	2	54	1,016	1,378	30	0	0	46	1,424
Total	2,151	52	6	2	97	2,248	2,382	43	2	0	70	2,452
West Leg												
Approach	906	21	1	3	43	949	1,342	23	0	0	35	1,377
Departure	1,206	23	5	0	45	1,251	972	12	2	0	22	994
Total	2,112	44	6	3	88	2,200	2,314	35	2	0	57	2,371
Total Approaches												
Approach	3,231	70	8	3	132	3,363	3,570	56	2	1	93	3,663
Departure	3,231	70	8	3	132	3,363	3,570	56	2	1	93	3,663
Total	6,462	140	16	6	264	6,726	7,140	112	4	2	186	7,326

**Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
2 . Orange Avenue/Anaheim Street												
NBL	61	0	0	0	0	61	43	2	0	0	3	46
NBT	81	0	0	0	0	81	105	0	0	0	0	105
NBR	31	1	0	0	2	33	52	0	0	0	0	52
SBL	43	1	1	0	4	47	48	0	0	0	0	48
SBT	47	1	0	0	2	49	69	0	0	0	0	69
SBR	31	1	0	0	2	33	35	1	0	0	2	37
EBL	27	1	1	0	4	31	38	1	0	0	2	40
EBT	865	40	2	3	73	938	1,267	32	0	0	48	1,315
EBR	36	2	0	0	3	39	62	0	0	0	0	62
WBL	39	1	0	0	2	41	43	2	0	0	3	46
WBT	1,108	29	4	0	52	1,160	908	15	2	0	27	935
WBR	9	0	0	0	0	9	33	0	0	0	0	33
North Leg												
Approach	121	3	1	0	8	129	152	1	0	0	2	154
Departure	117	1	1	0	4	121	176	1	0	0	2	178
Total	238	4	2	0	12	250	328	2	0	0	4	332
South Leg												
Approach	173	1	0	0	2	175	200	2	0	0	3	203
Departure	122	4	0	0	7	129	174	2	0	0	3	177
Total	295	5	0	0	9	304	374	4	0	0	6	380
East Leg												
Approach	1,156	30	4	0	54	1,210	984	17	2	0	30	1,014
Departure	939	42	3	3	79	1,018	1,367	32	0	0	48	1,415
Total	2,095	72	7	3	133	2,228	2,351	49	2	0	78	2,429
West Leg												
Approach	928	43	3	3	80	1,008	1,367	33	0	0	50	1,417
Departure	1,200	30	4	0	54	1,254	986	18	2	0	32	1,018
Total	2,128	73	7	3	134	2,262	2,353	51	2	0	82	2,435
Total Approaches												
Approach	2,378	77	8	3	144	2,522	2,703	53	2	0	85	2,788
Departure	2,378	77	8	3	144	2,522	2,703	53	2	0	85	2,788
Total	4,756	154	16	6	288	5,044	5,406	106	4	0	170	5,576

**Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour					Total PCE Volume	
	Pass. Veh.	Trucks			PCE	Pass. Veh.	Trucks			PCE		
		2 Axle	3 Axle	4 Axle			2 Axle	3 Axle	4 Axle			
3 . Gundry Court/Anaheim Street												
NBL	5	0	0	0	0	5	7	0	0	0	0	7
NBT	1	0	0	0	0	1	3	0	0	0	0	3
NBR	4	0	0	0	0	4	8	0	0	0	0	8
SBL	37	0	0	1	3	40	41	0	0	0	0	41
SBT	5	0	0	0	0	5	6	0	0	0	0	6
SBR	24	0	0	0	0	24	34	0	0	0	0	34
EBL	15	0	0	0	0	15	19	0	0	0	0	19
EBT	936	34	3	3	66	1,002	1,378	30	0	0	45	1,423
EBR	8	0	0	0	0	8	5	0	0	0	0	5
WBL	6	0	0	0	0	6	0	0	0	0	0	0
WBT	1,176	21	4	0	40	1,216	976	10	2	0	19	995
WBR	31	0	0	0	0	31	28	0	0	0	0	28
North Leg												
Approach	66	0	0	1	3	69	81	0	0	0	0	81
Departure	47	0	0	0	0	47	50	0	0	0	0	50
Total	113	0	0	1	3	116	131	0	0	0	0	131
South Leg												
Approach	10	0	0	0	0	10	18	0	0	0	0	18
Departure	19	0	0	0	0	19	11	0	0	0	0	11
Total	29	0	0	0	0	29	29	0	0	0	0	29
East Leg												
Approach	1,213	21	4	0	40	1,253	1,004	10	2	0	19	1,023
Departure	977	34	3	4	69	1,046	1,427	30	0	0	45	1,472
Total	2,190	55	7	4	109	2,299	2,431	40	2	0	64	2,495
West Leg												
Approach	959	34	3	3	66	1,025	1,402	30	0	0	45	1,447
Departure	1,205	21	4	0	40	1,245	1,017	10	2	0	19	1,036
Total	2,164	55	7	3	106	2,270	2,419	40	2	0	64	2,483
Total Approaches												
Approach	2,248	55	7	4	109	2,357	2,505	40	2	0	64	2,569
Departure	2,248	55	7	4	109	2,357	2,505	40	2	0	64	2,569
Total	4,496	110	14	8	218	4,714	5,010	80	4	0	128	5,138

**Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					Total PCE Volume	PM Peak Hour					Total PCE Volume
	Pass. Veh.	Trucks			PCE		Pass. Veh.	Trucks			PCE	
		2 Axle	3 Axle	4 Axle				2 Axle	3 Axle	4 Axle		
4 . Peterson Avenue-Alley/Anaheim Street												
NBL	0	0	0	0	0	0	1	0	0	0	0	1
NBT	0	0	0	0	0	0	1	0	0	0	0	1
NBR	3	0	0	0	0	3	2	0	0	0	0	2
SBL	1	0	0	0	0	1	2	0	0	0	0	2
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	13	1	0	0	2	15	10	0	0	0	0	10
EBL	18	1	0	0	2	20	20	0	0	0	0	20
EBT	943	36	1	5	71	1,014	1,387	27	0	0	41	1,428
EBR	2	0	0	0	0	2	3	0	0	0	0	3
WBL	0	0	0	0	0	0	3	0	0	0	0	3
WBT	1,217	22	4	0	41	1,258	997	9	2	0	18	1,015
WBR	21	1	0	0	2	23	13	0	0	0	0	13
North Leg												
Approach	14	1	0	0	2	16	12	0	0	0	0	12
Departure	39	2	0	0	4	43	34	0	0	0	0	34
Total	53	3	0	0	6	59	46	0	0	0	0	46
South Leg												
Approach	3	0	0	0	0	3	4	0	0	0	0	4
Departure	2	0	0	0	0	2	6	0	0	0	0	6
Total	5	0	0	0	0	5	10	0	0	0	0	10
East Leg												
Approach	1,238	23	4	0	43	1,281	1,013	9	2	0	18	1,031
Departure	947	36	1	5	71	1,018	1,391	27	0	0	41	1,432
Total	2,185	59	5	5	114	2,299	2,404	36	2	0	59	2,463
West Leg												
Approach	963	37	1	5	73	1,036	1,410	27	0	0	41	1,451
Departure	1,230	23	4	0	43	1,273	1,008	9	2	0	18	1,026
Total	2,193	60	5	5	116	2,309	2,418	36	2	0	59	2,477
Total Approaches												
Approach	2,218	61	5	5	118	2,336	2,439	36	2	0	59	2,498
Departure	2,218	61	5	5	118	2,336	2,439	36	2	0	59	2,498
Total	4,436	122	10	10	236	4,672	4,878	72	4	0	118	4,996

**Table B-1 - Existing Peak Hour Volumes
(Intersections With Classification Counts)**

	AM Peak Hour					PM Peak Hour						
	Pass. Veh.	Trucks			Total PCE Volume	Pass. Veh.	Trucks			Total PCE Volume		
		2 Axle	3 Axle	4 Axle			PCE	2 Axle	3 Axle		4 Axle	PCE
6 . Walnut Avenue/Anaheim Street												
NBL	93	2	0	0	3	96	39	1	0	0	2	41
NBT	136	2	0	0	3	139	91	0	0	0	0	91
NBR	40	1	0	0	2	42	42	0	0	0	0	42
SBL	43	2	0	0	3	46	56	0	0	0	0	56
SBT	73	2	0	0	3	76	124	0	0	0	0	124
SBR	29	2	0	0	3	32	36	0	0	0	0	36
EBL	25	3	0	0	5	30	38	0	0	0	0	38
EBT	847	29	4	2	58	905	1,289	29	0	0	44	1,333
EBR	47	0	0	0	0	47	46	0	0	0	0	46
WBL	38	2	0	0	3	41	40	0	0	0	0	40
WBT	1,122	29	4	1	55	1,177	926	10	2	0	19	945
WBR	71	1	0	0	2	73	39	0	0	0	0	39
North Leg												
Approach	145	6	0	0	9	154	216	0	0	0	0	216
Departure	232	6	0	0	10	242	168	0	0	0	0	168
Total	377	12	0	0	19	396	384	0	0	0	0	384
South Leg												
Approach	269	5	0	0	8	277	172	1	0	0	2	174
Departure	158	4	0	0	6	164	210	0	0	0	0	210
Total	427	9	0	0	14	441	382	1	0	0	2	384
East Leg												
Approach	1,231	32	4	1	60	1,291	1,005	10	2	0	19	1,024
Departure	930	32	4	2	63	993	1,387	29	0	0	44	1,431
Total	2,161	64	8	3	123	2,284	2,392	39	2	0	63	2,455
West Leg												
Approach	919	32	4	2	63	982	1,373	29	0	0	44	1,417
Departure	1,244	33	4	1	61	1,305	1,001	11	2	0	21	1,022
Total	2,163	65	8	3	124	2,287	2,374	40	2	0	65	2,439
Total Approaches												
Approach	2,564	75	8	3	140	2,704	2,766	40	2	0	65	2,831
Departure	2,564	75	8	3	140	2,704	2,766	40	2	0	65	2,831
Total	5,128	150	16	6	280	5,408	5,532	80	4	0	130	5,662

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . Alamos Avenue/Anaheim Street								
NBL	92	3	95		53	2	55	
NBT	425	3	428		450	3	453	
NBR	104	8	112		124	7	131	
SBL	67	2	69		63	0	63	
SBT	381	10	391		457	9	466	
SBR	67	3	70		77	0	77	
EBL	77	1	78		101	0	101	
EBT	791	23	814		1,191	23	1,214	
EBR	38	1	39		50	0	50	
WBL	102	3	105		100	3	103	
WBT	1,047	22	1,069		842	12	854	
WBR	40	2	42		62	0	62	
North Leg								
Approach	515	15	530	2.8%	597	9	606	1.5%
Departure	542	6	548	1.1%	613	3	616	0.5%
Total	1,057	21	1,078	1.9%	1,210	12	1,222	1.0%
South Leg								
Approach	621	14	635	2.2%	627	12	639	1.9%
Departure	521	14	535	2.6%	607	12	619	1.9%
Total	1,142	28	1,170	2.4%	1,234	24	1,258	1.9%
East Leg								
Approach	1,189	27	1,216	2.2%	1,004	15	1,019	1.5%
Departure	962	33	995	3.3%	1,378	30	1,408	2.1%
Total	2,151	60	2,211	2.7%	2,382	45	2,427	1.9%
West Leg								
Approach	906	25	931	2.7%	1,342	23	1,365	1.7%
Departure	1,206	28	1,234	2.3%	972	14	986	1.4%
Total	2,112	53	2,165	2.4%	2,314	37	2,351	1.6%
Total Approaches								
Approach	3,231	81	3,312		3,570	59	3,629	
Departure	3,231	81	3,312		3,570	59	3,629	
Total	6,462	162	6,624	2.4%	7,140	118	7,258	1.6%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . Orange Avenue/Anaheim Street								
NBL	61	0	61		43	2	45	
NBT	81	0	81		105	0	105	
NBR	31	1	32		52	0	52	
SBL	43	2	45		48	0	48	
SBT	47	1	48		69	0	69	
SBR	31	1	32		35	1	36	
EBL	27	2	29		38	1	39	
EBT	865	45	910		1,267	32	1,299	
EBR	36	2	38		62	0	62	
WBL	39	1	40		43	2	45	
WBT	1,108	33	1,141		908	17	925	
WBR	9	0	9		33	0	33	
North Leg								
Approach	121	4	125	3.2%	152	1	153	0.7%
Departure	117	2	119	1.7%	176	1	177	0.6%
Total	238	6	244	2.5%	328	2	330	0.6%
South Leg								
Approach	173	1	174	0.6%	200	2	202	1.0%
Departure	122	4	126	3.2%	174	2	176	1.1%
Total	295	5	300	1.7%	374	4	378	1.1%
East Leg								
Approach	1,156	34	1,190	2.9%	984	19	1,003	1.9%
Departure	939	48	987	4.9%	1,367	32	1,399	2.3%
Total	2,095	82	2,177	3.8%	2,351	51	2,402	2.1%
West Leg								
Approach	928	49	977	5.0%	1,367	33	1,400	2.4%
Departure	1,200	34	1,234	2.8%	986	20	1,006	2.0%
Total	2,128	83	2,211	3.8%	2,353	53	2,406	2.2%
Total Approaches								
Approach	2,378	88	2,466		2,703	55	2,758	
Departure	2,378	88	2,466		2,703	55	2,758	
Total	4,756	176	4,932	3.6%	5,406	110	5,516	2.0%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Gundry Court/Anaheim Street								
NBL	5	0	5		7	0	7	
NBT	1	0	1		3	0	3	
NBR	4	0	4		8	0	8	
SBL	37	1	38		41	0	41	
SBT	5	0	5		6	0	6	
SBR	24	0	24		34	0	34	
EBL	15	0	15		19	0	19	
EBT	936	40	976		1,378	30	1,408	
EBR	8	0	8		5	0	5	
WBL	6	0	6		0	0	0	
WBT	1,176	25	1,201		976	12	988	
WBR	31	0	31		28	0	28	
North Leg								
Approach	66	1	67	1.5%	81	0	81	0.0%
Departure	47	0	47	0.0%	50	0	50	0.0%
Total	113	1	114	0.9%	131	0	131	0.0%
South Leg								
Approach	10	0	10	0.0%	18	0	18	0.0%
Departure	19	0	19	0.0%	11	0	11	0.0%
Total	29	0	29	0.0%	29	0	29	0.0%
East Leg								
Approach	1,213	25	1,238	2.0%	1,004	12	1,016	1.2%
Departure	977	41	1,018	4.0%	1,427	30	1,457	2.1%
Total	2,190	66	2,256	2.9%	2,431	42	2,473	1.7%
West Leg								
Approach	959	40	999	4.0%	1,402	30	1,432	2.1%
Departure	1,205	25	1,230	2.0%	1,017	12	1,029	1.2%
Total	2,164	65	2,229	2.9%	2,419	42	2,461	1.7%
Total Approaches								
Approach	2,248	66	2,314		2,505	42	2,547	
Departure	2,248	66	2,314		2,505	42	2,547	
Total	4,496	132	4,628	2.9%	5,010	84	5,094	1.6%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Peterson Avenue-Alley/Anaheim Street								
NBL	0	0	0		1	0	1	
NBT	0	0	0		1	0	1	
NBR	3	0	3		2	0	2	
SBL	1	0	1		2	0	2	
SBT	0	0	0		0	0	0	
SBR	13	1	14		10	0	10	
EBL	18	1	19		20	0	20	
EBT	943	42	985		1,387	27	1,414	
EBR	2	0	2		3	0	3	
WBL	0	0	0		3	0	3	
WBT	1,217	26	1,243		997	11	1,008	
WBR	21	1	22		13	0	13	
North Leg								
Approach	14	1	15	6.7%	12	0	12	0.0%
Departure	39	2	41	4.9%	34	0	34	0.0%
Total	53	3	56	5.4%	46	0	46	0.0%
South Leg								
Approach	3	0	3	0.0%	4	0	4	0.0%
Departure	2	0	2	0.0%	6	0	6	0.0%
Total	5	0	5	0.0%	10	0	10	0.0%
East Leg								
Approach	1,238	27	1,265	2.1%	1,013	11	1,024	1.1%
Departure	947	42	989	4.2%	1,391	27	1,418	1.9%
Total	2,185	69	2,254	3.1%	2,404	38	2,442	1.6%
West Leg								
Approach	963	43	1,006	4.3%	1,410	27	1,437	1.9%
Departure	1,230	27	1,257	2.1%	1,008	11	1,019	1.1%
Total	2,193	70	2,263	3.1%	2,418	38	2,456	1.5%
Total Approaches								
Approach	2,218	71	2,289		2,439	38	2,477	
Departure	2,218	71	2,289		2,439	38	2,477	
Total	4,436	142	4,578	3.1%	4,878	76	4,954	1.5%

