
**APPENDIX C: TRAFFIC AND PARKING STUDY FOR THE
PASADENA CITY COLLEGE CAMPUS MASTER PLAN
ENVIRONMENTAL IMPACT REPORT**

**TRAFFIC AND PARKING STUDY
FOR THE
PASADENA CITY COLLEGE CAMPUS MASTER PLAN
ENVIRONMENTAL IMPACT REPORT**

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I. INTRODUCTION

This report documents the results of a study evaluating the potential traffic and parking impacts of the proposed Pasadena City College Campus Master Plan. Kaku Associates, Inc. conducted this study in support of the Environmental Impact Report (EIR) for the proposed Campus Master Plan.

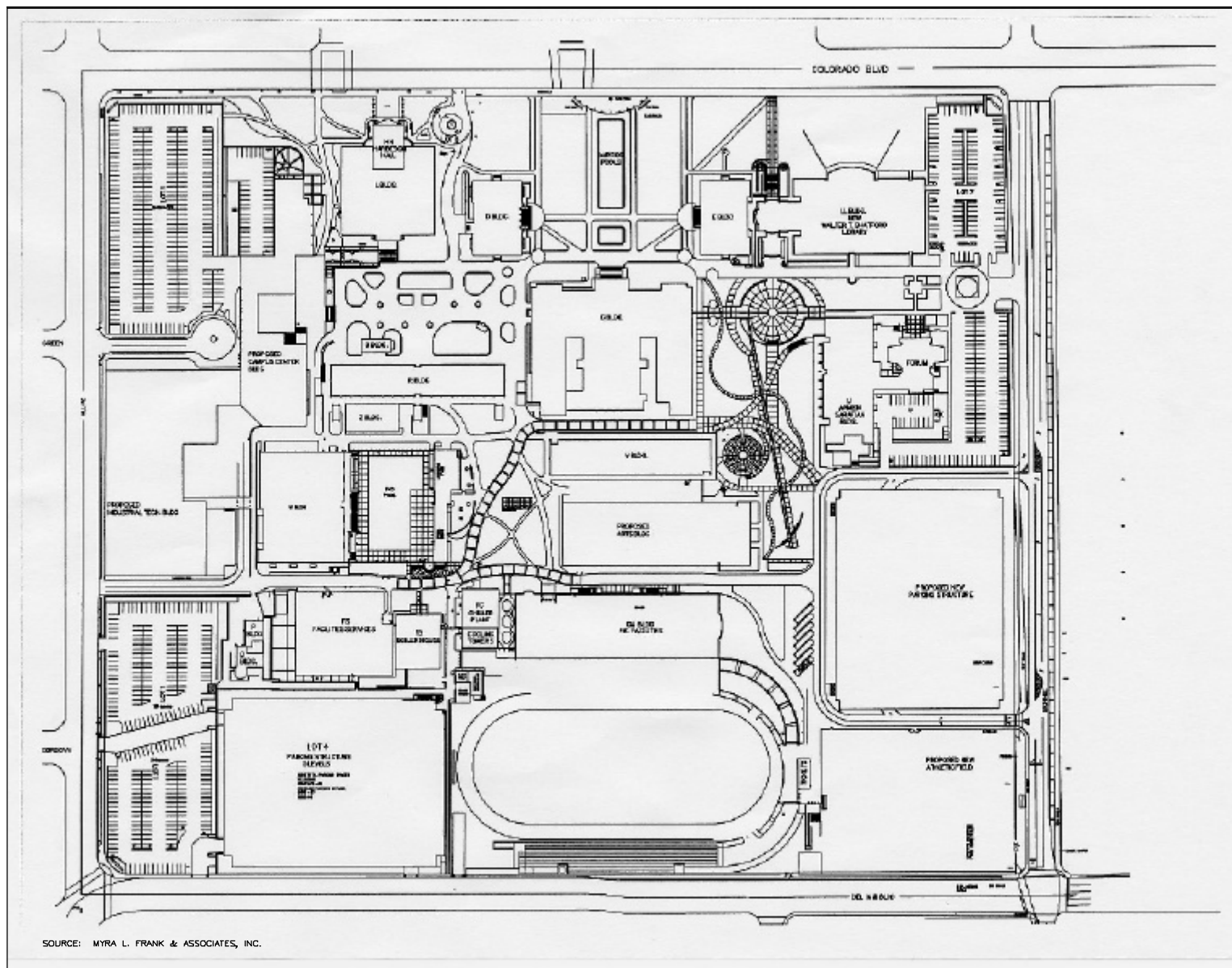
PROJECT DESCRIPTION

The Pasadena City College campus is located in the City of Pasadena. The main campus is bounded by Bonnie Street on the east, Colorado Boulevard on the north, Hill Avenue on the west, and Del Mar Boulevard on the south. Additional facilities include three parking lots and the Child Development Center on Holliston Avenue, and the Community Education Center on East Foothill Boulevard. The proposed Campus Master Plan is designed to accommodate an increase in the on-campus enrollment of full-time equivalent (FTE) students from the existing 30,000 to 35,000 by Year 2010, an increase of approximately 17 percent. The Board has stated that the College enrollment is not likely to reach this maximum number, but the 35,000 FTE student target has been used in this report to study the maximum possible traffic and parking impacts of the Master Plan.

The proposed Campus Master Plan also involves the construction of replacement and new buildings on the Pasadena City College campus. The new buildings will include a parking garage with about 2,000 parking spaces and a soccer field complex in the southeast corner of the campus. A new Arts Building will be constructed in the center of the campus to replace an existing classroom building. In addition, a new service court and access system will be constructed in the northeast corner of the campus. An illustration of the proposed Campus Master Plan is presented in Figure 1.

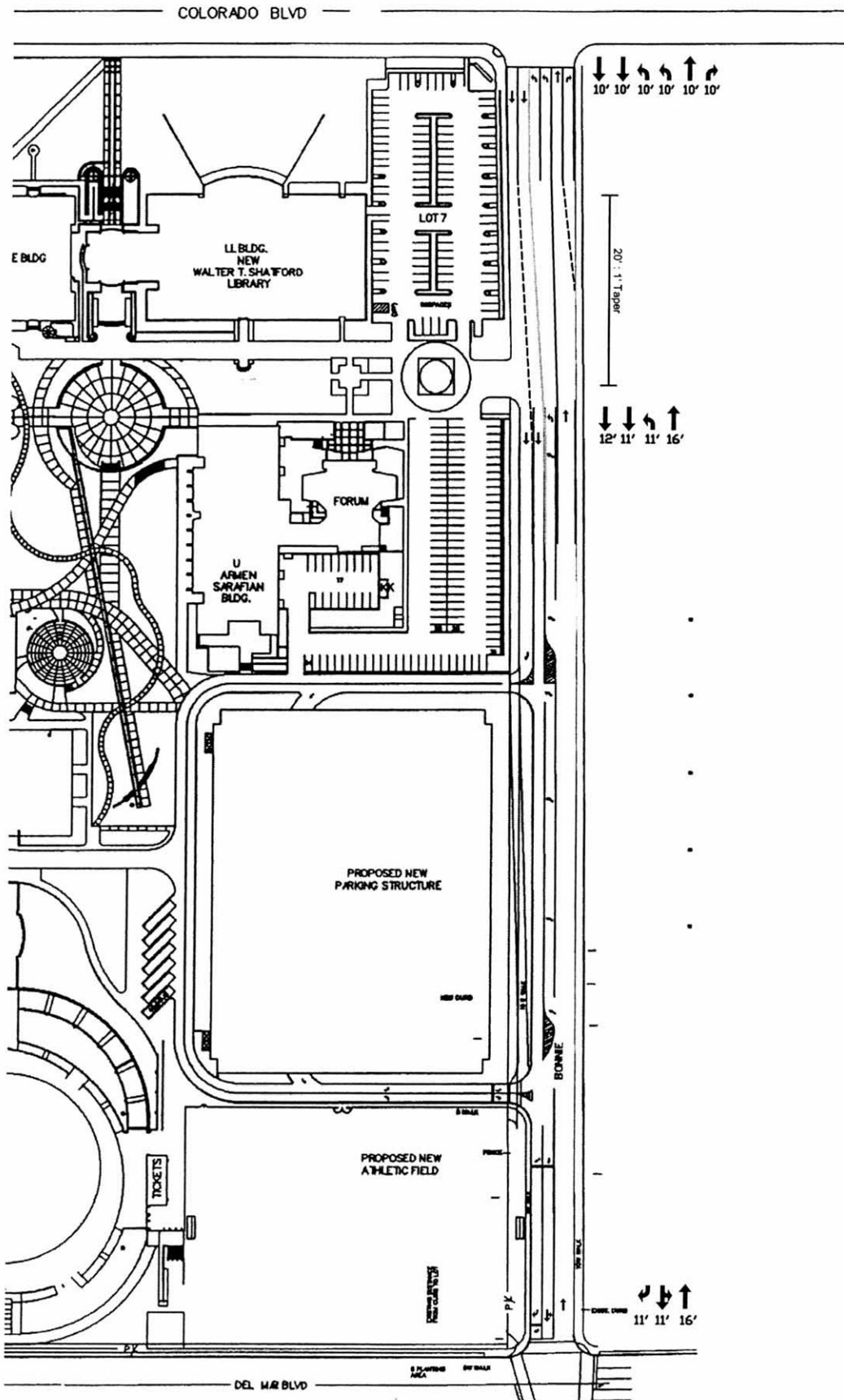


SOURCE: MYRA L. FRANK & ASSOCIATES, INC.



KAKU ASSOCIATES

FIGURE 1
CAMPUS MASTER PLAN 2010



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BONNIE ST STRIPING

STUDY SCOPE

This study analyzes potential project-generated traffic impacts on the streets surrounding and serving the Pasadena City College campus. The projected completion date of the proposed Campus Master Plan at full buildout is 2010. The impact analysis examines future conditions for this year, both with and without the proposed project for the full buildout alternative. The full build alternative is analyzed because it would have the maximum potential impact to the surrounding area. The following traffic scenarios are analyzed in the study:

- Existing (Year 2002) Conditions - The analysis of existing traffic conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, operating conditions, transit services, and on-campus parking conditions.
- Year 2010 Cumulative Base (No Project) Conditions - The objective of this scenario is to project future traffic growth and operating conditions that could be expected to result from regional growth and related projects in the vicinity of the project site, without consideration of the proposed project.
- Year 2010 Cumulative Plus Project Conditions - The objective of this scenario is to identify potential impacts of the proposed project on projected future traffic operating conditions with full buildout of the proposed Campus Master Plan added to the cumulative base traffic forecasts.

The potential project impacts on 20 intersections were evaluated for weekday AM and PM peak hour traffic in the vicinity of the Pasadena City College campus. The analysis locations are illustrated in Figure 2 and are as follows:

1. Hill Avenue & Maple Street
2. Hill Avenue & Corson Street
3. Hill Avenue & Walnut Street
4. Hill Avenue & Colorado Boulevard
5. Hill Avenue & Green Street
6. Hill Avenue & Cordova Street
7. Hill Avenue & Del Mar Boulevard
8. Hill Avenue & California Boulevard
9. Bonnie Street & Colorado Boulevard
10. Bonnie Street & Del Mar Boulevard
11. Allen Avenue & Maple Street
12. Allen Avenue & Corson Street
13. Allen Avenue & Colorado Boulevard
14. Allen Avenue & Del Mar Boulevard
15. Allen Avenue & California Boulevard

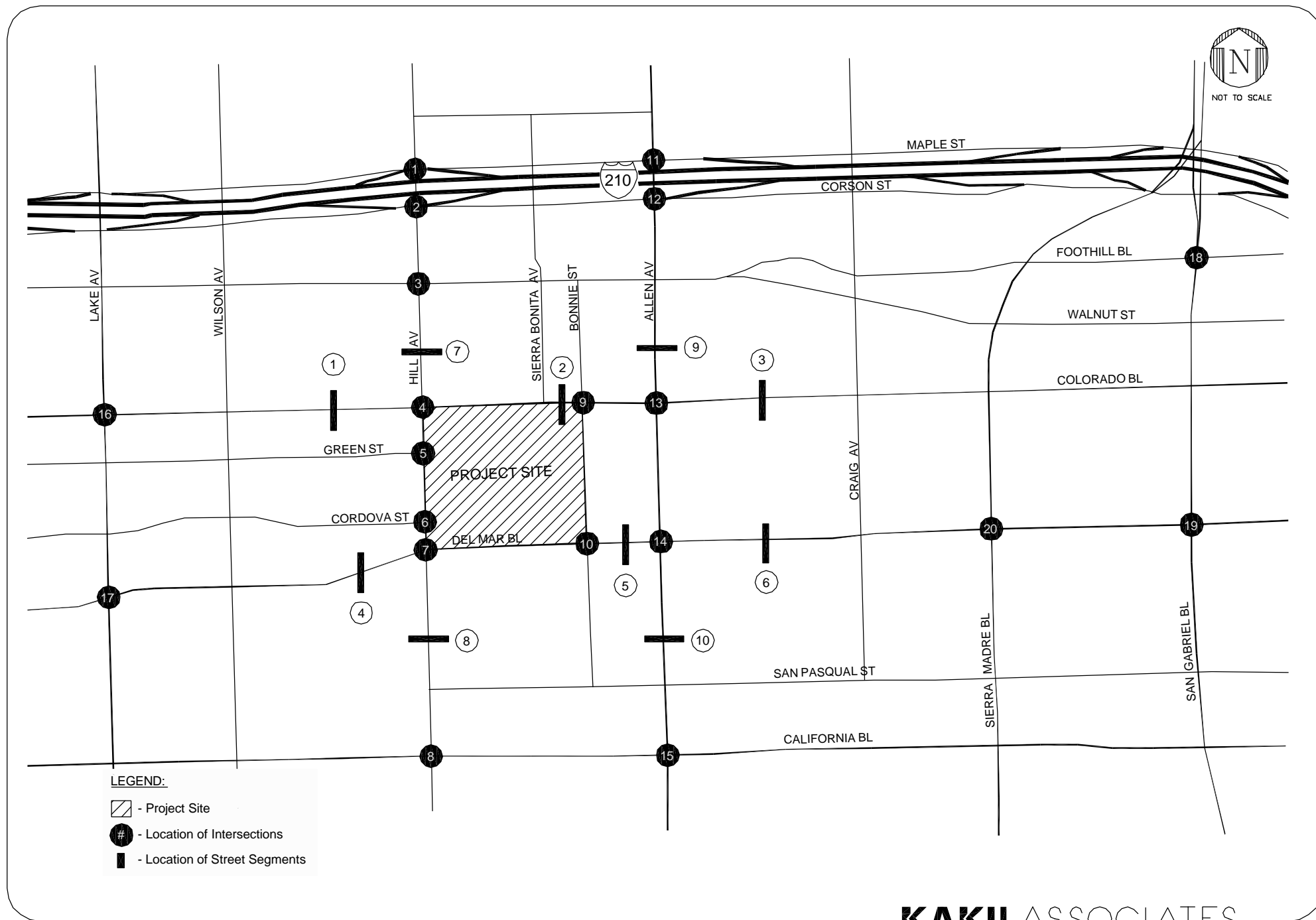


FIGURE 2
STUDY AREAS AND ANALYZED INTERSECTIONS AND STREET SEGMENTS

16. Lake Avenue & Colorado Boulevard
17. Lake Avenue & Del Mar Boulevard
18. Foothill Boulevard & San Gabriel Boulevard
19. Del Mar Boulevard & San Gabriel Boulevard
20. Del Mar Boulevard & Sierra Madre Boulevard

In addition, as illustrated in Figure 2 and consistent with the City of Pasadena EIR requirements¹, project traffic impacts were measured on the following street segments:

1. Colorado Boulevard between Wilson Avenue and Hill Avenue
2. Colorado Boulevard between Sierra Bonita Avenue and Bonnie Street
3. Colorado Boulevard between Allen Avenue and Craig Avenue
4. Del Mar Boulevard between Wilson Avenue and Hill Avenue
5. Del Mar Boulevard between Bonnie Street and Allen Avenue
6. Del Mar Boulevard between Allen Avenue and Craig Avenue
7. Hill Avenue between Walnut Street and Colorado Boulevard
8. Hill Avenue between Del Mar Boulevard and California Boulevard
9. Allen Avenue between Walnut Street and Colorado Boulevard
10. Allen Avenue between Del Mar Boulevard and California Boulevard

The study also evaluated the ability of the proposed future on-campus parking supply to accommodate projected campus parking demands for the full build alternative.

Finally, the study analyzed potential project impacts on the CMP intersections and CMP routes in accordance with requirements of the Los Angeles County Congestion Management Program (CMP).

ORGANIZATION OF REPORT

This report is divided into eight chapters. Chapter II describes the existing circulation system, traffic volumes, and traffic conditions within the study area. The methodologies used to forecast future cumulative and project traffic volumes, and the resultant forecasts, are described in Chapter III. Chapter IV presents an assessment of potential traffic impacts and identifies potential traffic mitigation measures. An analysis of potential impacts on street segments is presented in Chapter V. Chapter VI contains an analysis of potential impacts of the project on

¹ Note that Pasadena City College (PCC) is not legally bound by City requirements. The additional traffic analysis is provided on a voluntary basis to assist community residents in understanding the impacts of PCC's proposed project.

campus parking conditions. Chapter VII presents the results of the Congestion Management Program regional transportation system impact analysis. Finally, the conclusions and recommendations of the study are summarized in Chapter VIII.

II. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to identify existing transportation and parking conditions within and adjacent to the Pasadena City College campus. The assessment of existing conditions relevant to this study included the street system, traffic volumes and operating conditions, the public transit service, the campus access system, and the existing parking conditions on the Pasadena City College campus.

EXISTING STREET SYSTEM

The Pasadena City College main campus is bounded by Bonnie Street on the east, Colorado Boulevard on the north, Hill Avenue on the west, and Del Mar Boulevard on the south. The street system within the study area is illustrated in Figure 2 in Chapter I. Primary regional access to the area is provided by the Foothill Freeway (I-210), which runs east-west approximately 0.5 miles north of the campus. Hill Avenue is a north-south arterial facility providing access to the Foothill Freeway. Another north-south arterial street, Allen Avenue, two blocks from the east side of the campus, also provides access to the Foothill Freeway.

Additional streets serving the campus and the surrounding study area include Lake Avenue, Sierra Madre Boulevard, and San Gabriel Boulevard in a north-south direction, and Foothill Boulevard, Walnut Street, Green Street, Cordova Street, and California Boulevard in an east-west direction.

Table 1 includes a description of the key roadways in the vicinity of the campus. Diagrams of the existing intersection lane configurations for the 20 study intersections of the surrounding street system are contained in Appendix A.

**TABLE 1
EXISTING SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANE		MEDIAN	PARKING RESTRICTIONS	
			NB/EB	SB/WB		NB/EB	SB/WB
Lake Av	California Bl	Del Mar Bl	2	2	RM	RZ, 1 HR PA 9am-6pm, RZ, 1HR PA 9am-6pm	1 HR PA 9am-6pm, Construction
	Del Mar Bl	Cordova St	2	2	RM	RZ, 1 HR PA 9am-6pm	1 HR PA 9am-6pm, SL 35
	Cordova St	Green St	2	2	RM	1 HR PA 9am-6pm, RZ	1 HR PA 9am-6pm, SL 30
	Green St	Colorado Bl	3	2	RM/DY	NSAT	1 HR PA 9am-6pm, SL 30
	Colorado Bl	Walnut St	3	3	DY/2LT	RZ, NSAT, NPAT 7am - 5 pm	NSAT 7am-7pm, RZ
Hill Av	California Bl	San Pasquel St	1	1	SDY	RZ, 2 HR PA 8am-4pm	RZ, PA
	San Pasquel St	Del Mar Bl	1	1	SDY	RZ, 2 HR PA 8am-4pm, NPAT	2 HR PA 9am-6pm
	Del Mar Bl	Cordova St	1	2/1	SDY	NSAT	NSAT, 2 HR PA 8am-4pm, RZ
	Cordova St	Green St	2	2	2LT	NSAT	1 HR PA, 15 min PA 9a-6pm
	Green St	Colorado Bl	2	2	DY	NSAT	RZ
	Colorado Bl	Walnut st	2	2	DY	RZ, 1 HR PA 9am-6pm, SL 30	RZ, 1 HR PA 9a-6pm, RZ, SL 30
	Walnut St	Corson St	2	2	DY/RM	NSAT, SL 35	NSAT, SL 35
	Corson St	Maple St	2	2	RM	NSAT, SL 35	NSAT
Allen Av	California Bl	San Pasqual St	1	1	SDY	PA, SL 30	PA
	San Pasqual St	Del Mar Bl	1	1	SDY	PA, NPAT 8am-4pm, SL 30	RZ, 2 HR PA 9am-4pm
	Del Mar Bl	Colorado Bl	1	1	SDY	RZ, 2 HR PA 9am-6pm, RZ	RZ, 2 HR PA 9am-6pm, SL 30
	Colorado Bl	Walnut St	2	2	DY	RZ, 2 HR PA, NSAT 7-9am - 4-6pm	NSAT 7-9m-4-6pm, 2 HR PA 9am-6pm
	Walnut St	Corson St	2	2	2LT/RM	RZ, 2 HR PA 9am-6pm	PA 2am-6pm, PA
	Corson St	Maple St	2	2	RM	NSAT	NPAT
	California Bl	San Pasqual St	2	2	RM	PA, SL 30	PA
Sierra Madre Bl	San Pasqual St	Del Mar Bl	2	2	RM	PA	RZ, PA
	Del Mar Bl	Colorado Bl	2	2	RM	RZ, NPAT 7am-5pm, PA, Left PA, SL 35	Left PA, BL, PA
	Colorado Bl	Walnut St	2	2	RM	RZ, 2HR PA 9am-6pm, BKL	PA, RZ
	Walnut St	Foothill Bl	3	3	RM	PA, BKL	PA, BKL
	California Bl	San Pasquel St	2	2	DY	RZ, PA	RZ
San Gabriel	San Pasquel St	Del Mar Bl	2	2	DY	RZ, PA, SL 35	RZ, PA
	Del Mar Bl	Colorado Bl	2	2	DY	RZ, PA, NPA 7am-5pm	RZ, PA
	Colorado Bl	Walnut St	2	2	DY	2 HR PA 9am-6pm, SL 35	RZ, PA, 2 HR 9am-6pm, RZ
	Walnut St	Foothill Bl	2	2	RM	PA	RZ, PA
	San Gabriel bl	Sierra Madre Bl	1	1	2LT	PA, BKL, SL 30	BKL, PA
California Bl	Sierra Madre Bl	Allen Av	1	1	DY	PA, BKL, SL 30	BKL, PA
	Allen Av	Hill Av	1	1	2LT	2 HR PA 9am-6pm	2 HR PA 9am-6pm
	Hill Av	Lake Av	1	1	2LT	1 HR, 2 HR PA 9am-6pm, NPA 7am-5pm, SL 30	PA, RZ, 2 HR 9am-6pm, SL 35
	San Gabriel Bl	Sierra Madre Bl	2	2	DY	NPA 7-9am-4-6pm, BKL	NPA 7-9am-4-6pm, PA
	Sierra Madre Bl	Allen Av	2	2	DY	RZ, NPA 7-9am-4-6pm, NPA 7am-5pm	NPA 7a-9am-4-6pm, PA
Del Mar Bl	Allen Av	Hill Av	2	2	DY	RZ, NPA except Permit, NSAT, PA	PA, BKL, 2 HR PA 11am-4PM, SL 35
	Hill Av	Lake Av	2	2	DY	RZ, NSAT, 2 HR PA 9am-4pm, NPA 7-9am-4-6pm	RZ, NSAT, 2 HR PA 9am-6pm, NSAT
	San Gabriel Bl	Sierra Madre Bl	2	2	RM	2 HR, 1 HR PA 9am-6pm, SL 30	1 HR PA 9am-6pm, NPAT, 1 HR PA 2 HR PA 9am-6pm
	Sierra Madre Bl	Allen Av	2	2	2LT	2 HR PA 9am-6pm, PA	2 HR PA 9am-6pm
	Allen Av	Bonnie St	2	2	2LT	1 HR PA 9am-6pm, RZ	1 HR PA 9am-6pm
Colorado Bl	Bonnie St	Hill Av	2	2	2LT	RZ, 1 HR PA 9am-6pm, RZ	1 HR PA, RZ
	Hill Av	Lake Av	2	2	2LT	1 HR PA 9am-6pm, RZ, 1 HR PA 9am-6pm	RZ, 1 HR PA 9a-6pm, RZ, NSAT
	San Gabriel Bl	Sierra Madre Bl	2	2	DY	2 HR, 1 HR PA 9am-6pm	1 HR PA 9am-6pm, RZ, SL 35
	Sierra Madre Bl	Allen Av	2	2	DY	1 HR PA 9am-6pm, RZ, 1 HR PA 9am-6pm, SL 30	1 HR PA 9am-6pm, PA, SL 30
	Allen Av	Bonnie St	2	2	DY	2 HR PA, RZ	2 HR PA, 1 HR PA 9am-6pm, SL 30
Foothill Bl / Walnut St	Bonnie St	Hill Av	2	2	DY	1 HR PA 9am-6pm	1 HR PA 9am-6pm, SL 30
	Hill Av	Lake Av	2	2	DY/2LT	RZ, NSAT, 2 HR PA 9am-6pm	RZ, 2 HR PA 9am-6pm, NSAT, SL 30