Table B-2 - Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Walnut Avenue/Anaheim Street								
NBL	93	2	95		39	1	40	
NBT	136	2	138		91	0	91	
NBR	40	1	41		42	0	42	
SBL	43	2	45		56	0	56	
SBT	73	2	75		124	0	124	
SBR	29	2	31		36	0	36	
EBL	25	3	28		38	0	38	
EBT	847	35	882		1,289	29	1,318	
EBR	47	0	47		46	0	46	
WBL	38	2	40		40	0	40	
WBT	1,122	34	1,156		926	12	938	
WBR	71	1	72		39	0	39	
North Leg								
Approach	145	6	151	4.0%	216	0	216	0.0%
Departure	232	6	238	2.5%	168	0	168	0.0%
Total	377	12	389	3.1%	384	0	384	0.0%
South Leg								
Approach	269	5	274	1.8%	172	1	173	0.6%
Departure	158	4	162	2.5%	210	0	210	0.0%
Total	427	9	436	2.1%	382	1	383	0.3%
East Leg								
Approach	1,231	37	1,268	2.9%	1,005	12	1,017	1.2%
Departure	930	38	968	3.9%	1,387	29	1,416	2.0%
Total	2,161	75	2,236	3.4%	2,392	41	2,433	1.7%
West Leg								
Approach	919	38	957	4.0%	1,373	29	1,402	2.1%
Departure	1,244	38	1,282	3.0%	1,001	13	1,014	1.3%
Total	2,163	76	2,239	3.4%	2,374	42	2,416	1.7%
Total Approaches								
Approach	2,564	86	2,650		2,766	42	2,808	
Departure	2,564	86	2,650		2,766	42	2,808	
Total	5,128	172	5,300	3.2%	5,532	84	5,616	1.5%

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
1 . Alamos Avenue/Anaheim Street						
NBL	97	0	97	56	0	56
NBT	430	0	430	455	0	455
NBR	116	3	119	135	2	137
SBL	71	3	74	63	2	65
SBT	396	0	396	472	0	472
SBR	72	0	72	77	0	77
EBL	80	0	80	101	0	101
EBT	829	24	853	1,226	13	1,239
EBR	40	0	40	50	0	50
WBL	107	2	109	105	4	109
WBT	1,082	14	1,096	861	22	883
WBR	43	2	45	62	4	66
North Leg						
Approach	539	3	542	612	2	614
Departure	553	2	555	618	4	622
Total	1,092	5	1,097	1,230	6	1,236
South Leg						
Approach	643	3	646	646	2	648
Departure	543	2	545	627	4	631
Total	1,186	5	1,191	1,273	6	1,279
East Leg						
Approach	1,232	18	1,250	1,028	30	1,058
Departure	1,016	30	1,046	1,424	17	1,441
Total	2,248	48	2,296	2,452	47	2,499
West Leg						
Approach	949	24	973	1,377	13	1,390
Departure	1,251	14	1,265	994	22	1,016
Total	2,200	38	2,238	2,371	35	2,406
Total Approaches						
Approach	3,363	48	3,411	3,663	47	3,710
Departure	3,363	48	3,411	3,663	47	3,710
Total	6,726	96	6,822	7,326	94	7,420

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
2 Orange Avenue/Anaheim Street						
NBL	61	0	61	46	0	46
NBT	81	0	81	105	0	105
NBR	33	0	33	52	0	52
SBL	47	0	47	48	0	48
SBT	49	0	49	69	0	69
SBR	33	0	33	37	0	37
EBL	31	0	31	40	0	40
EBT	938	32	970	1,315	18	1,333
EBR	39	0	39	62	0	62
WBL	41	0	41	46	0	46
WBT	1,160	19	1,179	935	28	963
WBR	9	0	9	33	0	33
North Leg						
Approach	129	0	129	154	0	154
Departure	121	0	121	178	0	178
Total	250	0	250	332	0	332
South Leg						
Approach	175	0	175	203	0	203
Departure	129	0	129	177	0	177
Total	304	0	304	380	0	380
East Leg						
Approach	1,210	19	1,229	1,014	28	1,042
Departure	1,018	32	1,050	1,415	18	1,433
Total	2,228	51	2,279	2,429	46	2,475
West Leg						
Approach	1,008	32	1,040	1,417	18	1,435
Departure	1,254	19	1,273	1,018	28	1,046
Total	2,262	51	2,313	2,435	46	2,481
Total Approaches						
Approach	2,522	51	2,573	2,788	46	2,834
Departure	2,522	51	2,573	2,788	46	2,834
Total	5,044	102	5,146	5,576	92	5,668

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
3 Gundry Court/Anaheim Street						
NBL	5	0	5	7	0	7
NBT	1	0	1	3	0	3
NBR	4	0	4	8	0	8
SBL	40	0	40	41	0	41
SBT	5	0	5	6	0	6
SBR	24	0	24	34	0	34
EBL	15	0	15	19	0	19
EBT	1,002	32	1,034	1,423	18	1,441
EBR	8	0	8	5	0	5
WBL	6	0	6	0	0	0
WBT	1,216	19	1,235	995	28	1,023
WBR	31	0	31	28	0	28
North Leg						
Approach	69	0	69	81	0	81
Departure	47	0	47	50	0	50
Total	116	0	116	131	0	131
South Leg						
Approach	10	0	10	18	0	18
Departure	19	0	19	11	0	11
Total	29	0	29	29	0	29
East Leg						
Approach	1,253	19	1,272	1,023	28	1,051
Departure	1,046	32	1,078	1,472	18	1,490
Total	2,299	51	2,350	2,495	46	2,541
West Leg						
Approach	1,025	32	1,057	1,447	18	1,465
Departure	1,245	19	1,264	1,036	28	1,064
Total	2,270	51	2,321	2,483	46	2,529
Total Approaches						
Approach	2,357	51	2,408	2,569	46	2,615
Departure	2,357	51	2,408	2,569	46	2,615
Total	4,714	102	4,816	5,138	92	5,230

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
4 Peterson Avenue-Alley/Anaheim Street						
NBL	0	19	19	1	28	29
NBT	0	0	0	1	0	1
NBR	3	20	23	2	29	31
SBL	1	0	1	2	0	2
SBT	0	0	0	0	0	0
SBR	15	0	15	10	0	10
EBL	20	0	20	20	0	20
EBT	1,014	0	1,014	1,428	0	1,428
EBR	2	32	34	3	18	21
WBL	0	29	29	3	21	24
WBT	1,258	0	1,258	1,015	0	1,015
WBR	23	0	23	13	0	13
North Leg						
Approach	16	0	16	12	0	12
Departure	43	0	43	34	0	34
Total	59	0	59	46	0	46
South Leg						
Approach	3	39	42	4	57	61
Departure	2	61	63	6	39	45
Total	5	100	105	10	96	106
East Leg						
Approach	1,281	29	1,310	1,031	21	1,052
Departure	1,018	20	1,038	1,432	29	1,461
Total	2,299	49	2,348	2,463	50	2,513
West Leg						
Approach	1,036	32	1,068	1,451	18	1,469
Departure	1,273	19	1,292	1,026	28	1,054
Total	2,309	51	2,360	2,477	46	2,523
Total Approaches						
Approach	2,336	100	2,436	2,498	96	2,594
Departure	2,336	100	2,436	2,498	96	2,594
Total	4,672	200	4,872	4,996	192	5,188

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
5 Alley/Driveway 1						
NBL	0	0	0	0	0	0
NBT	3	0	3	4	0	4
NBR	0	0	0	0	0	0
SBL	0	61	61	0	39	39
SBT	2	0	2	6	0	6
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	39	39	0	57	57
North Leg						
Approach	2	61	63	6	39	45
Departure	3	39	42	4	57	61
Total	5	100	105	10	96	106
South Leg						
Approach	3	0	3	4	0	4
Departure	2	0	2	6	0	6
Total	5	0	5	10	0	10
East Leg						
Approach	0	39	39	0	57	57
Departure	0	61	61	0	39	39
Total	0	100	100	0	96	96
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	5	100	105	10	96	106
Departure	5	100	105	10	96	106
Total	10	200	210	20	192	212

Table B-3 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Project Trips	Existing With Project	Existing Without Project	Project Trips	Existing With Project
6 Walnut Avenue/Anaheim Street						
NBL	96	3	99	41	2	43
NBT	139	0	139	91	0	91
NBR	42	0	42	42	0	42
SBL	46	0	46	56	0	56
SBT	76	0	76	124	0	124
SBR	32	3	35	36	2	38
EBL	30	2	32	38	4	42
EBT	905	16	921	1,333	21	1,354
EBR	47	2	49	46	4	50
WBL	41	0	41	40	0	40
WBT	1,177	23	1,200	945	17	962
WBR	73	0	73	39	0	39
North Leg						
Approach	154	3	157	216	2	218
Departure	242	2	244	168	4	172
Total	396	5	401	384	6	390
South Leg						
Approach	277	3	280	174	2	176
Departure	164	2	166	210	4	214
Total	441	5	446	384	6	390
East Leg						
Approach	1,291	23	1,314	1,024	17	1,041
Departure	993	16	1,009	1,431	21	1,452
Total	2,284	39	2,323	2,455	38	2,493
West Leg						
Approach	982	20	1,002	1,417	29	1,446
Departure	1,305	29	1,334	1,022	21	1,043
Total	2,287	49	2,336	2,439	50	2,489
Total Approaches						
Approach	2,704	49	2,753	2,831	50	2,881
Departure	2,704	49	2,753	2,831	50	2,881
Total	5,408	98	5,506	5,662	100	5,762

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
1 . Alamos Avenue/Anaheim Street						
NBL	97	1	98	56	1	57
NBT	430	7	437	455	7	462
NBR	116	2	118	135	2	137
SBL	71	1	72	63	1	64
SBT	396	6	402	472	7	479
SBR	72	1	73	77	1	78
EBL	80	1	81	101	2	103
EBT	829	13	842	1,226	19	1245
EBR	40	1	41	50	1	51
WBL	107	2	109	105	2	107
WBT	1,082	16	1098	861	13	874
WBR	43	1	44	62	1	63
North Leg						
Approach	539	8	547	612	9	621
Departure	553	9	562	618	10	628
Total	1,092	17	1,109	1,230	19	1,249
South Leg						
Approach	643	10	653	646	10	656
Departure	543	9	552	627	10	637
Total	1,186	19	1,205	1,273	20	1,293
East Leg						
Approach	1,232	19	1,251	1,028	16	1,044
Departure	1,016	16	1,032	1,424	22	1,446
Total	2,248	35	2,283	2,452	38	2,490
West Leg						
Approach	949	15	964	1,377	22	1,399
Departure	1,251	18	1,269	994	15	1,009
Total	2,200	33	2,233	2,371	37	2,408
Total Approaches						
Approach	3,363	52	3,415	3,663	57	3,720
Departure	3,363	52	3,415	3,663	57	3,720
Total	6,726	104	6,830	7,326	114	7,440

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
2 Orange Avenue/Anaheim Street						
NBL	61	1	62	46	1	47
NBT	81	1	82	105	2	107
NBR	33	1	34	52	1	53
SBL	47	1	48	48	1	49
SBT	49	1	50	69	1	70
SBR	33	1	34	37	1	38
EBL	31	0	31	40	1	41
EBT	938	14	952	1,315	20	1335
EBR	39	1	40	62	1	63
WBL	41	1	42	46	1	47
WBT	1,160	18	1178	935	14	949
WBR	9	0	9	33	1	34
North Leg						
Approach	129	3	132	154	3	157
Departure	121	1	122	178	4	182
Total	250	4	254	332	7	339
South Leg						
Approach	175	3	178	203	4	207
Departure	129	3	132	177	3	180
Total	304	6	310	380	7	387
East Leg						
Approach	1,210	19	1,229	1,014	16	1,030
Departure	1,018	16	1,034	1,415	22	1,437
Total	2,228	35	2,263	2,429	38	2,467
West Leg						
Approach	1,008	15	1,023	1,417	22	1,439
Departure	1,254	20	1,274	1,018	16	1,034
Total	2,262	35	2,297	2,435	38	2,473
Total Approaches						
Approach	2,522	40	2,562	2,788	45	2,833
Departure	2,522	40	2,562	2,788	45	2,833
Total	5,044	80	5,124	5,576	90	5,666