Note:-

RM = Raised Median

DY = Double Yellow

2LT = Dual Left Turn

SDY = Single Dashed Yellow

NSAT = No Stopping Any Time

PA = Parking Allowed

NPA (Specific Time) = No Parking Allowed Between Specific Times

NPAT = No Parking Allowed

RZ = Red Zone

SL = Speed Limit

Left PA = Left Side Parking Allowed Along The Median

BKL = Bike Lane

EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

The following sections present the existing peak hour traffic volumes at the study intersections, the methodology used to analyze intersection operating conditions, and the resulting level of service at each location under existing conditions.

Existing Peak Hour Traffic Volumes

Weekday AM and PM peak period intersection turning movement counts were conducted at the 20 study intersections in June and August of 2002. The existing weekday peak hour turning movements at the analyzed intersections are summarized in Table B-1 of Appendix B and illustrated in Figure 3.

Intersection Level of Service Standards and Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow at an intersection. The levels of service range from excellent conditions at LOS A to overloaded conditions at LOS F. An intersection's volume to capacity ratio is used to assess the level of service at signalized intersections. Level of service definitions for signalized intersections in this study are listed in Table 2.

All study intersections are currently controlled by traffic signals. The Intersection Capacity Utilization (ICU) method of intersection analysis, per the City of Pasadena's requirements for analyzing intersection conditions, was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding level of service for each study intersection. A capacity of 1,600 vehicles per lane per hour was assumed in the capacity calculations in accordance with City of Pasadena policy. At the intersection of Colorado/Hill, the capacity of the lanes accommodating right turn vehicles was reduced to 1,200 vehicles per lane per hour in order to account for the effects of the heavy pedestrian movements at this intersection.

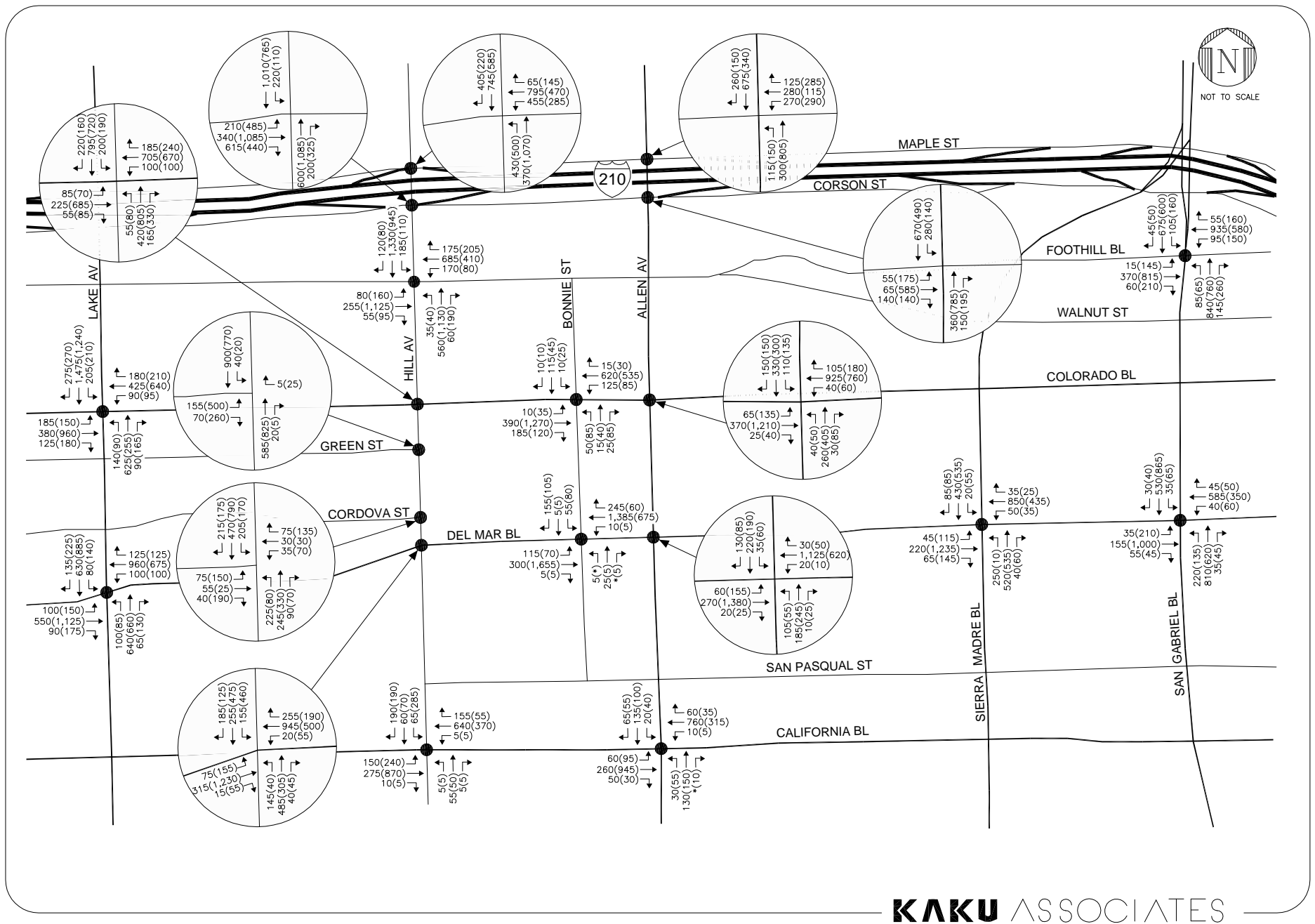


FIGURE 3
EXISTING PEAK HOUR TRAFFIC VOLUMES

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

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

Source: Transportation Research Board, Highway Capacity Manual, Special Reoprt 209, 1994

Existing Peak Hour Intersection Levels of Service

The existing weekday AM and PM peak hour turning movements summarized in Table B-1 of Appendix B were used in conjunction with the level of service methodology described above to determine existing operating conditions at each study intersection. Level of service calculation worksheets are included in Appendix C.

Table 3 summarizes the existing weekday AM and PM peak hour V/C ratio and corresponding levels of service for the 20 study intersections. As indicated in the summary table, seven of the 20 intersections currently operate at LOS E or F during one or both of the AM and PM peak hours. These intersections include the following:

- Hill Avenue & Maple Street (North frontage road of I-210)
- Hill Avenue & Corson Street (South frontage road of I-210)
- Hill Avenue & Walnut Street
- Hill Avenue & Del Mar Boulevard
- Hill Avenue & California Boulevard
- Allen Avenue & Colorado Boulevard
- Lake Avenue & Colorado Boulevard

The remaining study intersections operate at fair to good levels of service (LOS D or better) during both the AM and PM peak hours.

EXISTING PUBLIC TRANSIT SERVICE

The Pasadena City College campus is currently served by the Los Angeles County Metropolitan Transportation Authority (MTA), the City of Los Angeles Department of Transportation (LADOT), Foothill Transit, and the Pasadena Area Rapid Transit System (ARTS). The following transit lines serve the study area:

- MTA Line 177 - This bus line serves La Canada Flintridge, Pasadena, Monrovia, and Duarte. In the study area, the bus runs along Hill Avenue on the west side of campus and.
- MTA Line 181 - This bus line serves Hollywood, Glendale, Eagle Rock, Pasadena, and Altadena. In study area, the bus runs along Colorado Boulevard and ends just east of Hill Avenue.

TABLE 3
YEAR 2002 EXISTING CONDITIONS
PEAK HOUR LEVELS OF SERVICE

Intersection	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	V/C	LOS	V/C	LOS
1. Hill Av & Maple St	0.970	E	0.740	C
2. Hill Av & Corson St	0.798	C	0.941	E
3. Hill Av Walnut St	0.895	D	1.012	F
4. Hill Av & Colorado Bl	0.727	C	0.748	C
5. Hill Av & Green St	0.455	A	0.571	A
6. Hill Av & Cordova St	0.557	A	0.630	B
7. Hill Av & Del Mar Bl	0.706	C	0.934	E
8. Hill Av & California Bl	0.794	C	0.992	E
9. Bonnie St & Colorado Bl	0.371	A	0.621	B
10. Bonnie St & Del Mar Bl	0.731	C	0.677	B
11. Allen Av & Maple St	0.525	A	0.782	C
12. Allen Av & Corson St	0.469	A	0.629	B
13. Allen Av & Colorado Bl	0.678	B	0.908	E
14. Allen Av & Del Mar Bl	0.781	C	0.751	C
15. Allen Av & California Bl	0.809	D	0.878	D
16. Lake Av & Colorado Bl	0.896	D	0.906	E
17. Lake Av & Del Mar Bl	0.732	C	0.850	D
18. San Gabriel Bl & Foothill Bl	0.745	C	0.853	D
19. San Gabriel Bl & Del Mar Bl	0.631	B	0.831	D
20. Sierra Madre Bl & Del Mar Bl	0.721	C	0.775	C

- MTA Line 188 - This east-west bus line serves Altadena, Pasadena, Arcadia, and Duarte. In the study area, the bus runs along Colorado Boulevard on the north side of the campus.
- MTA Line 256 - This bus line serves Commerce, East Los Angeles, El Sereno, Highland Park, Pasadena, and Altadena. In the study area, the bus runs along Colorado Boulevard and turns north at Hill Avenue.
- MTA Line 267 - This bus line serves El Monte, Temple City, Arcadia, Pasadena, and Altadena. In the study area, the bus runs along Del Mar Boulevard on the south side of the campus.
- MTA Line 401 - This bus line serves Altadena, Pasadena, and Los Angeles. In the study area, the bus runs along Colorado Boulevard on the north side of the campus and turns north at Allen Avenue.
- FOOTHILL TRANSIT Line 187 - This bus line serves Claremont, Montclair, and Pasadena. In the study area, the bus runs along Colorado Boulevard on the north side of the campus.
- ARTS 10 - This bus line provides local service within the City of Pasadena. The bus travels westbound on Colorado Boulevard and eastbound on Green Street between Hill Avenue and Orange Grove Boulevard. It provides service to Pasadena City College, the Playhouse District, Civic Center, and Old Pasadena.

CAMPUS ACCESS AND INTERNAL CIRCULATION SYSTEM

Vehicular access to the Pasadena City College main campus parking facilities is via the parking lot driveways on Hill Avenue to the west, Del Mar Boulevard to the south and Bonnie Street to the east. The campus parking facilities are illustrated in Figure 4. The following is a description of the parking lot access points:

- Lot 1 Driveways - There are two unsignalized driveways from parking lot 1 directly onto Hill Avenue at the western side of campus, north of Del Mar Boulevard and south of Colorado Boulevard.
- Lot 2 Driveways - There is a gated driveway from staff parking lot 2 onto Hill Avenue at the western side of campus, north of Del Mar Boulevard and south of Colorado Boulevard.
- Lot 3 Driveways - There are two driveways that access parking lot 3. One is an extension of Cordova Street on Hill Avenue at the east side of campus. It is a signalized driveway. The other is an unsignalized driveway on Del Mar Boulevard at the south side of the campus.

- Lot 4 Driveway - There is an unsignalized driveway from parking lot 4 onto Del Mar Avenue at the south side of campus between Hill Avenue and Bonnie Street.
- Lot 5 Driveways - There are two unsignalized driveways from parking lot 5 onto Bonnie Street at the east side of campus, north of Del Mar Boulevard and south of Colorado Boulevard.
- Lot 6 Driveways - There is an unsignalized driveway from parking lot 6 onto Bonnie Street at the east side of campus, south of Colorado Boulevard.
- Lot 7 Driveways - There is a gated driveway from staff parking lot 7 onto Bonnie Street at the east side of campus, south of Colorado Boulevard. Staff parking lot 7 provides internal access to student parking lot 6.

III. FUTURE TRAFFIC PROJECTIONS

In order to properly evaluate potential impacts of the proposed project at full build-out on the street system, it was necessary to develop estimates of future traffic conditions in the study area both with and without the project. Future (Year 2010) traffic volumes were first estimated for the study area without the project. These future forecasts reflect traffic increases due to general regional growth and traffic expected to be generated by other specific developments in the vicinity of the project. They represent cumulative base (no project) conditions. The additional amount of traffic expected to result from implementation of the Master Plan was then estimated and separately assigned to the surrounding street system. The sum of the cumulative base and project-generated traffic represents the cumulative plus project conditions. The development of these future traffic scenarios is described in this chapter.

CUMULATIVE BASE TRAFFIC PROJECTIONS

The cumulative base traffic projections reflect growth in traffic over existing conditions from two primary sources: growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area; and traffic generated by specific related projects located within, or in the vicinity of the study area. These traffic forecasts capture the expected increase in traffic in the area resulting from development projects approved by the City of Pasadena.

The cumulative base traffic projections were estimated for this study based on the EMME/2 computer model developed for the analysis of the Pasadena General Plan Mobility Element by Kaku Associates, Inc.. The model included the factors described above. The resulting traffic volumes, representing cumulative base conditions without the project for year 2010, are presented in Table B-2 in Appendix B and Figure 5.

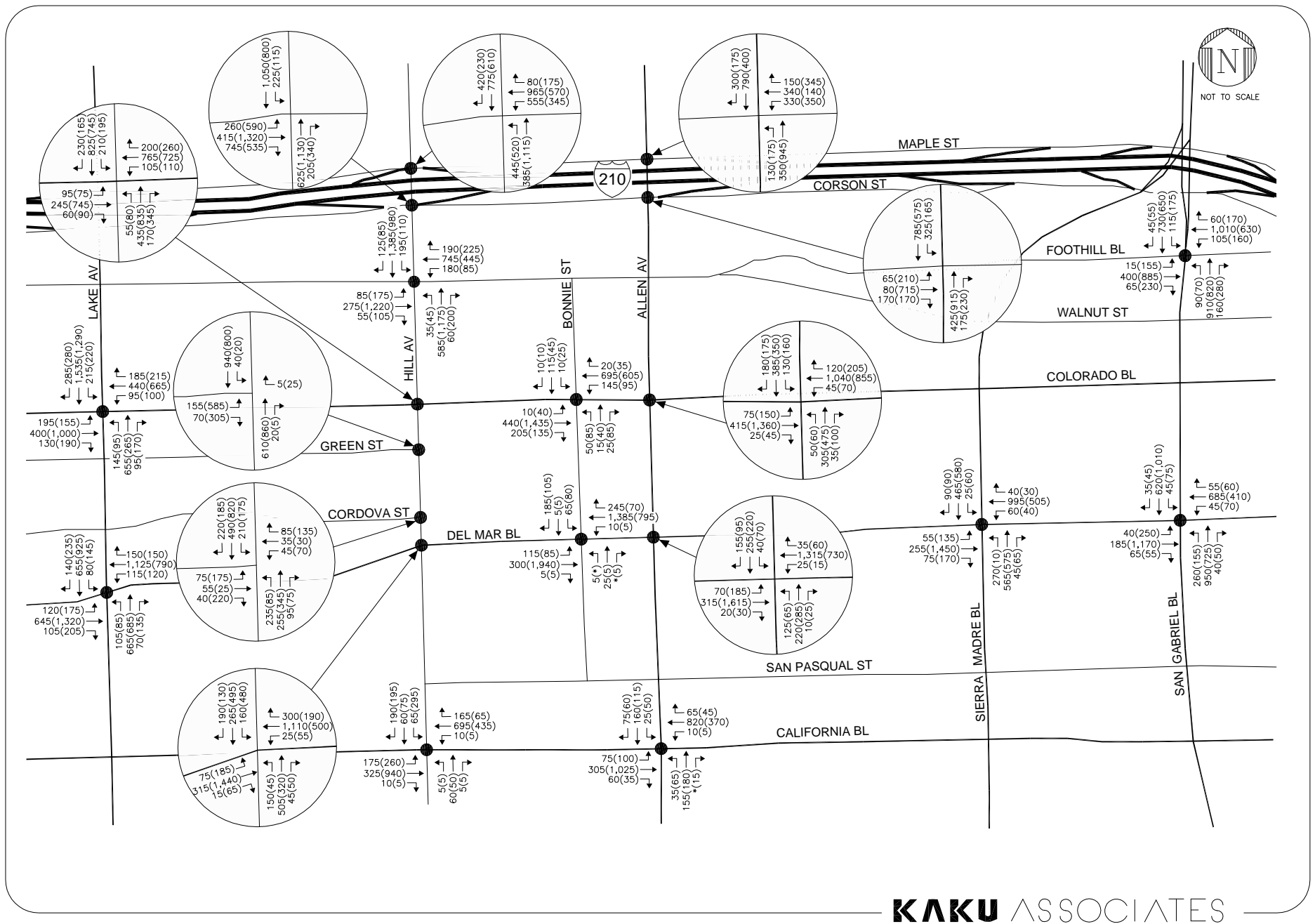


FIGURE 5
CUMULATIVE BASE PEAK HOUR TRAFFIC VOLUMES

PROJECT TRAFFIC PROJECTIONS

Determination of the traffic characteristics for the proposed Pasadena City College Master Plan project involved a three-step process. This process included the estimation of project trip generation, trip distribution, and trip assignment.

Project Trip Generation

Future traffic volumes were projected for the Pasadena City College main campus (including the nearby campus parking lots) for full buildout of the Campus Master Plan by 2010. The proposed Campus Master Plan is designed to accommodate an increase in the on-campus enrollment of FTE students from the existing 30,000 to 35,000 by Year 2010, an increase of approximately 17 percent.

The trip generation rate was derived through the empirical trip generation rate from the traffic study conducted by Kaku Associates, Inc. for Trade Tech College and Pierce College Master Plan in the Los Angeles metropolitan area. An empirical trip generation rate is necessary to reflect the unique traffic patterns that occur at non-residential college campuses. Students can and often do make more than one round trip per day. The resulting estimate of the number of trips associated with the proposed Master Plan project is summarized in Table 4.

Using the empirical trip generation rate, the 5,000 new FTE students are expected to generate approximately 7,700 net new trips per day. Approximately 650 net new trips will occur during the morning peak hour, and 650 net new trips will result during the evening peak hour.

Project Trip Distribution

The geographic distribution of project traffic depends on several factors, including the layout of the street system, turning restrictions, and other travel characteristics. The distribution of trips approaching/departing the campus for this study is based on the EMME/2 computer model developed for the analysis of the Pasadena General Plan Mobility Element. The distribution of

TABLE 4
TRIP GENERATION ESTIMATES

Project		Trip Generation Rates							Estimated Trips						
Pasadena City College	Size (Students)	Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Rate	In	Out	Rate		In	Out	Total	In	Out	Total
Existing	30,000	1.54	72%	28%	0.13	64%	36%	0.13	46,200	2,808	1,092	3,900	2,496	1,404	3,900
Future (Year 2010)	35,000	1.54	72%	28%	0.13	64%	36%	0.13	53,900	3,276	1,274	4,550	2,912	1,638	4,550
GROWTH	5,000								7,700	468	182	650	416	234	650

Source: Trip Generation Peak Hour Rate based on Southern California Empirical Data and Daily Rate based on ITE 6th Edition

trips adjacent to campus is based primarily on the location of the parking facilities and the distribution of available parking spaces for each parking lot. The trip distribution pattern is illustrated in Figure 6-1 for inbound trips and 6-2 for outbound trips. Based on the location of parking facilities, the campus was divided into three zones assigned with the new net trips. Zone 1 is located on the northwest part of campus, including Lots 1, 2, 9, 10, and 11; Zone 2 is located on the southwest, including Lots 3 and 4; Zone 3 is located on the east, including Lots 5, 6, and 7. Since the Campus Master Plan proposed to build a new parking structure to replace the surface parking on the southeast corner of the campus, the distribution of parking spaces will be different from the existing situation. Figure 7 illustrates the three traffic zones of campus and parking distribution changes. Table 5 summarizes the parking space changes and the percentage distributions of campus parking in 2010.

Project Trip Assignment

The distribution pattern described above was used to assign the forecasted project-generated traffic to the study intersections, also shown in Table 5. Since the capacity of the parking lot 5 and 6 will change in the future, the shifted trips based on access to the higher capacity parking facility were taken into account. Figure 8 illustrates the forecasted project-generated AM and PM peak hour traffic volumes at each of the 20 study intersections. The volumes and turning movements are presented in Table B-3 in Appendix B.

The estimated project-generated future trips were assigned to the parking facilities' driveways in each zone. Since parking spaces in lot 2 and lot 3 in zone 1 and zone 2 along Hill Avenue will be reduced in size due to the construction of the new technology building, some of the trips to these locations will shift to the new parking structure in zone 3. Since the Campus Master Plan calls for the construction of a large parking lot in zone 3 along Bonnie Street, the trips shifted from zone 1 and zone 2 were assigned to the driveway on Bonnie Street via Colorado Boulevard and Del Mar Boulevard. A higher percentage of trips were assigned to zone 3 on Bonnie Street under future conditions than under existing conditions to reflect this internal reallocation of parking supply within the campus.