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
3 Gundry Court/Anaheim Street						
NBL	5	0	5	7	0	7
NBT	1	0	1	3	0	3
NBR	4	0	4	8	0	8
SBL	40	1	41	41	1	42
SBT	5	0	5	6	0	6
SBR	24	0	24	34	1	35
EBL	15	0	15	19	0	19
EBT	1,002	15	1017	1,423	22	1445
EBR	8	0	8	5	0	5
WBL	6	0	6	0	0	0
WBT	1,216	18	1234	995	15	1010
WBR	31	0	31	28	0	28
North Leg						
Approach	69	1	70	81	2	83
Departure	47	0	47	50	0	50
Total	116	1	117	131	2	133
South Leg						
Approach	10	0	10	18	0	18
Departure	19	0	19	11	0	11
Total	29	0	29	29	0	29
East Leg						
Approach	1,253	18	1,271	1,023	15	1,038
Departure	1,046	16	1,062	1,472	23	1,495
Total	2,299	34	2,333	2,495	38	2,533
West Leg						
Approach	1,025	15	1,040	1,447	22	1,469
Departure	1,245	18	1,263	1,036	16	1,052
Total	2,270	33	2,303	2,483	38	2,521
Total Approaches						
Approach	2,357	34	2,391	2,569	39	2,608
Departure	2,357	34	2,391	2,569	39	2,608
Total	4,714	68	4,782	5,138	78	5,216

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
4 Peterson Avenue-Alley/Anaheim Street						
NBL	0	0	0	1	0	1
NBT	0	0	0	1	0	1
NBR	3	0	3	2	0	2
SBL	1	0	1	2	0	2
SBT	0	0	0	0	0	0
SBR	15	0	15	10	0	10
EBL	20	0	20	20	0	20
EBT	1,014	15	1029	1,428	22	1450
EBR	2	0	2	3	0	3
WBL	0	0	0	3	0	3
WBT	1,258	19	1277	1,015	15	1030
WBR	23	0	23	13	0	13
North Leg						
Approach	16	0	16	12	0	12
Departure	43	0	43	34	0	34
Total	59	0	59	46	0	46
South Leg						
Approach	3	0	3	4	0	4
Departure	2	0	2	6	0	6
Total	5	0	5	10	0	10
East Leg						
Approach	1,281	19	1,300	1,031	15	1,046
Departure	1,018	15	1,033	1,432	22	1,454
Total	2,299	34	2,333	2,463	37	2,500
West Leg						
Approach	1,036	15	1,051	1,451	22	1,473
Departure	1,273	19	1,292	1,026	15	1,041
Total	2,309	34	2,343	2,477	37	2,514
Total Approaches						
Approach	2,336	34	2,370	2,498	37	2,535
Departure	2,336	34	2,370	2,498	37	2,535
Total	4,672	68	4,740	4,996	74	5,070

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
5 Alley/Driveway 1						
NBL	0	0	0	0	0	0
NBT	3	0	3	4	0	4
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	2	0	2	6	0	6
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	2	0	2	6	0	6
Departure	3	0	3	4	0	4
Total	5	0	5	10	0	10
South Leg						
Approach	3	0	3	4	0	4
Departure	2	0	2	6	0	6
Total	5	0	5	10	0	10
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	5	0	5	10	0	10
Departure	5	0	5	10	0	10
Total	10	0	10	20	0	20

Table B-4- Cumulative Background Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist Volumes	Growth	Cumul. Back.	Exist Volumes	Growth	Cumul. Back.
6 Walnut Avenue/Anaheim Street						
NBL	96	1	97	41	1	42
NBT	139	2	141	91	1	92
NBR	42	1	43	42	1	43
SBL	46	1	47	56	1	57
SBT	76	1	77	124	2	126
SBR	32	0	32	36	1	37
EBL	30	0	30	38	1	39
EBT	905	14	919	1,333	20	1353
EBR	47	1	48	46	1	47
WBL	41	1	42	40	1	41
WBT	1,177	18	1195	945	14	959
WBR	73	1	74	39	1	40
North Leg						
Approach	154	2	156	216	4	220
Departure	242	3	245	168	3	171
Total	396	5	401	384	7	391
South Leg						
Approach	277	4	281	174	3	177
Departure	164	3	167	210	4	214
Total	441	7	448	384	7	391
East Leg						
Approach	1,291	20	1,311	1,024	16	1,040
Departure	993	16	1,009	1,431	22	1,453
Total	2,284	36	2,320	2,455	38	2,493
West Leg						
Approach	982	15	997	1,417	22	1,439
Departure	1,305	19	1,324	1,022	16	1,038
Total	2,287	34	2,321	2,439	38	2,477
Total Approaches						
Approach	2,704	41	2,745	2,831	45	2,876
Departure	2,704	41	2,745	2,831	45	2,876
Total	5,408	82	5,490	5,662	90	5,752

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
1 . Alamitos Avenue/Anaheim Street										
NBL	98	14	112	0	112	57	23	80	0	80
NBT	437	4	441	0	441	462	2	464	0	464
NBR	118	0	118	3	121	137	0	137	2	139
SBL	72	0	72	3	75	64	0	64	2	66
SBT	402	1	403	0	403	479	4	483	0	483
SBR	73	9	82	0	82	78	8	86	0	86
EBL	81	7	88	0	88	103	7	110	0	110
EBT	842	77	919	24	943	1,245	75	1320	13	1333
EBR	41	19	60	0	60	51	18	69	0	69
WBL	109	0	109	2	111	107	0	107	4	111
WBT	1,098	52	1150	14	1164	874	94	968	22	990
WBR	44	0	44	2	46	63	0	63	4	67
North Leg										
Approach	547	10	557	3	560	621	12	633	2	635
Departure	562	11	573	2	575	628	9	637	4	641
Total	1,109	21	1,130	5	1,135	1,249	21	1,270	6	1,276
South Leg										
Approach	653	18	671	3	674	656	25	681	2	683
Departure	552	20	572	2	574	637	22	659	4	663
Total	1,205	38	1,243	5	1,248	1,293	47	1,340	6	1,346
East Leg										
Approach	1,251	52	1,303	18	1,321	1,044	94	1,138	30	1,168
Departure	1,032	77	1,109	30	1,139	1,446	75	1,521	17	1,538
Total	2,283	129	2,412	48	2,460	2,490	169	2,659	47	2,706
West Leg										
Approach	964	103	1,067	24	1,091	1,399	100	1,499	13	1,512
Departure	1,269	75	1,344	14	1,358	1,009	125	1,134	22	1,156
Total	2,233	178	2,411	38	2,449	2,408	225	2,633	35	2,668
Total Approaches										
Approach	3,415	183	3,598	48	3,646	3,720	231	3,951	47	3,998
Departure	3,415	183	3,598	48	3,646	3,720	231	3,951	47	3,998
Total	6,830	366	7,196	96	7,292	7,440	462	7,902	94	7,996

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
2 Orange Avenue/Anaheim Street										
NBL	62	3	65	0	65	47	3	50	0	50
NBT	82	0	82	0	82	107	0	107	0	107
NBR	34	0	34	0	34	53	0	53	0	53
SBL	48	0	48	0	48	49	0	49	0	49
SBT	50	0	50	0	50	70	0	70	0	70
SBR	34	3	37	0	37	38	3	41	0	41
EBL	31	3	34	0	34	41	3	44	0	44
EBT	952	71	1023	32	1055	1,335	69	1404	18	1422
EBR	40	3	43	0	43	63	3	66	0	66
WBL	42	0	42	0	42	47	0	47	0	47
WBT	1,178	45	1223	19	1242	949	88	1037	28	1065
WBR	9	0	9	0	9	34	0	34	0	34
North Leg										
Approach	132	3	135	0	135	157	3	160	0	160
Departure	122	3	125	0	125	182	3	185	0	185
Total	254	6	260	0	260	339	6	345	0	345
South Leg										
Approach	178	3	181	0	181	207	3	210	0	210
Departure	132	3	135	0	135	180	3	183	0	183
Total	310	6	316	0	316	387	6	393	0	393
East Leg										
Approach	1,229	45	1,274	19	1,293	1,030	88	1,118	28	1,146
Departure	1,034	71	1,105	32	1,137	1,437	69	1,506	18	1,524
Total	2,263	116	2,379	51	2,430	2,467	157	2,624	46	2,670
West Leg										
Approach	1,023	77	1,100	32	1,132	1,439	75	1,514	18	1,532
Departure	1,274	51	1,325	19	1,344	1,034	94	1,128	28	1,156
Total	2,297	128	2,425	51	2,476	2,473	169	2,642	46	2,688
Total Approaches										
Approach	2,562	128	2,690	51	2,741	2,833	169	3,002	46	3,048
Departure	2,562	128	2,690	51	2,741	2,833	169	3,002	46	3,048
Total	5,124	256	5,380	102	5,482	5,666	338	6,004	92	6,096

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
3 Gundry Court/Anaheim Street										
NBL	5	3	8	0	8	7	3	10	0	10
NBT	1	0	1	0	1	3	0	3	0	3
NBR	4	0	4	0	4	8	0	8	0	8
SBL	41	0	41	0	41	42	0	42	0	42
SBT	5	0	5	0	5	6	0	6	0	6
SBR	24	3	27	0	27	35	3	38	0	38
EBL	15	3	18	0	18	19	3	22	0	22
EBT	1,017	65	1082	32	1114	1,445	63	1508	18	1526
EBR	8	3	11	0	11	5	3	8	0	8
WBL	6	0	6	0	6	0	0	0	0	0
WBT	1,234	38	1272	19	1291	1,010	81	1091	28	1119
WBR	31	0	31	0	31	28	0	28	0	28
North Leg										
Approach	70	3	73	0	73	83	3	86	0	86
Departure	47	3	50	0	50	50	3	53	0	53
Total	117	6	123	0	123	133	6	139	0	139
South Leg										
Approach	10	3	13	0	13	18	3	21	0	21
Departure	19	3	22	0	22	11	3	14	0	14
Total	29	6	35	0	35	29	6	35	0	35
East Leg										
Approach	1,271	38	1,309	19	1,328	1,038	81	1,119	28	1,147
Departure	1,062	65	1,127	32	1,159	1,495	63	1,558	18	1,576
Total	2,333	103	2,436	51	2,487	2,533	144	2,677	46	2,723
West Leg										
Approach	1,040	71	1,111	32	1,143	1,469	69	1,538	18	1,556
Departure	1,263	44	1,307	19	1,326	1,052	87	1,139	28	1,167
Total	2,303	115	2,418	51	2,469	2,521	156	2,677	46	2,723
Total Approaches										
Approach	2,391	115	2,506	51	2,557	2,608	156	2,764	46	2,810
Departure	2,391	115	2,506	51	2,557	2,608	156	2,764	46	2,810
Total	4,782	230	5,012	102	5,114	5,216	312	5,528	92	5,620

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
4 Peterson Avenue-Alley/Anaheim Street										
NBL	0	0	0	19	19	1	0	1	28	29
NBT	0	0	0	0	0	1	0	1	0	1
NBR	3	0	3	20	23	2	0	2	29	31
SBL	1	0	1	0	1	2	0	2	0	2
SBT	0	0	0	0	0	0	0	0	0	0
SBR	15	0	15	0	15	10	0	10	0	10
EBL	20	0	20	0	20	20	0	20	0	20
EBT	1,029	65	1094	0	1094	1,450	63	1513	0	1513
EBR	2	0	2	32	34	3	0	3	18	21
WBL	0	0	0	29	29	3	0	3	21	24
WBT	1,277	38	1315	0	1315	1,030	81	1111	0	1111
WBR	23	0	23	0	23	13	0	13	0	13
North Leg										
Approach	16	0	16	0	16	12	0	12	0	12
Departure	43	0	43	0	43	34	0	34	0	34
Total	59	0	59	0	59	46	0	46	0	46
South Leg										
Approach	3	0	3	39	42	4	0	4	57	61
Departure	2	0	2	61	63	6	0	6	39	45
Total	5	0	5	100	105	10	0	10	96	106
East Leg										
Approach	1,300	38	1,338	29	1,367	1,046	81	1,127	21	1,148
Departure	1,033	65	1,098	20	1,118	1,454	63	1,517	29	1,546
Total	2,333	103	2,436	49	2,485	2,500	144	2,644	50	2,694
West Leg										
Approach	1,051	65	1,116	32	1,148	1,473	63	1,536	18	1,554
Departure	1,292	38	1,330	19	1,349	1,041	81	1,122	28	1,150
Total	2,343	103	2,446	51	2,497	2,514	144	2,658	46	2,704
Total Approaches										
Approach	2,370	103	2,473	100	2,573	2,535	144	2,679	96	2,775
Departure	2,370	103	2,473	100	2,573	2,535	144	2,679	96	2,775
Total	4,740	206	4,946	200	5,146	5,070	288	5,358	192	5,550

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
5 Alley/Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	3	0	3	0	3	4	0	4	0	4
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	61	61	0	0	0	39	39
SBT	2	0	2	0	2	6	0	6	0	6
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	39	39	0	0	0	57	57
North Leg										
Approach	2	0	2	61	63	6	0	6	39	45
Departure	3	0	3	39	42	4	0	4	57	61
Total	5	0	5	100	105	10	0	10	96	106
South Leg										
Approach	3	0	3	0	3	4	0	4	0	4
Departure	2	0	2	0	2	6	0	6	0	6
Total	5	0	5	0	5	10	0	10	0	10
East Leg										
Approach	0	0	0	39	39	0	0	0	57	57
Departure	0	0	0	61	61	0	0	0	39	39
Total	0	0	0	100	100	0	0	0	96	96
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	5	0	5	100	105	10	0	10	96	106
Departure	5	0	5	100	105	10	0	10	96	106
Total	10	0	10	200	210	20	0	20	192	212