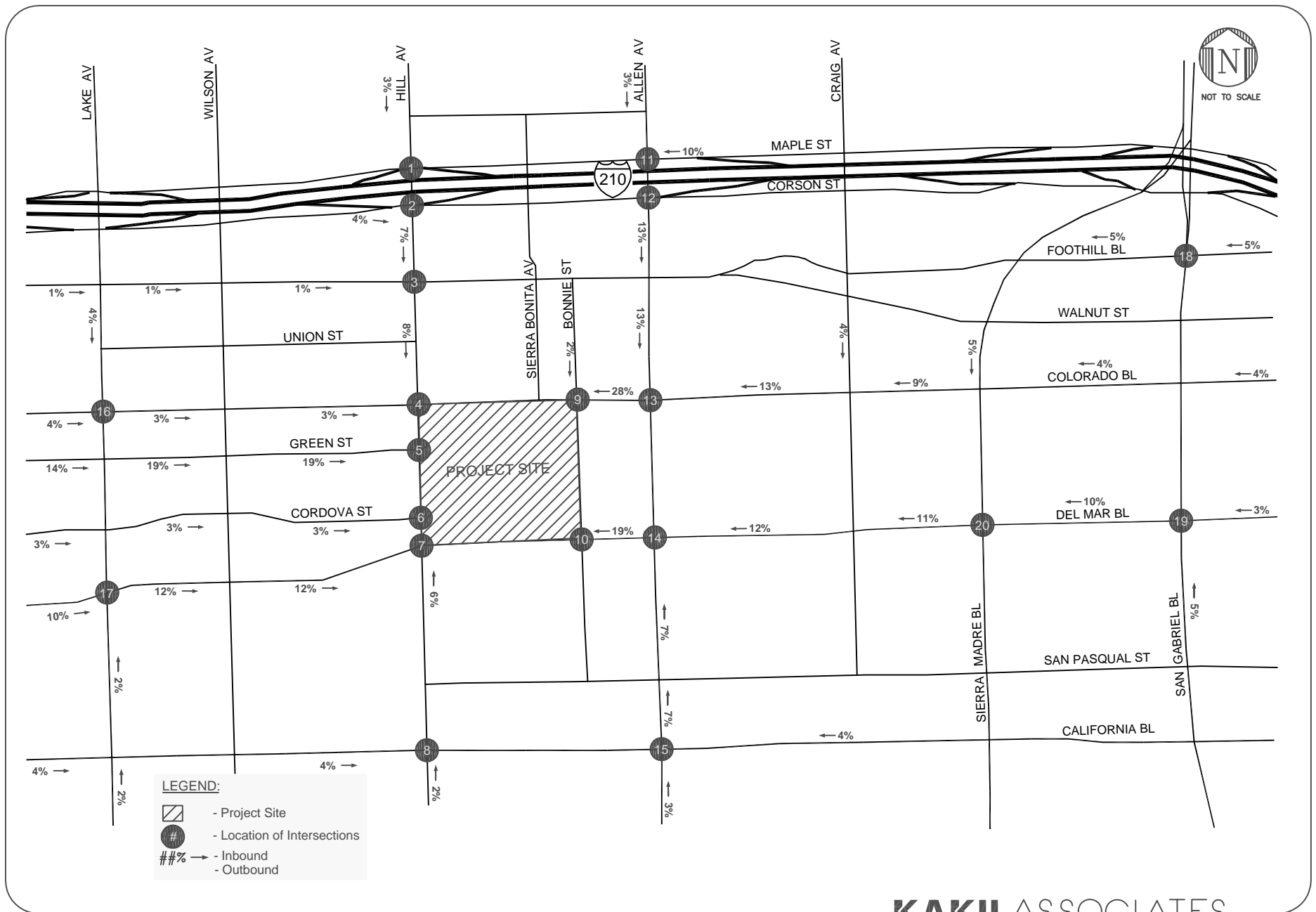
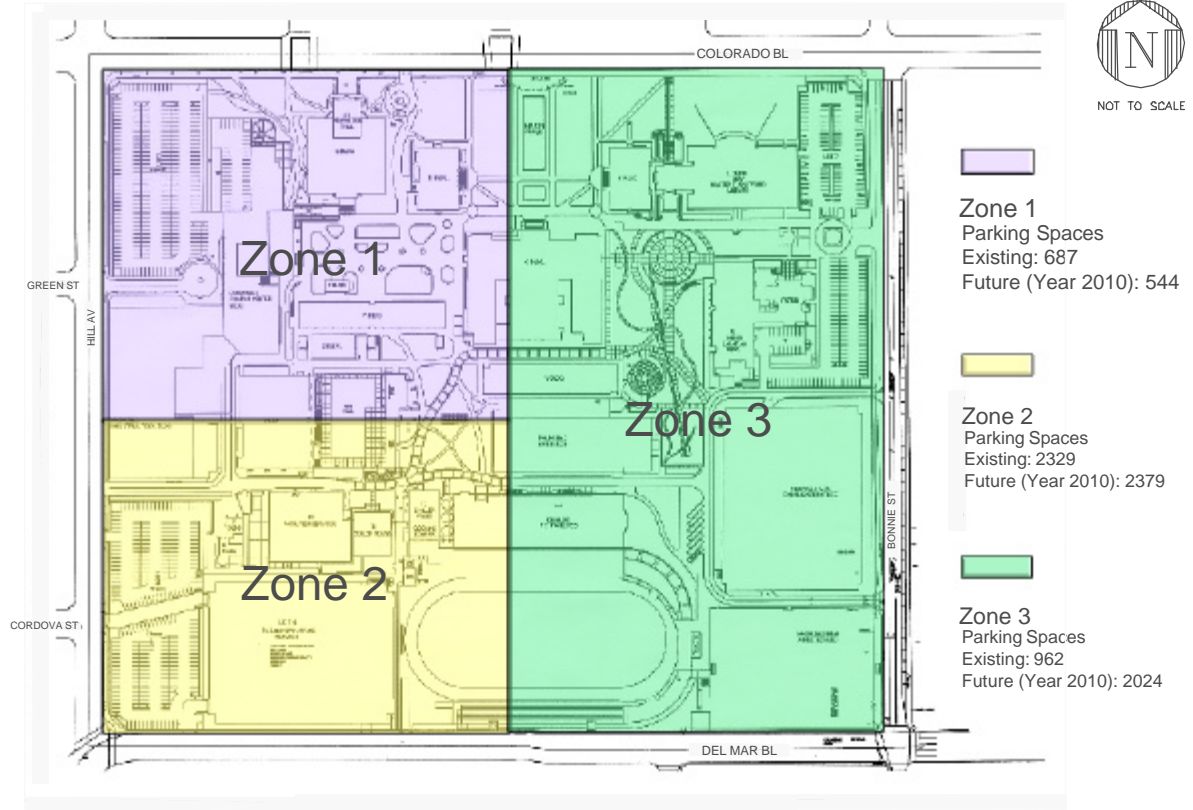
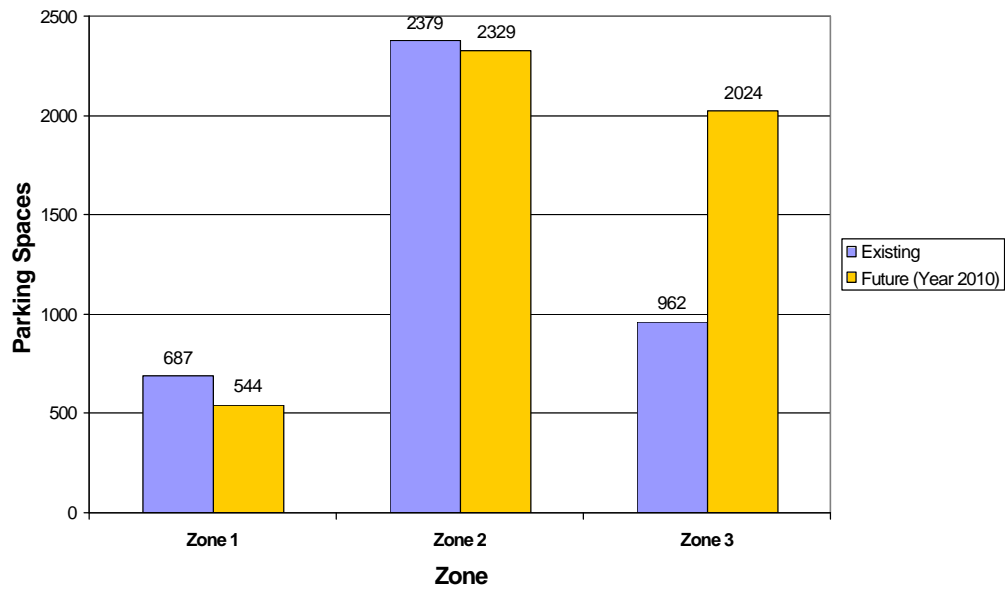


FIGURE 6-1
INBOUND TRIP DISTRIBUTION



Parking Supply Changes

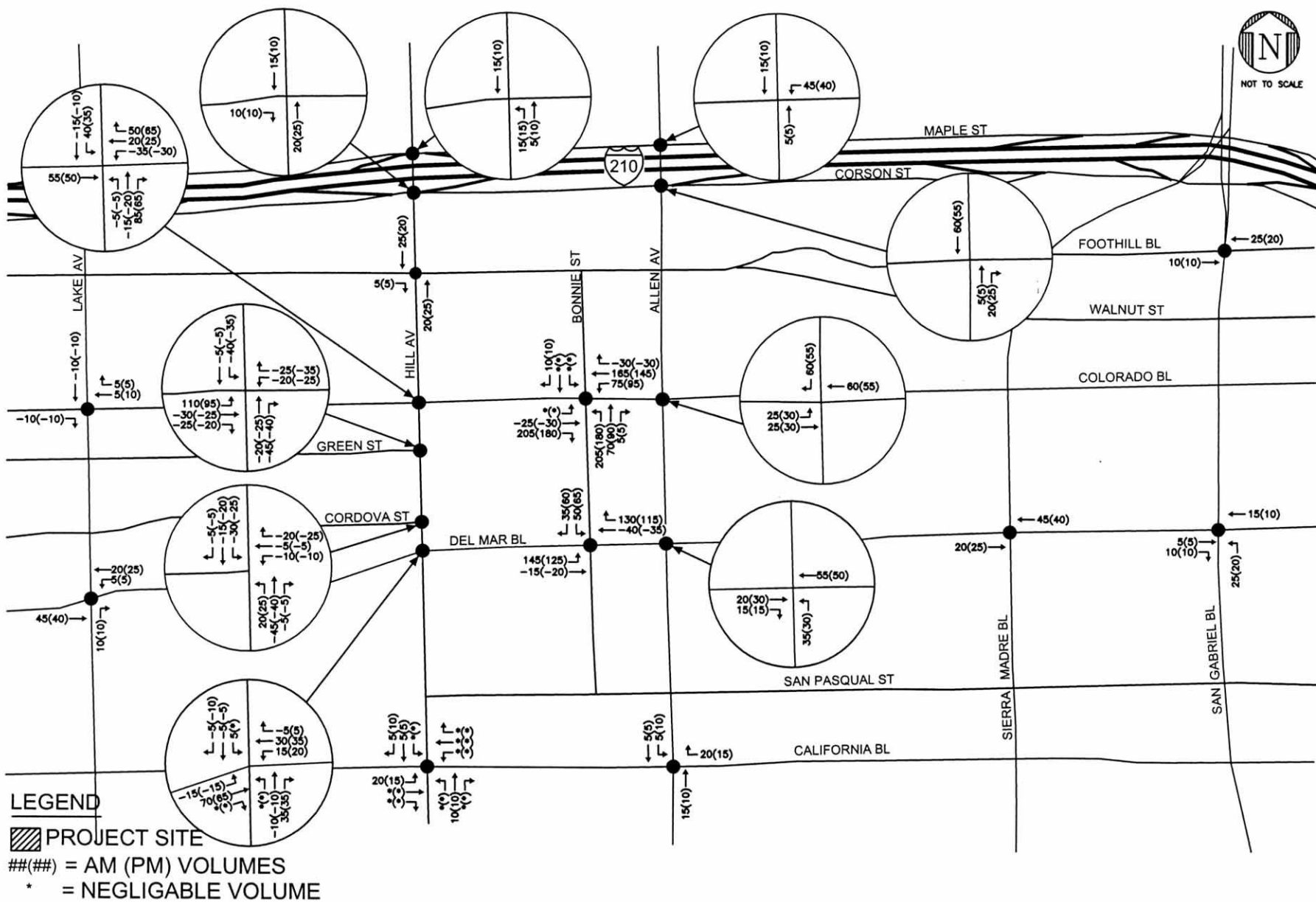


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FIGURE 7
CAMPUS TRAFFIC ZONE MAP & PARKING DISTRIBUTION

TABLE 5
TRIP ASSIGNMENT BY PARKING DISTRIBUTION

Scenario	Zone	Parking		Daily	AM Peak Hour			PM Peak Hour		
		Number of Space	Percentage		In	Out	Total	In	Out	Total
Existing	Zone 1	687	17%	7880	479	186	665	426	239	665
	Zone 2	2379	59%	27286	1,658	645	2303	1,474	829	2303
	Zone 3	962	24%	11034	671	261	931	596	335	931
	Total	4028	100%	46200	2808	1092	3900	2496	1404	3900
Proposed (Yr 2010)	Zone 1	544	11%	5988	364	142	505	323	182	505
	Zone 2	2329	48%	25635	1,558	606	2164	1,385	779	2164
	Zone 3	2024	41%	22278	1,354	527	1881	1,204	677	1881
	Total	4897	100%	53900	3276	1274	4550	2912	1638	4550
Project Only (Yr 2010)	Zone 1	-143	-6%	-1892	-115	-45	-160	-102	-57	-160
	Zone 2	-50	-12%	-1652	-100	-39	-139	-89	-50	-139
	Zone 3	1062	17%	11244	683	266	949	607	342	949
	Total	869	0%	7700	468	182	650	416	234	650



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FIGURE 8
PROJECT ONLY PEAK HOUR TRAFFIC VOLUMES

CUMULATIVE PLUS PROJECT TRAFFIC PROJECTIONS

The project-generated traffic volumes were added to the cumulative base traffic projections to yield the cumulative plus project traffic forecasts for 2010. The resulting projected cumulative plus project peak hour traffic volumes are presented in Tables B-4 in Appendix B. Figure 9 illustrates the forecasted Cumulative Plus Project AM and PM peak hour traffic volumes at each of the 20 study intersections.