Table B-5 - Cumulative With Project Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP	Cumul. Back.	Cumul Projects	Cumul NP	Project Trips	Cumul WP
6 Walnut Avenue/Anaheim Street										
NBL	97	5	102	3	105	42	8	50	2	52
NBT	141	1	142	0	142	92	0	92	0	92
NBR	43	0	43	0	43	43	0	43	0	43
SBL	47	0	47	0	47	57	0	57	0	57
SBT	77	0	77	0	77	126	1	127	0	127
SBR	32	3	35	3	38	37	3	40	2	42
EBL	30	3	33	2	35	39	3	42	4	46
EBT	919	54	973	16	989	1,353	53	1406	21	1427
EBR	48	7	55	2	57	47	7	54	4	58
WBL	42	0	42	0	42	41	0	41	0	41
WBT	1,195	30	1225	23	1248	959	68	1027	17	1044
WBR	74	0	74	0	74	40	0	40	0	40
North Leg										
Approach	156	3	159	3	162	220	4	224	2	226
Departure	245	4	249	2	251	171	3	174	4	178
Total	401	7	408	5	413	391	7	398	6	404
South Leg										
Approach	281	6	287	3	290	177	8	185	2	187
Departure	167	7	174	2	176	214	8	222	4	226
Total	448	13	461	5	466	391	16	407	6	413
East Leg										
Approach	1,311	30	1,341	23	1,364	1,040	68	1,108	17	1,125
Departure	1,009	54	1,063	16	1,079	1,453	53	1,506	21	1,527
Total	2,320	84	2,404	39	2,443	2,493	121	2,614	38	2,652
West Leg										
Approach	997	64	1,061	20	1,081	1,439	63	1,502	29	1,531
Departure	1,324	38	1,362	29	1,391	1,038	79	1,117	21	1,138
Total	2,321	102	2,423	49	2,472	2,477	142	2,619	50	2,669
Total Approaches										
Approach	2,745	103	2,848	49	2,897	2,876	143	3,019	50	3,069
Departure	2,745	103	2,848	49	2,897	2,876	143	3,019	50	3,069
Total	5,490	206	5,696	98	5,794	5,752	286	6,038	100	6,138

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
1 . Alamitos Avenue/Anaheim Street								
NBL	97	0	0	97	56	0	0	56
NBT	430	0	0	430	455	0	0	455
NBR	116	0	3	119	135	0	2	137
SBL	71	0	3	74	63	0	2	65
SBT	396	0	0	396	472	0	0	472
SBR	72	0	0	72	77	0	0	77
EBL	80	0	0	80	101	0	0	101
EBT	829	0	24	853	1,226	0	13	1,239
EBR	40	0	0	40	50	0	0	50
WBL	107	0	2	109	105	0	4	109
WBT	1,082	0	14	1,096	861	0	22	883
WBR	43	0	2	45	62	0	4	66
North Leg								
Approach	539	0	3	542	612	0	2	614
Departure	553	0	2	555	618	0	4	622
Total	1,092	0	5	1,097	1,230	0	6	1,236
South Leg								
Approach	643	0	3	646	646	0	2	648
Departure	543	0	2	545	627	0	4	631
Total	1,186	0	5	1,191	1,273	0	6	1,279
East Leg								
Approach	1,232	0	18	1,250	1,028	0	30	1,058
Departure	1,016	0	30	1,046	1,424	0	17	1,441
Total	2,248	0	48	2,296	2,452	0	47	2,499
West Leg								
Approach	949	0	24	973	1,377	0	13	1,390
Departure	1,251	0	14	1,265	994	0	22	1,016
Total	2,200	0	38	2,238	2,371	0	35	2,406
Total Approaches								
Approach	3,363	0	48	3,411	3,663	0	47	3,710
Departure	3,363	0	48	3,411	3,663	0	47	3,710
Total	6,726	0	96	6,822	7,326	0	94	7,420

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour				
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
2 Orange Avenue/Anaheim Street								
NBL	61	0	0	61	46	0	0	46
NBT	81	0	0	81	105	0	0	105
NBR	33	0	0	33	52	0	0	52
SBL	47	0	0	47	48	0	0	48
SBT	49	0	0	49	69	0	0	69
SBR	33	0	0	33	37	0	0	37
EBL	31	0	0	31	40	0	0	40
EBT	938	0	32	970	1,315	0	18	1,333
EBR	39	0	0	39	62	0	0	62
WBL	41	0	0	41	46	0	0	46
WBT	1,160	0	19	1,179	935	0	28	963
WBR	9	0	0	9	33	0	0	33
North Leg								
Approach	129	0	0	129	154	0	0	154
Departure	121	0	0	121	178	0	0	178
Total	250	0	0	250	332	0	0	332
South Leg								
Approach	175	0	0	175	203	0	0	203
Departure	129	0	0	129	177	0	0	177
Total	304	0	0	304	380	0	0	380
East Leg								
Approach	1,210	0	19	1,229	1,014	0	28	1,042
Departure	1,018	0	32	1,050	1,415	0	18	1,433
Total	2,228	0	51	2,279	2,429	0	46	2,475
West Leg								
Approach	1,008	0	32	1,040	1,417	0	18	1,435
Departure	1,254	0	19	1,273	1,018	0	28	1,046
Total	2,262	0	51	2,313	2,435	0	46	2,481
Total Approaches								
Approach	2,522	0	51	2,573	2,788	0	46	2,834
Departure	2,522	0	51	2,573	2,788	0	46	2,834
Total	5,044	0	102	5,146	5,576	0	92	5,668

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
3 Gundry Court/Anaheim Street								
NBL	5	0	0	5	7	0	0	7
NBT	1	0	0	1	3	0	0	3
NBR	4	0	0	4	8	0	0	8
SBL	40	0	0	40	41	0	0	41
SBT	5	0	0	5	6	0	0	6
SBR	24	0	0	24	34	0	0	34
EBL	15	0	0	15	19	0	0	19
EBT	1,002	0	32	1,034	1,423	0	18	1,441
EBR	8	0	0	8	5	0	0	5
WBL	6	10	0	16	0	30	0	30
WBT	1,216	0	19	1,235	995	0	28	1,023
WBR	31	0	0	31	28	0	0	28
North Leg								
Approach	69	0	0	69	81	0	0	81
Departure	47	0	0	47	50	0	0	50
Total	116	0	0	116	131	0	0	131
South Leg								
Approach	10	0	0	10	18	0	0	18
Departure	19	10	0	29	11	30	0	41
Total	29	10	0	39	29	30	0	59
East Leg								
Approach	1,253	10	19	1,282	1,023	30	28	1,081
Departure	1,046	0	32	1,078	1,472	0	18	1,490
Total	2,299	10	51	2,360	2,495	30	46	2,571
West Leg								
Approach	1,025	0	32	1,057	1,447	0	18	1,465
Departure	1,245	0	19	1,264	1,036	0	28	1,064
Total	2,270	0	51	2,321	2,483	0	46	2,529
Total Approaches								
Approach	2,357	10	51	2,418	2,569	30	46	2,645
Departure	2,357	10	51	2,418	2,569	30	46	2,645
Total	4,714	20	102	4,836	5,138	60	92	5,290

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
4 Peterson Avenue-Alley/Anaheim Street								
NBL	0	0	0	0	1	-1	0	0
NBT	0	0	0	0	1	-1	0	0
NBR	3	0	39	42	2	2	57	61
SBL	1	-1	0	0	2	-2	0	0
SBT	0	0	0	0	0	0	0	0
SBR	15	1	0	16	10	2	0	12
EBL	20	-20	0	0	20	-20	0	0
EBT	1,014	27	0	1,041	1,428	28	0	1,456
EBR	2	0	61	63	3	3	39	45
WBL	0	0	0	0	3	-3	0	0
WBT	1,258	6	48	1,312	1,015	10	49	1,074
WBR	23	20	0	43	13	21	0	34
North Leg								
Approach	16	0	0	16	12	0	0	12
Departure	43	0	0	43	34	0	0	34
Total	59	0	0	59	46	0	0	46
South Leg								
Approach	3	0	39	42	4	0	57	61
Departure	2	0	61	63	6	0	39	45
Total	5	0	100	105	10	0	96	106
East Leg								
Approach	1,281	26	48	1,355	1,031	28	49	1,108
Departure	1,018	26	39	1,083	1,432	28	57	1,517
Total	2,299	52	87	2,438	2,463	56	106	2,625
West Leg								
Approach	1,036	7	61	1,104	1,451	11	39	1,501
Departure	1,273	7	48	1,328	1,026	11	49	1,086
Total	2,309	14	109	2,432	2,477	22	88	2,587
Total Approaches								
Approach	2,336	33	148	2,517	2,498	39	145	2,682
Departure	2,336	33	148	2,517	2,498	39	145	2,682
Total	4,672	66	296	5,034	4,996	78	290	5,364

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
5 Alley/Driveway 1								
NBL	0	0	0	0	0	0	0	0
NBT	3	0	0	3	4	0	0	4
NBR	0	0	0	0	0	0	0	0
SBL	0	0	61	61	0	0	39	39
SBT	2	0	0	2	6	0	0	6
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0
WBR	0	0	39	39	0	0	57	57
North Leg								
Approach	2	0	61	63	6	0	39	45
Departure	3	0	39	42	4	0	57	61
Total	5	0	100	105	10	0	96	106
South Leg								
Approach	3	0	0	3	4	0	0	4
Departure	2	0	0	2	6	0	0	6
Total	5	0	0	5	10	0	0	10
East Leg								
Approach	0	0	39	39	0	0	57	57
Departure	0	0	61	61	0	0	39	39
Total	0	0	100	100	0	0	96	96
West Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
Total Approaches								
Approach	5	0	100	105	10	0	96	106
Departure	5	0	100	105	10	0	96	106
Total	10	0	200	210	20	0	192	212

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
6 Walnut Avenue/Anaheim Street								
NBL	96	0	3	99	41	0	2	43
NBT	139	0	0	139	91	0	0	91
NBR	42	0	0	42	42	0	0	42
SBL	46	0	0	46	56	0	0	56
SBT	76	0	0	76	124	0	0	124
SBR	32	0	3	35	36	0	2	38
EBL	30	26	2	58	38	28	4	70
EBT	905	0	16	921	1,333	0	21	1,354
EBR	47	0	2	49	46	0	4	50
WBL	41	0	0	41	40	0	0	40
WBT	1,177	0	23	1,200	945	0	17	962
WBR	73	0	0	73	39	0	0	39
North Leg								
Approach	154	0	3	157	216	0	2	218
Departure	242	26	2	270	168	28	4	200
Total	396	26	5	427	384	28	6	418
South Leg								
Approach	277	0	3	280	174	0	2	176
Departure	164	0	2	166	210	0	4	214
Total	441	0	5	446	384	0	6	390
East Leg								
Approach	1,291	0	23	1,314	1,024	0	17	1,041
Departure	993	0	16	1,009	1,431	0	21	1,452
Total	2,284	0	39	2,323	2,455	0	38	2,493
West Leg								
Approach	982	26	20	1,028	1,417	28	29	1,474
Departure	1,305	0	29	1,334	1,022	0	21	1,043
Total	2,287	26	49	2,362	2,439	28	50	2,517
Total Approaches								
Approach	2,704	26	49	2,779	2,831	28	50	2,909
Departure	2,704	26	49	2,779	2,831	28	50	2,909
Total	5,408	52	98	5,558	5,662	56	100	5,818

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour				PM Peak Hour			
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
7 La Bodega Market Driveway/Anaheim Street								
NBL	1	-1	0	0	1	-1	0	0
NBT	0	0	0	0	0	0	0	0
NBR	4	1	0	5	9	1	0	10
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	1,042	8	61	1,111	1,459	27	39	1,525
EBR	4	2	0	6	13	3	0	16
WBL	2	-2	0	0	3	-3	0	0
WBT	1,252	11	19	1,282	1,022	31	28	1,081
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	5	0	0	5	10	0	0	10
Departure	6	0	0	6	16	0	0	16
Total	11	0	0	11	26	0	0	26
East Leg								
Approach	1,254	9	19	1,282	1,025	28	28	1,081
Departure	1,046	9	61	1,116	1,468	28	39	1,535
Total	2,300	18	80	2,398	2,493	56	67	2,616
West Leg								
Approach	1,046	10	61	1,117	1,472	30	39	1,541
Departure	1,253	10	19	1,282	1,023	30	28	1,081
Total	2,299	20	80	2,399	2,495	60	67	2,622
Total Approaches								
Approach	2,305	19	80	2,404	2,507	58	67	2,632
Departure	2,305	19	80	2,404	2,507	58	67	2,632
Total	4,610	38	160	4,808	5,014	116	134	5,264

Table B-6 - Existing With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour				
	Existing Without Project	Total Adjust.	Project Trips	Existing With Project	Existing Without Project	Total Adjust.	Project Trips	Existing With Project
8 Hoffman Avenue/Anaheim Street								
NBL	5	-5	0	0	5	-5	0	0
NBT	0	0	0	0	0	0	0	0
NBR	10	5	0	15	25	5	0	30
SBL	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0
EBT	1,022	2	61	1,085	1,448	6	39	1,493
EBR	24	7	0	31	20	22	0	42
WBL	7	-7	0	0	22	-22	0	0
WBT	1,249	14	19	1,282	1,020	33	28	1,081
WBR	0	0	0	0	0	0	0	0
North Leg								
Approach	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
South Leg								
Approach	15	0	0	15	30	0	0	30
Departure	31	0	0	31	42	0	0	42
Total	46	0	0	46	72	0	0	72
East Leg								
Approach	1,256	7	19	1,282	1,042	11	28	1,081
Departure	1,032	7	61	1,100	1,473	11	39	1,523
Total	2,288	14	80	2,382	2,515	22	67	2,604
West Leg								
Approach	1,046	9	61	1,116	1,468	28	39	1,535
Departure	1,254	9	19	1,282	1,025	28	28	1,081
Total	2,300	18	80	2,398	2,493	56	67	2,616
Total Approaches								
Approach	2,317	16	80	2,413	2,540	39	67	2,646
Departure	2,317	16	80	2,413	2,540	39	67	2,646
Total	4,634	32	160	4,826	5,080	78	134	5,292

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
1. Alamitos Avenue/Anaheim Street												
NBL	98	14	112	0	0	112	57	23	80	0	0	80
NBT	437	4	441	0	0	441	462	2	464	0	0	464
NBR	118	0	118	0	3	121	137	0	137	0	2	139
SBL	72	0	72	0	3	75	64	0	64	0	2	66
SBT	402	1	403	0	0	403	479	4	483	0	0	483
SBR	73	9	82	0	0	82	78	8	86	0	0	86
EBL	81	7	88	0	0	88	103	7	110	0	0	110
EBT	842	77	919	0	24	943	1,245	75	1320	0	13	1333
EBR	41	19	60	0	0	60	51	18	69	0	0	69
WBL	109	0	109	0	2	111	107	0	107	0	4	111
WBT	1,098	52	1150	0	14	1164	874	94	968	0	22	990
WBR	44	0	44	0	2	46	63	0	63	0	4	67
North Leg												
Approach	547	10	557	0	3	560	621	12	633	0	2	635
Departure	562	11	573	0	2	575	628	9	637	0	4	641
Total	1,109	21	1,130	0	5	1,135	1,249	21	1,270	0	6	1,276
South Leg												
Approach	653	18	671	0	3	674	656	25	681	0	2	683
Departure	552	20	572	0	2	574	637	22	659	0	4	663
Total	1,205	38	1,243	0	5	1,248	1,293	47	1,340	0	6	1,346
East Leg												
Approach	1,251	52	1,303	0	18	1,321	1,044	94	1,138	0	30	1,168
Departure	1,032	77	1,109	0	30	1,139	1,446	75	1,521	0	17	1,538
Total	2,283	129	2,412	0	48	2,460	2,490	169	2,659	0	47	2,706
West Leg												
Approach	964	103	1,067	0	24	1,091	1,399	100	1,499	0	13	1,512
Departure	1,269	75	1,344	0	14	1,358	1,009	125	1,134	0	22	1,156
Total	2,233	178	2,411	0	38	2,449	2,408	225	2,633	0	35	2,668
Total Approaches												
Approach	3,415	183	3,598	0	48	3,646	3,720	231	3,951	0	47	3,998
Departure	3,415	183	3,598	0	48	3,646	3,720	231	3,951	0	47	3,998
Total	6,830	366	7,196	0	96	7,292	7,440	462	7,902	0	94	7,996

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
2 Orange Avenue/Anaheim Street												
NBL	62	3	65	0	0	65	47	3	50	0	0	50
NBT	82	0	82	0	0	82	107	0	107	0	0	107
NBR	34	0	34	0	0	34	53	0	53	0	0	53
SBL	48	0	48	0	0	48	49	0	49	0	0	49
SBT	50	0	50	0	0	50	70	0	70	0	0	70
SBR	34	3	37	0	0	37	38	3	41	0	0	41
EBL	31	3	34	0	0	34	41	3	44	0	0	44
EBT	952	71	1023	0	32	1055	1,335	69	1404	0	18	1422
EBR	40	3	43	0	0	43	63	3	66	0	0	66
WBL	42	0	42	0	0	42	47	0	47	0	0	47
WBT	1,178	45	1223	0	19	1242	949	88	1037	0	28	1065
WBR	9	0	9	0	0	9	34	0	34	0	0	34
North Leg												
Approach	132	3	135	0	0	135	157	3	160	0	0	160
Departure	122	3	125	0	0	125	182	3	185	0	0	185
Total	254	6	260	0	0	260	339	6	345	0	0	345
South Leg												
Approach	178	3	181	0	0	181	207	3	210	0	0	210
Departure	132	3	135	0	0	135	180	3	183	0	0	183
Total	310	6	316	0	0	316	387	6	393	0	0	393
East Leg												
Approach	1,229	45	1,274	0	19	1,293	1,030	88	1,118	0	28	1,146
Departure	1,034	71	1,105	0	32	1,137	1,437	69	1,506	0	18	1,524
Total	2,263	116	2,379	0	51	2,430	2,467	157	2,624	0	46	2,670
West Leg												
Approach	1,023	77	1,100	0	32	1,132	1,439	75	1,514	0	18	1,532
Departure	1,274	51	1,325	0	19	1,344	1,034	94	1,128	0	28	1,156
Total	2,297	128	2,425	0	51	2,476	2,473	169	2,642	0	46	2,688
Total Approaches												
Approach	2,562	128	2,690	0	51	2,741	2,833	169	3,002	0	46	3,048
Departure	2,562	128	2,690	0	51	2,741	2,833	169	3,002	0	46	3,048
Total	5,124	256	5,380	0	102	5,482	5,666	338	6,004	0	92	6,096

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
3 Gundry Court/Anaheim Street												
NBL	5	3	8	0	0	8	7	3	10	0	0	10
NBT	1	0	1	0	0	1	3	0	3	0	0	3
NBR	4	0	4	0	0	4	8	0	8	0	0	8
SBL	41	0	41	0	0	41	42	0	42	0	0	42
SBT	5	0	5	0	0	5	6	0	6	0	0	6
SBR	24	3	27	0	0	27	35	3	38	0	0	38
EBL	15	3	18	0	0	18	19	3	22	0	0	22
EBT	1,017	65	1082	0	32	1114	1,445	63	1508	0	18	1526
EBR	8	3	11	0	0	11	5	3	8	0	0	8
WBL	6	0	6	10	0	16	0	0	0	30	0	30
WBT	1,234	38	1272	0	19	1291	1,010	81	1091	0	28	1119
WBR	31	0	31	0	0	31	28	0	28	0	0	28
North Leg												
Approach	70	3	73	0	0	73	83	3	86	0	0	86
Departure	47	3	50	0	0	50	50	3	53	0	0	53
Total	117	6	123	0	0	123	133	6	139	0	0	139
South Leg												
Approach	10	3	13	0	0	13	18	3	21	0	0	21
Departure	19	3	22	10	0	32	11	3	14	30	0	44
Total	29	6	35	10	0	45	29	6	35	30	0	65
East Leg												
Approach	1,271	38	1,309	10	19	1,338	1,038	81	1,119	30	28	1,177
Departure	1,062	65	1,127	0	32	1,159	1,495	63	1,558	0	18	1,576
Total	2,333	103	2,436	10	51	2,497	2,533	144	2,677	30	46	2,753
West Leg												
Approach	1,040	71	1,111	0	32	1,143	1,469	69	1,538	0	18	1,556
Departure	1,263	44	1,307	0	19	1,326	1,052	87	1,139	0	28	1,167
Total	2,303	115	2,418	0	51	2,469	2,521	156	2,677	0	46	2,723
Total Approaches												
Approach	2,391	115	2,506	10	51	2,567	2,608	156	2,764	30	46	2,840
Departure	2,391	115	2,506	10	51	2,567	2,608	156	2,764	30	46	2,840
Total	4,782	230	5,012	20	102	5,134	5,216	312	5,528	60	92	5,680

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
4 Peterson Avenue-Alley/Anaheim Street												
NBL	0	0	0	0	0	0	1	0	1	-1	0	0
NBT	0	0	0	0	0	0	1	0	1	-1	0	0
NBR	3	0	3	0	39	42	2	0	2	2	57	61
SBL	1	0	1	-1	0	0	2	0	2	-2	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	15	0	15	1	0	16	10	0	10	2	0	12
EBL	20	0	20	-20	0	0	20	0	20	-20	0	0
EBT	1,029	65	1094	27	0	1121	1,450	63	1513	28	0	1541
EBR	2	0	2	0	61	63	3	0	3	3	39	45
WBL	0	0	0	0	0	0	3	0	3	-3	0	0
WBT	1,277	38	1315	6	48	1369	1,030	81	1111	10	49	1170
WBR	23	0	23	20	0	43	13	0	13	21	0	34
North Leg												
Approach	16	0	16	0	0	16	12	0	12	0	0	12
Departure	43	0	43	0	0	43	34	0	34	0	0	34
Total	59	0	59	0	0	59	46	0	46	0	0	46
South Leg												
Approach	3	0	3	0	39	42	4	0	4	0	57	61
Departure	2	0	2	0	61	63	6	0	6	0	39	45
Total	5	0	5	0	100	105	10	0	10	0	96	106
East Leg												
Approach	1,300	38	1,338	26	48	1,412	1,046	81	1,127	28	49	1,204
Departure	1,033	65	1,098	26	39	1,163	1,454	63	1,517	28	57	1,602
Total	2,333	103	2,436	52	87	2,575	2,500	144	2,644	56	106	2,806
West Leg												
Approach	1,051	65	1,116	7	61	1,184	1,473	63	1,536	11	39	1,586
Departure	1,292	38	1,330	7	48	1,385	1,041	81	1,122	11	49	1,182
Total	2,343	103	2,446	14	109	2,569	2,514	144	2,658	22	88	2,768
Total Approaches												
Approach	2,370	103	2,473	33	148	2,654	2,535	144	2,679	39	145	2,863
Departure	2,370	103	2,473	33	148	2,654	2,535	144	2,679	39	145	2,863
Total	4,740	206	4,946	66	296	5,308	5,070	288	5,358	78	290	5,726

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
5 Alley/Driveway 1												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	3	0	3	0	0	3	4	0	4	0	0	4
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	61	61	0	0	0	0	39	39
SBT	2	0	2	0	0	2	6	0	6	0	0	6
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	39	39	0	0	0	0	57	57
North Leg												
Approach	2	0	2	0	61	63	6	0	6	0	39	45
Departure	3	0	3	0	39	42	4	0	4	0	57	61
Total	5	0	5	0	100	105	10	0	10	0	96	106
South Leg												
Approach	3	0	3	0	0	3	4	0	4	0	0	4
Departure	2	0	2	0	0	2	6	0	6	0	0	6
Total	5	0	5	0	0	5	10	0	10	0	0	10
East Leg												
Approach	0	0	0	0	39	39	0	0	0	0	57	57
Departure	0	0	0	0	61	61	0	0	0	0	39	39
Total	0	0	0	0	100	100	0	0	0	0	96	96
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	5	0	5	0	100	105	10	0	10	0	96	106
Departure	5	0	5	0	100	105	10	0	10	0	96	106
Total	10	0	10	0	200	210	20	0	20	0	192	212

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
6 Walnut Avenue/Anaheim Street												
NBL	97	5	102	0	3	105	42	8	50	0	2	52
NBT	141	1	142	0	0	142	92	0	92	0	0	92
NBR	43	0	43	0	0	43	43	0	43	0	0	43
SBL	47	0	47	0	0	47	57	0	57	0	0	57
SBT	77	0	77	0	0	77	126	1	127	0	0	127
SBR	32	3	35	0	3	38	37	3	40	0	2	42
EBL	30	3	33	26	2	61	39	3	42	28	4	74
EBT	919	54	973	0	16	989	1,353	53	1406	0	21	1427
EBR	48	7	55	0	2	57	47	7	54	0	4	58
WBL	42	0	42	0	0	42	41	0	41	0	0	41
WBT	1,195	30	1225	0	23	1248	959	68	1027	0	17	1044
WBR	74	0	74	0	0	74	40	0	40	0	0	40
North Leg												
Approach	156	3	159	0	3	162	220	4	224	0	2	226
Departure	245	4	249	26	2	277	171	3	174	28	4	206
Total	401	7	408	26	5	439	391	7	398	28	6	432
South Leg												
Approach	281	6	287	0	3	290	177	8	185	0	2	187
Departure	167	7	174	0	2	176	214	8	222	0	4	226
Total	448	13	461	0	5	466	391	16	407	0	6	413
East Leg												
Approach	1,311	30	1,341	0	23	1,364	1,040	68	1,108	0	17	1,125
Departure	1,009	54	1,063	0	16	1,079	1,453	53	1,506	0	21	1,527
Total	2,320	84	2,404	0	39	2,443	2,493	121	2,614	0	38	2,652
West Leg												
Approach	997	64	1,061	26	20	1,107	1,439	63	1,502	28	29	1,559
Departure	1,324	38	1,362	0	29	1,391	1,038	79	1,117	0	21	1,138
Total	2,321	102	2,423	26	49	2,498	2,477	142	2,619	28	50	2,697
Total Approaches												
Approach	2,745	103	2,848	26	49	2,923	2,876	143	3,019	28	50	3,097
Departure	2,745	103	2,848	26	49	2,923	2,876	143	3,019	28	50	3,097
Total	5,490	206	5,696	52	98	5,846	5,752	286	6,038	56	100	6,194

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
7 La Bodega Market Driveway/Anaheim Street												
NBL	1	0	1	-1	0	0	1	0	1	-1	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	4	0	4	1	0	5	9	0	9	1	0	10
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,058	65	1123	8	61	1192	1,481	63	1544	27	39	1610
EBR	4	0	4	2	0	6	13	0	13	3	0	16
WBL	2	0	2	-2	0	0	3	0	3	-3	0	0
WBT	1,271	38	1309	11	19	1339	1,038	81	1119	31	28	1178
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	5	0	5	0	0	5	10	0	10	0	0	10
Departure	6	0	6	0	0	6	16	0	16	0	0	16
Total	11	0	11	0	0	11	26	0	26	0	0	26
East Leg												
Approach	1,273	38	1,311	9	19	1,339	1,041	81	1,122	28	28	1,178
Departure	1,062	65	1,127	9	61	1,197	1,490	63	1,553	28	39	1,620
Total	2,335	103	2,438	18	80	2,536	2,531	144	2,675	56	67	2,798
West Leg												
Approach	1,062	65	1,127	10	61	1,198	1,494	63	1,557	30	39	1,626
Departure	1,272	38	1,310	10	19	1,339	1,039	81	1,120	30	28	1,178
Total	2,334	103	2,437	20	80	2,537	2,533	144	2,677	60	67	2,804
Total Approaches												
Approach	2,340	103	2,443	19	80	2,542	2,545	144	2,689	58	67	2,814
Departure	2,340	103	2,443	19	80	2,542	2,545	144	2,689	58	67	2,814
Total	4,680	206	4,886	38	160	5,084	5,090	288	5,378	116	134	5,628

Table B-7 - Cumulative With Project With Median Improvements Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP	2,020 NP	Cumul Projects	Cumul NP	Total Adjust.	Project Trips	Cumul WP
8 Hoffman Avenue/Anaheim Street												
NBL	5	0	5	-5	0	0	5	0	5	-5	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	10	0	10	5	0	15	25	0	25	5	0	30
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	1,038	65	1103	2	61	1166	1,470	63	1533	6	39	1578
EBR	24	0	24	7	0	31	20	0	20	22	0	42
WBL	7	0	7	-7	0	0	22	0	22	-22	0	0
WBT	1,268	38	1306	14	19	1339	1,036	81	1117	33	28	1178
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	15	0	15	0	0	15	30	0	30	0	0	30
Departure	31	0	31	0	0	31	42	0	42	0	0	42
Total	46	0	46	0	0	46	72	0	72	0	0	72
East Leg												
Approach	1,275	38	1,313	7	19	1,339	1,058	81	1,139	11	28	1,178
Departure	1,048	65	1,113	7	61	1,181	1,495	63	1,558	11	39	1,608
Total	2,323	103	2,426	14	80	2,520	2,553	144	2,697	22	67	2,786
West Leg												
Approach	1,062	65	1,127	9	61	1,197	1,490	63	1,553	28	39	1,620
Departure	1,273	38	1,311	9	19	1,339	1,041	81	1,122	28	28	1,178
Total	2,335	103	2,438	18	80	2,536	2,531	144	2,675	56	67	2,798
Total Approaches												
Approach	2,352	103	2,455	16	80	2,551	2,578	144	2,722	39	67	2,828
Departure	2,352	103	2,455	16	80	2,551	2,578	144	2,722	39	67	2,828
Total	4,704	206	4,910	32	160	5,102	5,156	288	5,444	78	134	5,656