IV. TRAFFIC IMPACT ANALYSIS

This chapter presents an analysis of the potential impacts of the traffic generated by full buildout of the Pasadena City College Campus Master Plan project on the local street system. The analysis compares the forecasted levels of service at each study location under cumulative conditions for 2010 both with and without the proposed project to determine potential impacts using significance criteria established by the City of Pasadena.

CRITERIA FOR DETERMINATION OF SIGNIFICANT TRAFFIC IMPACT

The Department of Transportation of the City of Pasadena has established threshold criteria that determine if a project has a significant traffic impact at a specific intersection. According to the criteria provided by the City of Pasadena, a project impact would be considered significant if the following conditions are met:

Intersection Level of Service Under Current Conditions	Project-Related Increase in V/C
A	0.06
B	0.05
C	0.04
D	0.03
E	0.02
F	0.01

Although Pasadena City College is not legally bound by the City's criteria, Pasadena City College has chosen to adopt the City's criteria to assess the potential significance.

CUMULATIVE BASE TRAFFIC CONDITIONS

This section presents an analysis of potential future traffic conditions under year 2010 cumulative base conditions if no growth were to occur on the Pasadena City College campus.

The cumulative base traffic volumes projected in Chapter III were analyzed using the level of service methodologies described in Chapter II to forecast cumulative base peak hour levels of service at the study locations.

The first columns in Table 6 summarize the results of this analysis. The following 12 study intersections are projected to operate at LOS E or F during one or both peak hours under year 2010 cumulative base conditions:

- Hill Avenue & Maple Street
- Hill Avenue & Corson Street
- Hill Avenue & Walnut Street
- Hill Avenue & Del Mar Boulevard
- Hill Avenue & California Boulevard
- Allen Avenue & Maple Street
- Allen Avenue & Colorado Boulevard
- Allen Avenue & California Boulevard
- Lake Avenue & Colorado Boulevard
- Lake Avenue & Del Mar Boulevard
- San Gabriel Boulevard & Foothill Boulevard
- San Gabriel Boulevard & Del Mar Boulevard

CUMULATIVE PLUS PROJECT TRAFFIC CONDITIONS

The Cumulative Plus Project peak hour traffic volumes, illustrated in Figure 9, were analyzed to determine the forecasted 2010 operating conditions with full implementation of the proposed Pasadena City College Master Plan project. The results of the Cumulative Plus Project analysis are also contained in Table 6.

Using the City of Pasadena's impact criteria, project traffic would result in V/C increases large enough to result in significant impacts at five of the 20 study intersections during one or both of the peak hours. Two of these intersections (Bonnie Street & Colorado Boulevard and Bonnie Street & Del Mar Boulevard) would operate at acceptable levels of service (LOS D or better), and the other three intersections (Hill Avenue and Del Mar Boulevard, Allen Avenue and Colorado Boulevard, and Allen Avenue and Del Mar Boulevard) are forecast to operate at an unacceptable LOS E or worse during a peak hour. Based on the City of Pasadena's impact criteria, those intersections require mitigation.

TABLE 6
YEAR 2010 CUMULATIVE BASE AND CUMULATIVE PLUS PROJECT WITH MITIGATION
PEAK HOUR LEVELS OF SERVICE

Intersection	Peak Hour	Year 2010 Cumulative Base		Year 2010 Cumulative Plus Project				Year 2010 Cumulative Plus Project with Mitigation			
		V/C	LOS	V/C	LOS	Increase in V/C	Significant Impact	V/C	LOS	Increase in V/C	Significant Impact
1. Hill Av & Maple St	AM	1.065	F	1.074	F	0.009	NO	[a]	[a]		
	PM	0.798	C	0.809	D	0.011	NO	[a]	[a]		
2. Hill Av & Corson St	AM	0.895	D	0.906	E	0.011	NO	[a]	[a]		
	PM	1.060	F	1.068	F	0.008	NO	[a]	[a]		
3. Hill Av & Walnut St	AM	0.941	E	0.949	E	0.008	NO	[a]	[a]		
	PM	1.066	F	1.075	F	0.009	NO	[a]	[a]		
4. Hill Av & Colorado Bl	AM	0.811	D	0.808	D	-0.003	NO	[a]	[a]		
	PM	0.786	C	0.818	D	0.032	NO	[a]	[a]		
5. Hill Av & Green St	AM	0.467	A	0.495	A	0.028	NO	[a]	[a]		
	PM	0.616	B	0.614	B	-0.002	NO	[a]	[a]		
6. Hill Av & Cordova St	AM	0.575	A	0.571	A	-0.004	NO	[a]	[a]		
	PM	0.659	B	0.649	B	-0.010	NO	[a]	[a]		
7. Hill Av & Del Mar Bl	AM	0.768	C	0.779	C	0.011	NO	0.738	C	-0.030	NO
	PM	1.020	F	1.058	F	0.038	YES	0.944	E	-0.076	NO
8. Hill Av & California Bl	AM	0.842	D	0.861	D	0.019	NO	[a]	[a]		
	PM	1.052	F	1.061	F	0.009	NO	[a]	[a]		
9. Bonnie St & Colorado Bl	AM	0.396	A	0.591	A	0.195	YES	0.594	A	0.198	YES[b]
	PM	0.677	B	0.816	D	0.139	YES	0.772	C	0.095	YES[b]
10. Bonnie St & Del Mar Bl	AM	0.740	C	0.889	D	0.149	YES	0.770	C	0.030	NO
	PM	0.767	C	0.801	D	0.034	NO	0.800	C	0.033	NO
11. Allen Av & Maple St	AM	0.604	B	0.622	B	0.018	NO	[a]	[a]		
	PM	0.906	E	0.910	E	0.004	NO	[a]	[a]		
12. Allen Av & Corson St	AM	0.537	A	0.542	A	0.005	NO	[a]	[a]		
	PM	0.731	C	0.737	C	0.006	NO	[a]	[a]		
13. Allen Av & Colorado Bl	AM	0.763	C	0.797	C	0.034	NO	0.795	C	0.032	NO
	PM	1.028	F	1.038	F	0.010	YES	1.037	F	0.009	NO
14. Allen Av & Del Mar Bl	AM	0.899	D	0.937	E	0.038	YES	0.840	D	-0.059	NO
	PM	0.861	D	0.894	D	0.033	YES	0.859	D	-0.002	NO
15. Allen Av & California Bl	AM	0.885	D	0.905	E	0.020	NO	[a]	[a]		
	PM	0.957	E	0.971	E	0.014	NO	[a]	[a]		
16. Lake Av & Colorado Bl	AM	0.930	E	0.929	E	-0.001	NO	[a]	[a]		
	PM	0.938	E	0.943	E	0.005	NO	[a]	[a]		
17. Lake Av & Del Mar Bl	AM	0.806	D	0.814	D	0.008	NO	[a]	[a]		
	PM	0.935	E	0.954	E	0.019	NO	[a]	[a]		
18. San Gabriel Bl & Foothill Bl	AM	0.798	C	0.806	D	0.008	NO	[a]	[a]		
	PM	0.914	E	0.918	E	0.004	NO	[a]	[a]		
19. San Gabriel Bl & Del Mar Bl	AM	0.722	C	0.740	C	0.018	NO	[a]	[a]		
	PM	0.955	E	0.974	E	0.019	NO	[a]	[a]		
20. Sierra Madre Bl & Del Mar Bl	AM	0.800	C	0.815	D	0.015	NO	[a]	[a]		
	PM	0.870	D	0.878	D	0.008	NO	[a]	[a]		

Note:

- [a] No mitigation required
[b] Still impacted but operated at acceptable level

MITIGATION OF PROJECT IMPACTS

Using the City of Pasadena's criteria for significant traffic impacts relative to V/C increases, the proposed project was determined to have significant impacts at five intersections. In order to address these impacts, the following mitigation measures are recommended for implementation by the project:

Transportation Demand Management (TDM) Measures

Pasadena City College has an ongoing rideshare program to encourage the use of alternative travel modes. These TDM measures are intended to reduce automobile trips. The College has agreed to enhance its TDM program to include new elements, and it is estimated that a 3% reduction of total net vehicle commute trips would result from these new measures. The measures currently implemented by the College and the anticipated new measures include the following:

Rideshare Program. PCC has implemented a rideshare program for employees. The rideshare matching service provided by MTA will be extended to students in the near future.

Free Shuttle Service. A free shuttle is available for students wishing to travel between the Community Education Center (CEC) at 3035 E. Foothill Blvd and the PCC main campus, including PCC students parking at CEC. The shuttle runs along Foothill Blvd, Bonnie Street and Colorado Blvd and departs approximately every 30 minutes from each campus, between 7 a.m. and 10:30 p.m. weekdays. The shuttle will also stop at the Allen Avenue Gold Line light rail station after it opens in 2003.

Staff Shuttle PCC non-teaching staff do not park on the main campus or at the Holliston Street lots. Free shuttle service is provided between remote parking at the CEC on Foothill Boulevard and the main campus. Additional remote parking, covered by shuttle service, is planned for a ~~site on~~ the southwest corner of Kinneloa Street and Colorado Boulevard.

Public Transit To encourage students to take public transit, PCC is cooperating with MTA to develop more programs for students, including discount monthly passes and custom bus routes.

Parking Access Management ~~To increase traffic safety and to reduce project traffic impacts on Bonnie Street due to the new parking structure, the installation of a 3-way stop sign is proposed at the intersection of the new parking structure exit driveway and Bonnie Street.~~

Parking Management -- Carpools are given preferred parking locations free permits for on campus parking. Carpools also get non-cash benefits including free oil changes at the on-campus auto shop.

Parking Disincentives – PCC has the highest parking fees for non-carpools of any community college in the state.

Intersection Improvements

A 3% reduction of total net trips through the TDM program applies to the following intersections:

- Hill Avenue & Del Mar Boulevard – Widen northbound and southbound legs of the intersection to provide dual left-turn lanes at the southbound approach on Hill Avenue.
- Bonnie Street & Colorado Boulevard – Restripe the northbound approach lane to provide dual left-turn lanes to improve the intersection level of service from D to C during the PM peak hour. After this change, this intersection is still impacted, but it will operate at an acceptable level (LOS A for AM peak and LOS C for PM peak hour).
- Bonnie Street & Del Mar Boulevard – Restripe westbound approach lane on Del Mar Boulevard to provide a right-turn lane and change the existing right-through lane to through-only at the westbound approach. This requires curb parking prohibition along the north side of Del Mar Boulevard.

Add a left turn arrow to control the eastbound the northbound left turn movement. Work with the City to monitor the need to lengthen the eastbound to northbound left turn lane. The lane can be lengthened from its existing 60-foot length to 140 feet by eliminating two on-street parking spaces along the south curb. The elimination of the remaining on-street space on the south curb would allow Del Mar to be striped with a two-way-left-turn lane between Bonnie and Sierra Bonita Avenue. The need for the left turn lane extension would be monitored by the City after the opening of the Bonnie parking structure. If required by the City, PCC would restripe the street to provide the longer left turn lane or the continuous two-way-left-turn lane.

- Allen Avenue & Colorado Boulevard – Use campus TDM program described above to reduce total net trips by an estimated 3% during the AM and PM peak hour.
- Allen Avenue & Del Mar Boulevard – Widen southbound approach on Allen Avenue to provide one right-turn lane and change the existing right-through lane to through-only at the southbound approach. A 3% reduction of total net trips by TDM program also applies to this intersection.

- Hill Avenue & Colorado Boulevard – Although not specifically impacted by the new traffic added by the Master Plan implementation, the traffic signal at this intersection should be modified to add left turn arrows on all four approaches. Protective/permissive left turn phases would improve the overall operation and safety of the intersection.