APPENDIX C: LEVEL OF SERVICE WORKSHEETS

INTERSECTION: 1
 INTERSECTION NAME: Alamitos Avenue/Anaheim Street
 NORTH/SOUTH: Alamitos Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Existing Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	1.0		1,600	97	0.061	56	0.035
NBT	1.0		1,600	430	0.269	455	0.284
NBR	1.0	P	1,600	116	0.000	135	0.000
SBL	1.0		1,600	71	0.044	63	0.039
SBT	1.0		1,600	396	0.248	472	0.295
SBR	1.0	P	1,600	72	0.000	77	0.000
EBL	1.0		1,600	80	0.050	101	0.063
EBT	2.0		3,200	829	0.272	1,226	0.399
EBR	0.0	P	0	40	0.000	50	0.000
WBL	1.0		1,600	107	0.067	105	0.066
WBT	2.0		3,200	1,082	0.352	861	0.288
WBR	0.0	P	0	43	0.000	62	0.000
N/S Critical Movements					0.313		0.330
E/W Critical Movements					0.402		0.465
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.815		0.895
Level of Service (LOS)					D		D

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 2
 INTERSECTION NAME: Orange Avenue/Anaheim Street
 NORTH/SOUTH: Orange Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Existing Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	61	0.000	46	0.000
NBT	1.0		1,600	81	0.109	105	0.127
NBR	0.0	P	0	33	0.000	52	0.000
SBL	0.0		0	47	0.000	48	0.000
SBT	1.0		1,600	49	0.081	69	0.096
SBR	0.0	P	0	33	0.000	37	0.000
EBL	1.0		1,600	31	0.019	40	0.025
EBT	2.0		3,200	938	0.305	1,315	0.430
EBR	0.0	P	0	39	0.000	62	0.000
WBL	1.0		1,600	41	0.026	46	0.029
WBT	2.0		3,200	1,160	0.365	935	0.303
WBR	0.0	P	0	9	0.000	33	0.000
N/S Critical Movements					0.109		0.127
E/W Critical Movements					0.384		0.459
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.593		0.686
Level of Service (LOS)					A		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	5	0.000	7	0.000
NBT	1.0		1,600	1	0.006	3	0.011
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	40	0.000	41	0.000
SBT	1.0		1,600	5	0.043	6	0.051
SBR	0.0	P	0	24	0.000	34	0.000
EBL	1.0		1,600	15	0.009	19	0.012
EBT	2.0		3,200	1,002	0.316	1,423	0.446
EBR	0.0	P	0	8	0.000	5	0.000
WBL	1.0		1,600	6	0.004	0	0.000
WBT	2.0		3,200	1,216	0.390	995	0.320
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.043		0.051
E/W Critical Movements					0.399		0.446
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.542		0.597
Level of Service (LOS)					A		A

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	96	0.000	41	0.000
NBT	1.0		1,600	139	0.173	91	0.109
NBR	0.0	P	0	42	0.000	42	0.000
SBL	0.0		0	46	0.000	56	0.000
SBT	1.0		1,600	76	0.096	124	0.135
SBR	0.0	P	0	32	0.000	36	0.000
EBL	1.0		1,600	30	0.019	38	0.024
EBT	2.0		3,200	905	0.298	1,333	0.431
EBR	0.0	P	0	47	0.000	46	0.000
WBL	1.0		1,600	41	0.026	40	0.025
WBT	2.0		3,200	1,177	0.391	945	0.308
WBR	0.0	P	0	73	0.000	39	0.000
N/S Critical Movements					0.173		0.135
E/W Critical Movements					0.410		0.456
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.683		0.691
Level of Service (LOS)					B		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 1
 INTERSECTION NAME: Alamitos Avenue/Anaheim Street
 NORTH/SOUTH: Alamitos Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Existing With Project Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	1.0		1,600	97	0.061	56	0.035
NBT	1.0		1,600	430	0.269	455	0.284
NBR	1.0	P	1,600	119	0.000	137	0.000
SBL	1.0		1,600	74	0.046	65	0.041
SBT	1.0		1,600	396	0.248	472	0.295
SBR	1.0	P	1,600	72	0.000	77	0.000
EBL	1.0		1,600	80	0.050	101	0.063
EBT	2.0		3,200	853	0.279	1,239	0.403
EBR	0.0	P	0	40	0.000	50	0.000
WBL	1.0		1,600	109	0.068	109	0.068
WBT	2.0		3,200	1,096	0.357	883	0.297
WBR	0.0	P	0	45	0.000	66	0.000
N/S Critical Movements				0.315		0.330	
E/W Critical Movements				0.407		0.470	
Right Turn Critical Movement				0.000		0.000	
Clearance Interval				0.100		0.100	
ICU				0.822		0.900	
Level of Service (LOS)				D		D	

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 2
 INTERSECTION NAME: Orange Avenue/Anaheim Street
 NORTH/SOUTH: Orange Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing With Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	61	0.000	46	0.000
NBT	1.0		1,600	81	0.109	105	0.127
NBR	0.0	P	0	33	0.000	52	0.000
SBL	0.0		0	47	0.000	48	0.000
SBT	1.0		1,600	49	0.081	69	0.096
SBR	0.0	P	0	33	0.000	37	0.000
EBL	1.0		1,600	31	0.019	40	0.025
EBT	2.0		3,200	970	0.315	1,333	0.436
EBR	0.0	P	0	39	0.000	62	0.000
WBL	1.0		1,600	41	0.026	46	0.029
WBT	2.0		3,200	1,179	0.371	963	0.311
WBR	0.0	P	0	9	0.000	33	0.000
N/S Critical Movements					0.109		0.127
E/W Critical Movements					0.390		0.465
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.599		0.692
Level of Service (LOS)					A		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing With Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	5	0.000	7	0.000
NBT	1.0		1,600	1	0.006	3	0.011
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	40	0.000	41	0.000
SBT	1.0		1,600	5	0.043	6	0.051
SBR	0.0	P	0	24	0.000	34	0.000
EBL	1.0		1,600	15	0.009	19	0.012
EBT	2.0		3,200	1,034	0.326	1,441	0.452
EBR	0.0	P	0	8	0.000	5	0.000
WBL	1.0		1,600	6	0.004	0	0.000
WBT	2.0		3,200	1,235	0.396	1,023	0.328
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.043		0.051
E/W Critical Movements					0.405		0.452
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.548		0.603
Level of Service (LOS)					A		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Existing With Project Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	99	0.000	43	0.000
NBT	1.0		1,600	139	0.175	91	0.110
NBR	0.0	P	0	42	0.000	42	0.000
SBL	0.0		0	46	0.000	56	0.000
SBT	1.0		1,600	76	0.098	124	0.136
SBR	0.0	P	0	35	0.000	38	0.000
EBL	1.0		1,600	32	0.020	42	0.026
EBT	2.0		3,200	921	0.303	1,354	0.439
EBR	0.0	P	0	49	0.000	50	0.000
WBL	1.0		1,600	41	0.026	40	0.025
WBT	2.0		3,200	1,200	0.398	962	0.313
WBR	0.0	P	0	73	0.000	39	0.000
N/S Critical Movements					0.175		0.136
E/W Critical Movements					0.418		0.464
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.693		0.700
Level of Service (LOS)					B		B

- Notes:
- ICU - Intersection Capacity Utilization
 - V/C - Volume to Capacity Ratio
 - Right Turn Conditions:
 - F - Free Right Turn
 - O - Overlap Phase
 - P - Permitted Right Turn
 - N - No Right Turn on Red

INTERSECTION: 1
 INTERSECTION NAME: Alamitos Avenue/Anaheim Street
 NORTH/SOUTH: Alamitos Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Cumulative Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	1.0		1,600	112	0.070	80	0.050
NBT	1.0		1,600	441	0.276	464	0.290
NBR	1.0	P	1,600	118	0.000	137	0.000
SBL	1.0		1,600	72	0.045	64	0.040
SBT	1.0		1,600	403	0.252	483	0.302
SBR	1.0	P	1,600	82	0.000	86	0.000
EBL	1.0		1,600	88	0.055	110	0.069
EBT	2.0		3,200	919	0.306	1,320	0.434
EBR	0.0	P	0	60	0.000	69	0.000
WBL	1.0		1,600	109	0.068	107	0.067
WBT	2.0		3,200	1,150	0.373	968	0.322
WBR	0.0	P	0	44	0.000	63	0.000
N/S Critical Movements					0.322		0.352
E/W Critical Movements					0.428		0.501
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.850		0.953
Level of Service (LOS)					D		E

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 2
 INTERSECTION NAME: Orange Avenue/Anaheim Street
 NORTH/SOUTH: Orange Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Cumulative Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	65	0.000	50	0.000
NBT	1.0		1,600	82	0.113	107	0.131
NBR	0.0	P	0	34	0.000	53	0.000
SBL	0.0		0	48	0.000	49	0.000
SBT	1.0		1,600	50	0.084	70	0.100
SBR	0.0	P	0	37	0.000	41	0.000
EBL	1.0		1,600	34	0.021	44	0.028
EBT	2.0		3,200	1,023	0.333	1,404	0.459
EBR	0.0	P	0	43	0.000	66	0.000
WBL	1.0		1,600	42	0.026	47	0.029
WBT	2.0		3,200	1,223	0.385	1,037	0.335
WBR	0.0	P	0	9	0.000	34	0.000
N/S Critical Movements					0.113		0.131
E/W Critical Movements					0.406		0.488
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.619		0.719
Level of Service (LOS)					B		C

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Cumulative Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	8	0.000	10	0.000
NBT	1.0		1,600	1	0.008	3	0.013
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	41	0.000	42	0.000
SBT	1.0		1,600	5	0.046	6	0.054
SBR	0.0	P	0	27	0.000	38	0.000
EBL	1.0		1,600	18	0.011	22	0.014
EBT	2.0		3,200	1,082	0.342	1,508	0.474
EBR	0.0	P	0	11	0.000	8	0.000
WBL	1.0		1,600	6	0.004	0	0.000
WBT	2.0		3,200	1,272	0.407	1,091	0.350
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.046		0.054
E/W Critical Movements					0.418		0.474
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.564		0.628
Level of Service (LOS)					A		B

- Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Cumulative Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	102	0.000	50	0.000
NBT	1.0		1,600	142	0.179	92	0.116
NBR	0.0	P	0	43	0.000	43	0.000
SBL	0.0		0	47	0.000	57	0.000
SBT	1.0		1,600	77	0.099	127	0.140
SBR	0.0	P	0	35	0.000	40	0.000
EBL	1.0		1,600	33	0.021	42	0.026
EBT	2.0		3,200	973	0.321	1,406	0.456
EBR	0.0	P	0	55	0.000	54	0.000
WBL	1.0		1,600	42	0.026	41	0.026
WBT	2.0		3,200	1,225	0.406	1,027	0.333
WBR	0.0	P	0	74	0.000	40	0.000
N/S Critical Movements					0.179		0.140
E/W Critical Movements					0.427		0.482
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.706		0.722
Level of Service (LOS)					C		C

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 1
 INTERSECTION NAME: Alamitos Avenue/Anaheim Street
 NORTH/SOUTH: Alamitos Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Cumulative With Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	1.0		1,600	112	0.070	80	0.050
NBT	1.0		1,600	441	0.276	464	0.290
NBR	1.0	P	1,600	121	0.000	139	0.000
SBL	1.0		1,600	75	0.047	66	0.041
SBT	1.0		1,600	403	0.252	483	0.302
SBR	1.0	P	1,600	82	0.000	86	0.000
EBL	1.0		1,600	88	0.055	110	0.069
EBT	2.0		3,200	943	0.313	1,333	0.438
EBR	0.0	P	0	60	0.000	69	0.000
WBL	1.0		1,600	111	0.069	111	0.069
WBT	2.0		3,200	1,164	0.378	990	0.330
WBR	0.0	P	0	46	0.000	67	0.000
N/S Critical Movements					0.323		0.352
E/W Critical Movements					0.433		0.507
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.856		0.959
Level of Service (LOS)					D		E

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 2
 INTERSECTION NAME: Orange Avenue/Anaheim Street
 NORTH/SOUTH: Orange Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Cumulative With Project Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	65	0.000	50	0.000
NBT	1.0		1,600	82	0.113	107	0.131
NBR	0.0	P	0	34	0.000	53	0.000
SBL	0.0		0	48	0.000	49	0.000
SBT	1.0		1,600	50	0.084	70	0.100
SBR	0.0	P	0	37	0.000	41	0.000
EBL	1.0		1,600	34	0.021	44	0.028
EBT	2.0		3,200	1,055	0.343	1,422	0.465
EBR	0.0	P	0	43	0.000	66	0.000
WBL	1.0		1,600	42	0.026	47	0.029
WBT	2.0		3,200	1,242	0.391	1,065	0.343
WBR	0.0	P	0	9	0.000	34	0.000
N/S Critical Movements					0.113		0.131
E/W Critical Movements					0.412		0.494
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.625		0.725
Level of Service (LOS)					B		C

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Cumulative With Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	8	0.000	10	0.000
NBT	1.0		1,600	1	0.008	3	0.013
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	41	0.000	42	0.000
SBT	1.0		1,600	5	0.046	6	0.054
SBR	0.0	P	0	27	0.000	38	0.000
EBL	1.0		1,600	18	0.011	22	0.014
EBT	2.0		3,200	1,114	0.352	1,526	0.479
EBR	0.0	P	0	11	0.000	8	0.000
WBL	1.0		1,600	6	0.004	0	0.000
WBT	2.0		3,200	1,291	0.413	1,119	0.358
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.046		0.054
E/W Critical Movements					0.424		0.479
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.570		0.633
Level of Service (LOS)					A		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Cumulative With Project Conditions			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	105	0.000	52	0.000
NBT	1.0		1,600	142	0.181	92	0.117
NBR	0.0	P	0	43	0.000	43	0.000
SBL	0.0		0	47	0.000	57	0.000
SBT	1.0		1,600	77	0.101	127	0.141
SBR	0.0	P	0	38	0.000	42	0.000
EBL	1.0		1,600	35	0.022	46	0.029
EBT	2.0		3,200	989	0.327	1,427	0.464
EBR	0.0	P	0	57	0.000	58	0.000
WBL	1.0		1,600	42	0.026	41	0.026
WBT	2.0		3,200	1,248	0.413	1,044	0.339
WBR	0.0	P	0	74	0.000	40	0.000
N/S Critical Movements					0.181		0.141
E/W Critical Movements					0.435		0.490
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.716		0.731
Level of Service (LOS)					C		C

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing With Project With Improvements Condition			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	5	0.000	7	0.000
NBT	1.0		1,600	1	0.006	3	0.011
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	40	0.000	41	0.000
SBT	1.0		1,600	5	0.043	6	0.051
SBR	0.0	P	0	24	0.000	34	0.000
EBL	1.0		1,600	15	0.009	19	0.012
EBT	2.0		3,200	1,034	0.326	1,441	0.452
EBR	0.0	P	0	8	0.000	5	0.000
WBL	1.0		1,600	55	0.034	64	0.040
WBT	2.0		3,200	1,235	0.396	1,023	0.328
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.043		0.051
E/W Critical Movements					0.405		0.492
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.548		0.643
Level of Service (LOS)					A		B

- Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 3
 INTERSECTION NAME: Gundry Court/Anaheim Street
 NORTH/SOUTH: Gundry Court
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Cumulative WP With Improvements Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	8	0.000	10	0.000
NBT	1.0		1,600	1	0.008	3	0.013
NBR	0.0	P	0	4	0.000	8	0.000
SBL	0.0		0	41	0.000	42	0.000
SBT	1.0		1,600	5	0.046	6	0.054
SBR	0.0	P	0	27	0.000	38	0.000
EBL	1.0		1,600	18	0.011	22	0.014
EBT	2.0		3,200	1,114	0.352	1,526	0.479
EBR	0.0	P	0	11	0.000	8	0.000
WBL	1.0		1,600	55	0.034	64	0.040
WBT	2.0		3,200	1,291	0.413	1,119	0.358
WBR	0.0	P	0	31	0.000	28	0.000
N/S Critical Movements					0.046		0.054
E/W Critical Movements					0.424		0.519
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.570		0.673
Level of Service (LOS)					A		B

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right Turn Cond.	Lanegroup Capacity	Existing With Project With Improvements Condition			
				AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	99	0.000	43	0.000
NBT	1.0		1,600	139	0.175	91	0.110
NBR	0.0	P	0	42	0.000	42	0.000
SBL	0.0		0	46	0.000	56	0.000
SBT	1.0		1,600	76	0.098	124	0.136
SBR	0.0	P	0	35	0.000	38	0.000
EBL	1.0		1,600	88	0.055	112	0.070
EBT	2.0		3,200	921	0.303	1,354	0.439
EBR	0.0	P	0	49	0.000	50	0.000
WBL	1.0		1,600	41	0.026	40	0.025
WBT	2.0		3,200	1,200	0.398	962	0.313
WBR	0.0	P	0	73	0.000	39	0.000
N/S Critical Movements					0.175		0.136
E/W Critical Movements					0.453		0.464
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.728		0.700
Level of Service (LOS)					C		B

- Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

INTERSECTION: 6
 INTERSECTION NAME: Walnut Avenue/Anaheim Street
 NORTH/SOUTH: Walnut Avenue
 EAST/WEST: Anaheim Street

Turn Mvmt.	# of Lanes	Right		Cumulative WP With Improvements Conditions			
		Turn Cond.	Lanegroup Capacity	AM Peak Hour		PM Peak Hour	
				Vol.	V/C	Vol.	V/C
NBL	0.0		0	105	0.000	52	0.000
NBT	1.0		1,600	142	0.181	92	0.117
NBR	0.0	P	0	43	0.000	43	0.000
SBL	0.0		0	47	0.000	57	0.000
SBT	1.0		1,600	77	0.101	127	0.141
SBR	0.0	P	0	38	0.000	42	0.000
EBL	1.0		1,600	91	0.057	116	0.073
EBT	2.0		3,200	989	0.327	1,427	0.464
EBR	0.0	P	0	57	0.000	58	0.000
WBL	1.0		1,600	42	0.026	41	0.026
WBT	2.0		3,200	1,248	0.413	1,044	0.339
WBR	0.0	P	0	74	0.000	40	0.000
N/S Critical Movements					0.181		0.141
E/W Critical Movements					0.470		0.490
Right Turn Critical Movement					0.000		0.000
Clearance Interval					0.100		0.100
ICU					0.751		0.731
Level of Service (LOS)					C		C

Notes: ICU - Intersection Capacity Utilization
 V/C - Volume to Capacity Ratio
 Right Turn Conditions:
 F - Free Right Turn
 O - Overlap Phase
 P - Permitted Right Turn
 N - No Right Turn on Red

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/10/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗			↕			↕	
Traffic Vol, veh/h	20	1014	2	0	1258	23	0	0	3	1	0	15
Future Vol, veh/h	20	1014	2	0	1258	23	0	0	3	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1079	2	0	1338	24	0	0	3	1	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1362	0	0	1081	0	0	1791	2484	541	1932	2473	681
Stage 1	-	-	-	-	-	-	1122	1122	-	1350	1350	-
Stage 2	-	-	-	-	-	-	669	1362	-	582	1123	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*851	-	-	653	-	-	*178	*31	491	*113	*32	*567
Stage 1	-	-	-	-	-	-	*223	*284	-	*535	*468	-
Stage 2	-	-	-	-	-	-	*535	*468	-	*471	*283	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*851	-	-	653	-	-	*170	*30	491	*111	*31	*567
Mov Cap-2 Maneuver	-	-	-	-	-	-	*170	*30	-	*111	*31	-
Stage 1	-	-	-	-	-	-	*217	*277	-	*521	*468	-
Stage 2	-	-	-	-	-	-	*520	*468	-	*456	*276	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.4	13.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	* 851	-	-	653	-	-	451
HCM Lane V/C Ratio	0.006	0.025	-	-	-	-	-	0.038
HCM Control Delay (s)	12.4	9.3	-	-	0	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/10/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	20	1428	3	3	1015	13	1	1	2	2	0	10
Future Vol, veh/h	20	1428	3	3	1015	13	1	1	2	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1503	3	3	1068	14	1	1	2	2	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1082	0	0	1506	0	0	2087	2635	753	1875	2629	541
Stage 1	-	-	-	-	-	-	1547	1547	-	1081	1081	-
Stage 2	-	-	-	-	-	-	540	1088	-	794	1548	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*1028	-	-	450	-	-	*50	*21	357	*88	*21	*685
Stage 1	-	-	-	-	-	-	*122	*177	-	*646	*565	-
Stage 2	-	-	-	-	-	-	*646	*565	-	*352	*177	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*1028	-	-	450	-	-	*48	*20	357	*82	*20	*685
Mov Cap-2 Maneuver	-	-	-	-	-	-	*48	*20	-	*82	*20	-
Stage 1	-	-	-	-	-	-	*120	*173	-	*633	*561	-
Stage 2	-	-	-	-	-	-	*632	*561	-	*341	*173	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	80.2	17.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	* 1028	-	-	450	-	-	308
HCM Lane V/C Ratio	0.081	0.02	-	-	0.007	-	-	0.041
HCM Control Delay (s)	80.2	8.6	-	-	13.1	-	-	17.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	20	1014	34	29	1258	23	19	0	23	1	0	15
Future Vol, veh/h	20	1014	34	29	1258	23	19	0	23	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1079	36	31	1338	24	20	0	24	1	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1362	0	0	1115	0	0	1870	2563	558	1994	2569	681
Stage 1	-	-	-	-	-	-	1139	1139	-	1412	1412	-
Stage 2	-	-	-	-	-	-	731	1424	-	582	1157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*851	-	-	634	-	-	*138	*25	478	*93	*24	*567
Stage 1	-	-	-	-	-	-	*218	*278	-	*535	*468	-
Stage 2	-	-	-	-	-	-	*535	*468	-	*471	*273	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*851	-	-	634	-	-	*127	*23	478	*83	*23	*567
Mov Cap-2 Maneuver	-	-	-	-	-	-	*127	*23	-	*83	*23	-
Stage 1	-	-	-	-	-	-	*213	*271	-	*521	*445	-
Stage 2	-	-	-	-	-	-	*494	*445	-	*436	*266	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			26.5			14		
HCM LOS							D			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	* 851	-	-	634	-	-	416
HCM Lane V/C Ratio	0.211	0.025	-	-	0.049	-	-	0.041
HCM Control Delay (s)	26.5	9.3	-	-	11	-	-	14
HCM Lane LOS	D	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.2	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			Y
Traffic Vol, veh/h	0	39	3	0	61	2
Future Vol, veh/h	0	39	3	0	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	3	0	61	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	127	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	872	1087	-	-	1632	-
Stage 1	1025	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	840	1087	-	-	1632	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	7.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1087	1632
HCM Lane V/C Ratio	-	-	0.036	0.037
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	20	1428	21	24	1015	13	29	1	31	2	0	10
Future Vol, veh/h	20	1428	21	24	1015	13	29	1	31	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1503	22	25	1068	14	31	1	33	2	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1082	0	0	1525	0	0	2140	2688	763	1919	2692	541
Stage 1	-	-	-	-	-	-	1556	1556	-	1125	1125	-
Stage 2	-	-	-	-	-	-	584	1132	-	794	1567	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*1028	-	-	443	-	-	*43	18	351	79	18	*685
Stage 1	-	-	-	-	-	-	*120	176	-	632	556	-
Stage 2	-	-	-	-	-	-	*646	550	-	352	173	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*1028	-	-	443	-	-	*40	17	351	64	17	*685
Mov Cap-2 Maneuver	-	-	-	-	-	-	*40	17	-	64	17	-
Stage 1	-	-	-	-	-	-	*118	172	-	619	525	-
Stage 2	-	-	-	-	-	-	*600	519	-	311	170	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			184.7			19.4		
HCM LOS							F			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	70	* 1028	-	-	443	-	-	262
HCM Lane V/C Ratio	0.917	0.02	-	-	0.057	-	-	0.048
HCM Control Delay (s)	184.7	8.6	-	-	13.6	-	-	19.4
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	4.6	0.1	-	-	0.2	-	-	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	57	4	0	39	6
Future Vol, veh/h	0	57	4	0	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	57	4	0	39	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	88	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	918	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	896	1085	-	-	1631	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631
HCM Lane V/C Ratio	-	-	0.053	0.024
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/10/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕			↕			↕	
Traffic Vol, veh/h	20	1094	2	0	1315	23	0	0	3	1	0	15
Future Vol, veh/h	20	1094	2	0	1315	23	0	0	3	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1164	2	0	1399	24	0	0	3	1	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1423	0	0	1166	0	0	1907	2630	583	2035	2619	712
Stage 1	-	-	-	-	-	-	1207	1207	-	1411	1411	-
Stage 2	-	-	-	-	-	-	700	1423	-	624	1208	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*792	-	-	606	-	-	*149	*21	461	*96	*21	*528
Stage 1	-	-	-	-	-	-	*198	*259	-	*497	*435	-
Stage 2	-	-	-	-	-	-	*497	*435	-	*445	*258	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*792	-	-	606	-	-	*141	*20	461	*93	*21	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-	*141	*20	-	*93	*21	-
Stage 1	-	-	-	-	-	-	*193	*252	-	*484	*435	-
Stage 2	-	-	-	-	-	-	*482	*435	-	*430	*251	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	12.9	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	*792	-	-	606	-	-	409
HCM Lane V/C Ratio	0.007	0.027	-	-	-	-	-	0.042
HCM Control Delay (s)	12.9	9.7	-	-	0	-	-	14.2
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/10/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕			↕	
Traffic Vol, veh/h	20	1513	3	3	1111	13	1	1	2	2	0	10
Future Vol, veh/h	20	1513	3	3	1111	13	1	1	2	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1593	3	3	1169	14	1	1	2	2	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1183	0	0	1596	0	0	2228	2826	798	2021	2820	592
Stage 1	-	-	-	-	-	-	1637	1637	-	1182	1182	-
Stage 2	-	-	-	-	-	-	591	1189	-	839	1638	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*969	-	-	416	-	-	*36	*12	333	*66	*13	*645
Stage 1	-	-	-	-	-	-	*107	*160	-	*609	*533	-
Stage 2	-	-	-	-	-	-	*609	*533	-	*331	*160	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*969	-	-	416	-	-	*35	*12	333	*60	*13	*645
Mov Cap-2 Maneuver	-	-	-	-	-	-	*35	*12	-	*60	*13	-
Stage 1	-	-	-	-	-	-	*105	*156	-	*595	*529	-
Stage 2	-	-	-	-	-	-	*594	*529	-	*320	*156	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	125.3	20.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	34	* 969	-	-	416	-	-	246
HCM Lane V/C Ratio	0.124	0.022	-	-	0.008	-	-	0.051
HCM Control Delay (s)	125.3	8.8	-	-	13.7	-	-	20.4
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	20	1094	34	29	1315	23	19	0	23	1	0	15
Future Vol, veh/h	20	1094	34	29	1315	23	19	0	23	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1164	36	31	1399	24	20	0	24	1	0	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1423	0	0	1200	0	0	1986	2709	600	2097	2715	712
Stage 1	-	-	-	-	-	-	1224	1224	-	1473	1473	-
Stage 2	-	-	-	-	-	-	762	1485	-	624	1242	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*792	-	-	589	-	-	*113	*16	449	*77	*16	*528
Stage 1	-	-	-	-	-	-	*193	*254	-	*497	*435	-
Stage 2	-	-	-	-	-	-	*497	*435	-	*445	*249	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*792	-	-	589	-	-	*103	*15	449	*68	*15	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-	*103	*15	-	*68	*15	-
Stage 1	-	-	-	-	-	-	*188	*247	-	*484	*412	-
Stage 2	-	-	-	-	-	-	*457	*412	-	*410	*242	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			31.9			15.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	178	* 792	-	-	589	-	-	371
HCM Lane V/C Ratio	0.251	0.027	-	-	0.052	-	-	0.046
HCM Control Delay (s)	31.9	9.7	-	-	11.5	-	-	15.2
HCM Lane LOS		D	A	-	-	B	-	C
HCM 95th %tile Q(veh)		1	0.1	-	-	0.2	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	39	3	0	61	2
Future Vol, veh/h	0	39	3	0	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	3	0	61	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	127	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	872	1087	-	-	1632	-
Stage 1	1025	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	840	1087	-	-	1632	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	7.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1087	1632
HCM Lane V/C Ratio	-	-	0.036	0.037
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	20	1513	21	24	1111	13	29	1	31	2	0	10
Future Vol, veh/h	20	1513	21	24	1111	13	29	1	31	2	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	30	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	1593	22	25	1169	14	31	1	33	2	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1183	0	0	1615	0	0	2281	2879	808	2065	2883	592
Stage 1	-	-	-	-	-	-	1646	1646	-	1226	1226	-
Stage 2	-	-	-	-	-	-	635	1233	-	839	1657	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	*969	-	-	409	-	-	*31	11	328	58	11	*645
Stage 1	-	-	-	-	-	-	*106	159	-	604	530	-
Stage 2	-	-	-	-	-	-	*609	524	-	331	157	-
Platoon blocked, %	1	-	-	-	-	-	1	1	-	1	1	1
Mov Cap-1 Maneuver	*969	-	-	409	-	-	*~ 28	10	328	45	10	*645
Mov Cap-2 Maneuver	-	-	-	-	-	-	*~ 28	10	-	45	10	-
Stage 1	-	-	-	-	-	-	*104	156	-	591	498	-
Stage 2	-	-	-	-	-	-	*562	492	-	290	154	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	\$ 354.7	24.2
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	50	* 969	-	-	409	-	-	200
HCM Lane V/C Ratio	1.284	0.022	-	-	0.062	-	-	0.063
HCM Control Delay (s)	\$ 354.7	8.8	-	-	14.4	-	-	24.2
HCM Lane LOS	F	A	-	-	B	-	-	C
HCM 95th %tile Q(veh)	5.9	0.1	-	-	0.2	-	-	0.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	57	4	0	39	6
Future Vol, veh/h	0	57	4	0	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	57	4	0	39	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	88	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	918	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	896	1085	-	-	1631	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631
HCM Lane V/C Ratio	-	-	0.053	0.024
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th TWSC
 4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1041	63	0	1312	43	0	0	42	0	0	16
Future Vol, veh/h	0	1041	63	0	1312	43	0	0	42	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1107	67	0	1396	46	0	0	45	0	0	17