The effectiveness of these mitigation measures is shown in Table 6. As indicated, the proposed measures will fully mitigate project impacts and reduce them to less than significant levels at four of the five intersections. The intersection of Bonnie/Colorado will still be significantly impacted by project traffic, but the operation of the intersection will be at LOS A in the morning and LOS C in the afternoon peak hour. The City of Pasadena does not require additional mitigation if an intersection is improved to these operating levels.

TABLE 7
STREET SEGMENT IMPACT ANALYSIS

Street Segments	Weekday 2-Way Daily Volumes				Cumbase Plus Project	Impact Analysis			Impact Analysis (with TDM)*		
	Existing	Ambient Growth	Cumbase	Project Only		Increase (%)	Physical Mitigation Criteria	Impacts	Increase (%)	Physical Mitigation Criteria	Impacts
Allen Avenue between Walnut Street and Colorado Boulevard	17,780	2.0%	20,832	1002	21,834	4.6%	5.0%	No	4.5%	5.0%	No
Hill Avenue between Walnut Street and Colorado Boulevard	29,469	0.5%	30,669	962	31,631	3.0%	5.0%	No	3.0%	5.0%	No
Colorado Boulevard between Wilson Avenue and Hill Avenue	27,667	0.5%	28,793	720	29,513	2.4%	5.0%	No	2.4%	5.0%	No
Colorado Boulevard between Sierra Bonita Avenue and Bonnie Street	27,068	1.5%	30,492	2334	32,826	7.1%	5.0%	Yes	6.9%	5.0%	Yes
Colorado Boulevard between Allen Avenue and Craig Avenue	25,999	1.5%	29,288	1002	30,290	3.3%	5.0%	No	3.2%	5.0%	No
Del Mar Boulevard between Wilson Avenue and Hill Avenue	20,185	2.0%	23,650	924	24,574	3.8%	5.0%	No	3.6%	5.0%	No
Hill Avenue between Del Mar Boulevard and California Boulevard	11,270	0.5%	11,729	462	12,191	3.8%	5.0%	No	3.7%	5.0%	No
Del Mar Boulevard between Bonnie Street and Allen Avenue	23,601	2.0%	27,652	1464	29,116	5.0%	5.0%	Yes	4.9%	5.0%	No
Del Mar Boulevard between Allen Avenue and Craig Avenue	21,562	2.0%	25,263	924	26,187	3.5%	5.0%	No	3.4%	5.0%	No
Allen Avenue between Del Mar Boulevard and California Boulevard	7,711	2.0%	9,035	540	9,575	5.6%	5.0%	Yes	5.5%	5.0%	Yes

* TDM program with 3% discount of total trips

V. STREET SEGMENT IMPACT ANALYSIS

Ten street segments were selected for analysis of impacts of the proposed project. The ten street segments are:

- Colorado Boulevard between Wilson Avenue and Hill Avenue
- Colorado Boulevard between Sierra Bonita Avenue and Bonnie Street
- Colorado Boulevard between Allen Avenue and Craig Avenue
- Del Mar Boulevard between Wilson Avenue and Hill Avenue
- Del Mar Boulevard between Bonnie Street and Allen Avenue
- Del Mar Boulevard between Allen Avenue and Craig Avenue
- Hill Avenue between Walnut Street and Colorado Boulevard
- Hill Avenue between Del Mar Boulevard and California Boulevard
- Allen Avenue between Walnut Street and Colorado Boulevard
- Allen Avenue between Del Mar Boulevard and California Boulevard

DAILY TRAFFIC PROJECTIONS

Existing 24-hour machine counts (ADT) were collected in November 2002 at eight locations. Counts for the remaining two intersections were obtained from a previous study done in September 2000. They are shown in Table 7.

Future daily traffic volumes were projected in a manner similar to that used for the AM/PM peak hour analysis of the 20 intersections. This method is based on the EMME/2 computer model developed for the analysis of the Pasadena General Plan Mobility Element by Kaku Associates, Inc. It includes growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area and traffic generated by specific related projects located within, or in the vicinity of, the study area.

Daily project volumes were added to Cumulative Base projections to obtain Cumulative Plus Project projections. Using the same distribution for the AM and PM peak hour analysis, which is based on the EMME/2 computer model developed for the analysis of the Pasadena General Plan

Mobility Element, daily project-related trips were assigned to the street network. The daily traffic volumes for both the existing and future conditions are summarized in Table 7.

STREET SEGMENT IMPACT SIGNIFICANCE CRITERIA

The City of Pasadena has established criteria for determining significant impacts on street segments. A street segment is deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes as follows:

ADT Growth on Street Segment	Required Traffic Mitigation
<u>0.0% - 2.4% ADT Growth</u>	<ul style="list-style-type: none">▪ Staff Review
<u>2.5% - 4.9% ADT Growth</u>	<ul style="list-style-type: none">▪ Soft Mitigation Required▪ TDM, Rideshare, etc.
<u>5.0% - 7.4% ADT Growth</u>	<ul style="list-style-type: none">▪ Soft Mitigation Required▪ Physical Mitigation Required▪ Project Alternatives Considered
<u>7.5% + ADT Growth</u>	<ul style="list-style-type: none">▪ Soft Mitigation Required▪ Extensive Physical Mitigation Required▪ Project Alternatives Considered

ASSESSMENT OF SIGNIFICANT TRAFFIC IMPACT

The potential impacts of the proposed project traffic on the street segments were assessed by applying the City's significance criteria to the projected traffic volumes. The results of the analysis, which are summarized in Table 7, indicate that the proposed project would create significant impacts at three of the 10 street segments studied. These street segments are listed below:

- Colorado Boulevard between Sierra Bonita Avenue and Bonnie Street
- Del Mar Boulevard between Bonnie Street and Allen Avenue
- Allen Avenue between Del Mar Boulevard and California Boulevard

In conjunction with the TDM mitigation measures for the intersections, a 3% reduction of total net trips applies to the impact analysis for the street segments as a mitigation measure. The effectiveness was shown in Table 7. The TDM mitigation is able to eliminate the impact on one of three street segments. The project mitigation program proposes physical/operational improvements at one end of each of the other two significantly impacted street segments. Consistent with the City of Pasadena policy, the implementation of TDM measures and physical mitigation at the controlling intersection along each segment would mitigate the project impacts on these two street segments.

TABLE 8
PASADENA CITY COLLEGE ON-CAMPUS PARKING INVENTORY

Lot	PCC Main Campus Location	Student Parking	Staff Parking	Disabled Parking	District Parking	Visitor Parking	Meter Parking	Loading	Total Parking
1	Hill and Colorado	131	125	9					265
2	Hill		158	3					161
3	Hill and Del Mar	312					14		326
4	Parking Structure	2026		27					2053
5	Bonnie and Del Mar	535		6			34		575
6	Bonnie		283		2			2	287
7	Bonnie and Colorado		98	2					100
8	Colorado								0
9	CDC					13			13
10	Green and Holiston (North)	131							131
11	Green and Holiston (South)	105	12						117
	Tennis Hill Drive		10						10
	Alumni Drive				23			17	40
	PCC Totals	3240	686	47	25	13	48	19	4078

Source: Pasadena City College

VI. PARKING ANALYSIS

This chapter presents an analysis of the projected future parking supply and peak parking demands associated with buildout of the proposed Pasadena City College Master Plan to ensure that the plan provides sufficient parking supply to accommodate the projected need.

FUTURE PARKING SUPPLY

The Master Plan proposes a variety of changes to the future parking supply serving the Pasadena City College campus. Parking facilities were shown in Figure 4 in Chapter II. Major proposed changes include:

- The existing Lot 2 would be reduced in size due to the proposed new industry technology building construction. The existing Lot 6 would also be reduced in size due to the proposed new parking structure.
- The existing Lots 1, 3, 4, 7, 9, 10, and 11 would remain at roughly their existing size.
- The existing Tennis Hill Drive parking (10 spaces) would be eliminated.
- The existing Lot 5 (575 spaces of surface parking) would be replaced by a proposed parking structure with 1,800 parking spaces.
- An additional 400 parking spaces will be located in off-campus parking at Kinneloa Street and Colorado Boulevard, two miles east of Pasadena City College.

The existing parking inventory and future parking supply is summarized in Table 8. Currently there are 4,078 parking spaces available in 11 parking lots on the campus, and there are approximately 500 off-campus parking spaces at the CEC used by main campus students and staff. In the future (Year 2010), the on-campus parking will increase to 4,897 spaces, and off-campus parking will increase to approximately 600 spaces (a combination of CEC and Kinneloa/Colorado lots).

PROJECTED PARKING NEEDS

As indicated, it is projected that the number of FTE students will increase from the existing 30,000 to 35,000 by year 2010. The following analysis forecasts the future parking needs for the campus.

Existing Parking Demand Rates

Kaku Associates, Inc. conducted a parking occupancy study over the course of a typical weekday at the existing parking structure on campus. This survey found that the peak daytime parking demand occurred at 9am and the peak nighttime parking demand occurred at 7pm.

A detailed parking utilization survey was conducted on October 7, 2002 to assess the use of all on-campus parking facilities during the school session. The primary emphasis was on the usage of the 11 on-campus major lots, which provide approximately 96% of the total available parking supply on the campus. Parking utilization counts were conducted during the morning peak hour of 9 AM and the evening peak hour of 7 PM.

As summarized in Table 9, approximately 94% (3,853 spaces) of the total available parking spaces (4,078 spaces) were used for on-campus parking during the morning peak hour. The table also indicates that during the evening peak hour, approximately 69% (2,804 spaces) of the total (4,078 spaces) available parking spaces were used. Campus records from the shuttle bus usage were used to estimate the amount of off-campus parking occurring during the peak parking hours. It is estimated that main campus students and staff utilize approximately 150 spaces in the CEC lot at 9am and 100 spaces at 7pm.

Empirical parking requirement ratios per FTE student were derived through a comparison of the total existing vehicles parked on the campus at the 9 AM weekday daytime peak and at the 7 PM weekday evening peak to the existing (year 2001-2002) estimated number of FTE students. For planning purposes, the observed peak parking demands were adjusted upward by a 10% circulation factor, since parking facilities are typically considered to be fully-utilized at 85% to 90% capacity.

TABLE 9
EXISTING PEAK HOUR PARKING UTILIZATION

Users	Total Capacity	Morning Peak Hour at 9 AM		Evening Peak Hour at 7 PM	
		Number of Space Occupied	Percentage Utilized	Number of Space Occupied	Percentage Utilized
Student	3240	3203	99%	2521	78%
Faculty/Staff	686	565	82%	227	33%
Others	152	85	56%	56	37%
Total	4078	3853	94%	2804	69%

Note: The utilization data conducted by Kaku Associates on October 7th, 2002

Based on this analysis, the peak parking requirement ratio currently generated per FTE student on the Pasadena City College campus is estimated as follows:

Peak Parking Requirement - Spaces Per FTE Student	
Weekday Daytime Peak	Weekday Evening Peak
0.15 spaces per FTE student	0.11 spaces per FTE student

Future Parking Demand

The Master Plan envisions academic growth to 35,000 FTE students by year 2010. The increased parking need generated by students, faculty/staff, and campus visitors related to this projected academic growth was estimated by applying empirical parking requirement ratios derived from the existing Pasadena City College conditions.

The parking requirement ratios described above were applied to the projected FTE students to project the future peak parking requirement generated by academic purposes at year 2010 buildout.

Table 10 presents the results of this analysis, including both the derivation of the empirical parking ratios and the projection of future peak parking requirements. A peak requirement of about 5,250 parking spaces is projected during weekdays, and a peak requirement of about 3,850 spaces is projected on weeknights in support of future academic activities at year 2010 buildout. This estimate includes both on-campus and off-campus parking spaces.