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	587	-	-	721
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*645	0	0	*528
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*645	-	-	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	-	528
HCM Lane V/C Ratio	0.069	-	-	-	-	0.032
HCM Control Delay (s)	11	-	-	-	-	12
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	39	3	0	61	2
Future Vol, veh/h	0	39	3	0	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	3	0	61	2

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	127	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	872	1087	-	-	1632	-
Stage 1	1025	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	840	1087	-	-	1632	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	7.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1087	1632
HCM Lane V/C Ratio	-	-	0.036	0.037
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
7: Liquor Store Dwy & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1111	6	0	1282	0	5
Future Vol, veh/h	1111	6	0	1282	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1182	6	0	1364	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	594
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	*724
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*724
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	724	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Control Delay (s)	10	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
8: Hoffman Ave & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1085	31	0	1282	0	15
Future Vol, veh/h	1085	31	0	1282	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1154	33	0	1364	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	594
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	*645
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	*645
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	645	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	10.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1456	45	0	1074	34	0	0	61	0	0	12
Future Vol, veh/h	0	1456	45	0	1074	34	0	0	61	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1533	47	0	1131	36	0	0	64	0	0	13

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	790	-	-	584
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*488	0	0	*645
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	1	-	-	1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*488	-	-	*645
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.5	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	488	-	-	-	-	645
HCM Lane V/C Ratio	0.132	-	-	-	-	0.02
HCM Control Delay (s)	13.5	-	-	-	-	10.7
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	57	4	0	39	6
Future Vol, veh/h	0	57	4	0	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	57	4	0	39	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	88	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	918	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	896	1085	-	-	1631	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631
HCM Lane V/C Ratio	-	-	0.053	0.024
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1525	16	0	1081	0	10
Future Vol, veh/h	1525	16	0	1081	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1605	17	0	1138	0	11

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	811
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	327
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	327
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	327	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-
HCM Control Delay (s)	16.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
8: Hoffman Ave & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1493	42	0	1081	0	30
Future Vol, veh/h	1493	42	0	1081	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1555	44	0	1126	0	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	800
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	332
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	332
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	332	-	-	-
HCM Lane V/C Ratio	0.094	-	-	-
HCM Control Delay (s)	17	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1121	63	0	1369	43	0	0	42	0	0	16
Future Vol, veh/h	0	1121	63	0	1369	43	0	0	42	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1193	67	0	1456	46	0	0	45	0	0	17

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	630	-	-	751
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*645	0	0	*528
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-			1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*645	-	-	*528
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	645	-	-	-	-	528
HCM Lane V/C Ratio	0.069	-	-	-	-	0.032
HCM Control Delay (s)	11	-	-	-	-	12
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	39	3	0	61	2
Future Vol, veh/h	0	39	3	0	61	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	3	0	61	2

Major/Minor	Minor1	Major1	Major2	Minor2	Major3	Minor3
Conflicting Flow All	127	3	0	0	3	0
Stage 1	3	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	872	1087	-	-	1632	-
Stage 1	1025	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	840	1087	-	-	1632	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	7.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1087	1632
HCM Lane V/C Ratio	-	-	0.036	0.037
HCM Control Delay (s)	-	-	8.4	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
7: Liquor Store Dwy & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1192	6	0	1339	0	5
Future Vol, veh/h	1192	6	0	1339	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1268	6	0	1424	0	5

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	637
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	425
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	425
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	425	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-
HCM Control Delay (s)	13.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

HCM 6th TWSC
8: Hoffman Ave & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1166	31	0	1339	0	15
Future Vol, veh/h	1166	31	0	1339	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1240	33	0	1424	0	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	637
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	-	0	425
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	425
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	425	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-
HCM Control Delay (s)	13.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
4: Alley/Peterson Ave & Anaheim St

05/22/2019

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1541	45	0	1170	34	0	0	61	0	0	12
Future Vol, veh/h	0	1541	45	0	1170	34	0	0	61	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	1622	47	0	1232	36	0	0	64	0	0	13

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	-	-	835	-	-	634
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	*449	0	0	*606
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-	-	-	-	-	-	1			1
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	*449	-	-	*606
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.4	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	449	-	-	-	-	606
HCM Lane V/C Ratio	0.143	-	-	-	-	0.021
HCM Control Delay (s)	14.4	-	-	-	-	11.1
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	57	4	0	39	6
Future Vol, veh/h	0	57	4	0	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	57	4	0	39	6

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	88	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	918	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	896	1085	-	-	1631	-
Mov Cap-2 Maneuver	896	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631
HCM Lane V/C Ratio	-	-	0.053	0.024
HCM Control Delay (s)	-	-	8.5	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th TWSC
7: Liquor Store Dwy & Anaheim St

05/22/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1610	16	0	1178	0	10
Future Vol, veh/h	1610	16	0	1178	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1695	17	0	1240	0	11

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	856
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	305
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	305
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	305	-	-	-
HCM Lane V/C Ratio	0.035	-	-	-
HCM Control Delay (s)	17.2	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

HCM 6th TWSC
8: Hoffman Ave & Anaheim St

05/22/2019

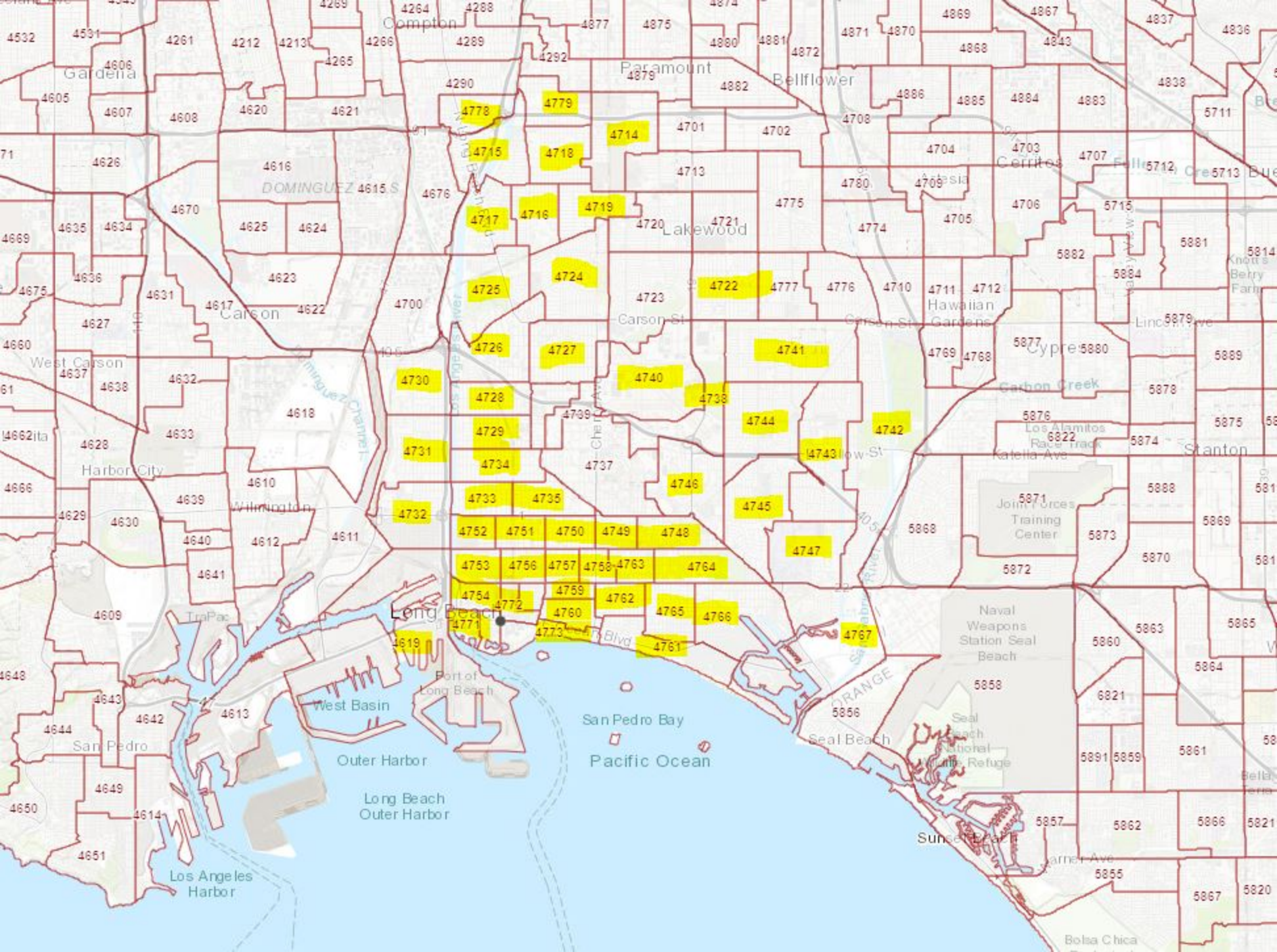
Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1578	42	0	1178	0	30
Future Vol, veh/h	1578	42	0	1178	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1644	44	0	1227	0	31

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	844
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	311
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	311
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.9
HCM LOS			C

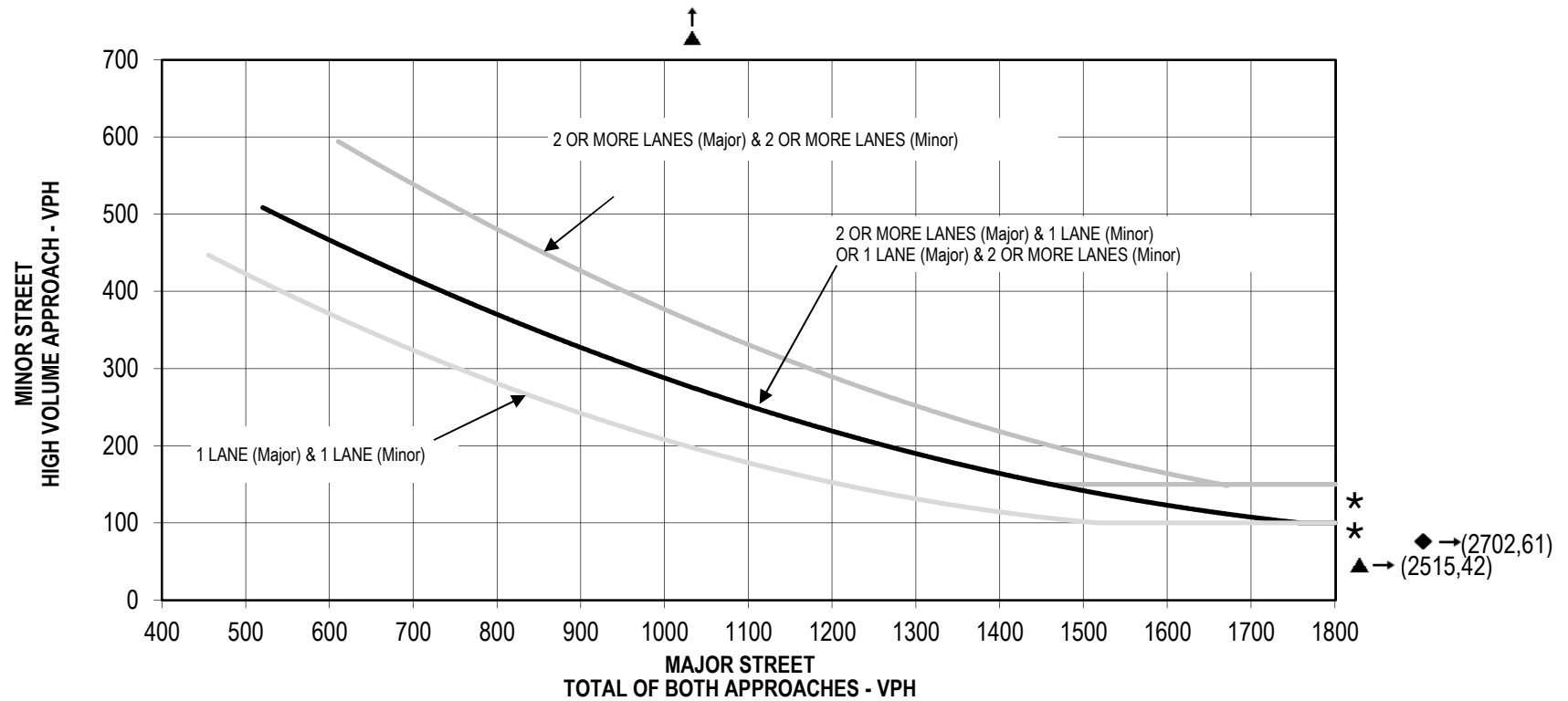
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	311	-	-	-
HCM Lane V/C Ratio	0.1	-	-	-
HCM Control Delay (s)	17.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

APPENDIX D: CITY OF LONG BEACH TRAFFIC ANALYSIS ZONES



APPENDIX E: PEAK HOUR SIGNAL WARRANTS

WARRANT 3, PEAK HOUR



★ 150 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 100 VPH applies as the lower threshold volume for a minor street approaching with one lane.

FIGURE E - 1

- ▲ AM Peak Hour
- ◆ PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-3

**Anaheim Street and Walnut Avenue Development Project
Signal Warrant for Peterson Avenue-Alley/Anaheim Street
Cumulative With Project Peak Hour Signal Warrant**