TABLE 10
PEAK PARKING SUPPLY AND DEMAND ANALYSIS

	Existing (2001-2002)		Future (2010)	
	Weekday Daytime (9 AM)	Weekday Evening (7 PM)	Weekday Daytime (9 AM)	Weekday Evening (7 PM)
Student Population FTE	30,000	30,000	35,000	35,000
Parking Demand & Requirement				
Peak Parking Demand [a] Commuter Total (including 4% off-campus)[b]	4,007	2,916		
Circulation Factor	10%	10%		
Parking Requirement Commuter Total	4,408	3,208	5,250	3,850
Parking Requirement Ratio (Space per FTE)	0.15	0.11		
Parking Supply & Adequacy				
Parking Supply [c, d]				
On - Campus Space	4,078	4,078	4,897	4,897
Off - Campus Space	<u>500</u>	<u>500</u>	<u>600</u>	<u>600</u>
Total	4,578	4,578	5,497	5,497
Surplus/(Shortfall) Relative to Requirement	170	1,370	247	1,647

Notes:

a. Peak weekday daytime parking demand at AM and PM peak hour period per campus parking utilization surveys conducted on 10/07/2002 (Monday)

b. Including 4% off-campus parking. Source: Pasadena City College

c. Existing parking inventory. Source; Pasadena City College

d. Future parking supply. Source: Master Plan 2010

PARKING SUPPLY AND DEMAND ANALYSIS

Table 10 shows that the estimated supply of parking available to support academic activities in year 2010 (5,497 spaces) would be adequate to accommodate the projected peak academic parking needs at buildout (5,250 spaces for weekday daytime and 3,850 spaces for weekday evening, including off-campus student parking). A surplus of approximately 250 spaces (weekday daytime) is projected.

It should be noted that the projected Master Plan parking demands shown in Table 10 assume the continuation of existing mode splits and Average Vehicle Ridership (AVR). To the extent that the college is successful in implementing additional transportation demand management measures, increased ridesharing and transit use, projected future parking demands could be reduced.

VII. CONGESTION MANAGEMENT PROGRAM ANALYSIS

Additional intersection analyses were conducted to comply with the requirements of the Los Angeles County 1999 Congestion Management Program (CMP). The Transportation Impact Analysis (TIA) section in the CMP describes the threshold criteria used to identify potential CMP monitoring locations that should be included in the traffic analysis. Based on the CMP criteria, the following locations must be analyzed:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- All mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the weekday AM or PM peak hours be analyzed.

The nearest CMP monitoring intersection is located at Arroyo Parkway and California Boulevard, and the nearest CMP freeway monitoring location is at the I-210 Freeway west of the SR-134/710 interchange. Using the previously described project traffic assignment methods, the two CMP locations closest to the project site did not satisfy the CMP threshold criteria described above. Therefore, no further CMP analysis is required.

VIII. SUMMARY AND CONCLUSIONS

This study was undertaken to analyze potential traffic and parking impacts of the proposed Pasadena City College Master Plan. The following summarizes the key findings of the study:

- AM and PM peak hour capacity analyses were conducted for 20 intersections on the street system in the vicinity of the Pasadena City College campus. Seven of these intersections currently operate at LOS E or F during the AM and/or PM peak hours.
- Under year 2010 cumulative base (i.e., no project) conditions, 12 of 20 analyzed intersections are projected to operate at unacceptable LOS E or F conditions. The cumulative base forecasts include growth in the existing traffic volumes to reflect the effects of overall regional growth and development outside the study area and the traffic generated by specific related projects located within, or in the vicinity of, the study area.
- Buildout of the proposed Master Plan is anticipated by the year 2010. The projected campus population growth by 5,000 FTE students is projected to generate a net incremental increase of approximately 7,700 daily trips, about 650 trips during the AM peak hour, and about 650 trips during the PM peak hour.
- Based on City of Pasadena impact criteria, the proposed project is projected to have significant impacts at five of 20 study intersections if no mitigations are implemented. A mitigation strategy is proposed that consists of two elements: trip reductions via additional TDM measures and intersection improvements. With implementation of the proposed mitigation measures, project impacts would be mitigated to a level of insignificance at four of the impacted locations. One intersection would remain impacted, but it is projected to operate at an acceptable level of service (LOS A for AM and LOS C for PM), and therefore no further mitigations are necessary.
- The potential impacts were evaluated for 10 street segments. Based on application of the City of Pasadena significance criteria for street segment traffic impacts, the project would generate significant traffic impacts on three of the 10 analyzed street segments. However, TDM and physical intersection mitigation measures have been identified to eliminate these significant impacts.
- The current campus parking accommodates the existing campus parking demands with peak occupancies of about 94% of the available on-campus spaces used during the weekday morning peak period at 9 AM and 69% at the 7 PM peak for evening classes. The proposed future parking supply on the Pasadena City College campus, assuming implementation of the parking system changes anticipated in the Master Plan and described herein, would be more than sufficient to accommodate projected parking demands on the campus generated by academic growth to year 2010.

- Analyses of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the project would not have a significant impact on CMP monitoring intersections or the mainline freeway system.

REFERENCES

Institute of Transportation Engineers, *Trip Generation, Sixth Edition*, 1997.

Kaku Associates, Inc., *Draft Traffic and Parking Study for the East Los Angeles Community College Master Plan Environmental Impact Report*, September 2000.

Kaku Associates, Inc., *Draft Traffic and Parking Study for the Pierce College Facilities Master Plan Environmental Impact Report*, July 2002.

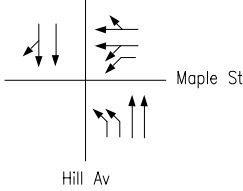
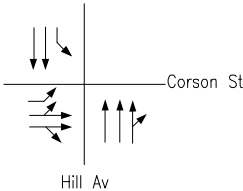
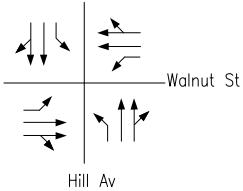
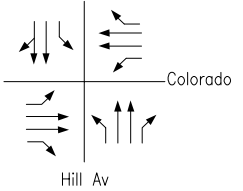
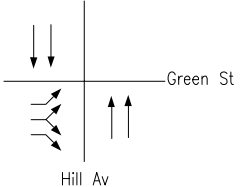
Los Angeles County Metropolitan Transportation Authority, *Final Draft 2002 Congestion Management Program for Los Angeles County*, June 2002.

Los Angeles County Metropolitan Transportation Authority, *1999 Congestion Management Program for Los Angeles County*, November 1999.

Pasadena City College, *Master Plan 2010*.

APPENDIX A
INTERSECTION CONFIGURATIONS

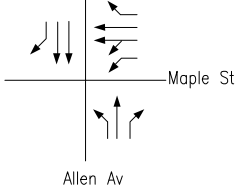
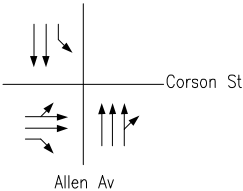
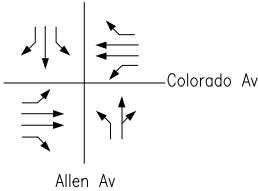
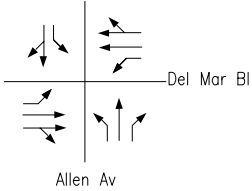
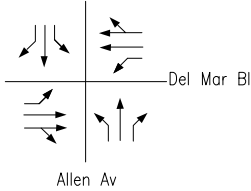
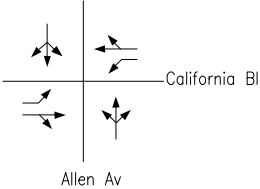
INTERSECTION LANE CONFIGURATIONS

	Existing (2002) Conditions	Cumulative Base	Project Mitigation
1. Hill Av & Maple St		SAME AS EXISTING	NO IMPACT
2. Hill Av & Corson St		SAME AS EXISTING	NO IMPACT
3. Hill Av & Walnut St		SAME AS EXISTING	NO IMPACT
4. Hill Av & Colorado Bl		SAME AS EXISTING	NO IMPACT
5. Hill Av & Green St		SAME AS EXISTING	NO IMPACT

INTERSECTION LANE CONFIGURATIONS

	Existing (2002) Conditions	Cumulative Base	Project Mitigation
6. Hill Av & Cordova St		SAME AS EXISTING	NO IMPACT
7. Hill Av & Del Mar Bl		SAME AS EXISTING	
8. Hill Av & California Bl		SAME AS EXISTING	NO IMPACT
9. Bonnie St & Colorado Bl		SAME AS EXISTING	IMPACT – NO MITIGATION AVAILABLE
10. Bonnie St & Del Mar Bl		SAME AS EXISTING	

INTERSECTION LANE CONFIGURATIONS

	Existing (2002) Conditions	Cumulative Base	Project Mitigation
11. Allen Av & Maple St		SAME AS EXISTING	NO IMPACT
12. Allen Av & Corson St		SAME AS EXISTING	NO IMPACT
13. Allen Av & Colorado Bl		SAME AS EXISTING	IMPACT – SCHOOL TRANSIT PROGRAM
14. Allen Av & Del Mar Bl		SAME AS EXISTING	
15. Allen Av & California Bl		SAME AS EXISTING	NO IMPACT

APPENDIX B

AM AND PM PEAK HOUR INTERSECTION TURNING MOVEMENTS

TABLE B - 1
EXISTING TRAFFIC VOLUMES AND TURNING MOVEMENTS

Intersection	NE St Name	SW St Name	AM Volumes												PM Volumes											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Hill Av	Maple St	405	746	0	66	794	455	0	370	429	0	0	0	222	587	0	145	468	283	0	1069	498	0	0	0
2	Hill Av	Corson St	0	1009	218	0	0	0	199	599	0	613	339	212	0	767	112	0	0	0	325	1086	0	441	1085	484
3	Hill Av	Walnut St	120	1332	187	176	686	168	60	561	36	53	254	79	82	943	108	207	412	80	191	1128	41	95	1126	160
4	Hill Av	Colorado Bl	221	795	201	185	707	98	163	419	54	56	224	87	160	718	189	242	670	102	331	803	79	85	687	70
5	Hill Av	Green St	0	902	38	3	0	0	21	584	0	69	0	156	0	770	20	25	0	0	6	827	0	260	0	499
6	Hill Av	Cordova St	213	470	204	74	29	37	91	245	225	39	55	73	176	788	170	136	30	70	72	331	82	188	23	148
7	Hill Av	Del Mar Bl	184	257	155	254	947	22	41	487	143	14	315	76	123	475	462	190	499	54	47	306	41	54	1230	157
8	Hill Av	California Bl	192	58	65	154	642	7	3	56	4	8	276	148	189	70	284	57	372	4	5	49	5	6	869	240
9	North Bonnie Av	Colorado Bl	12	115	10	16	618	127	23	13	48	184	390	10	10	44	24	30	537	84	84	41	85	119	1272	35
10	South Bonnie Av	Del Mar Bl	157	4	55	243	1387	10	1	23	3	5	299	113	105	5	81	59	677	5	4	3	1	3	1655	72
11	Allen Av	Maple St	258	675	0	125	279	271	0	298	113	0	0	0	150	340	0	284	116	288	0	806	150	0	0	0
12	Allen Av	Corson St	0	668	279	0	0	0	151	361	0	141	65	53	0	491	140	0	0	0	196	783	0	139	585	173
13	Allen Av	Colorado Bl	152	329	109	106	923	42	31	259	41	23	370	65	148	300	137	182	761	61	86	404	52	39	1208	134
14	Allen Av	Del Mar Bl	131	218	34	32	1124	22	10	187	106	19	270	58	83	188	59	50	622	12	23	243	54	27	1380	157
15	Allen Av	California Bl	66	137	22	59	758	8	1	132	28	51	262	62	53	98	42	37	317	4	12	152	57	32	945	94
16	Lake Av	Colorado Bl	276	1476	207	179	423	89	92	627	138	124	382	187	271	1240	211	208	641	97	164	256	91	181	961	148
17	Lake Av	Del Mar Bl	133	629	79	126	960	98	67	638	100	90	549	101	224	887	141	126	676	102	128	660	84	177	1126	151
18	San Gabriel Bl	Foothill Bl	43	675	104	55	933	96	146	839	85	61	368	14	49	599	162	158	582	148	260	759	63	212	817	145
19	San Gabriel Bl	Del Mar Bl	29	531	37	47	584	39	36	811	221	57	156	33	38	863	65	51	351	60	44	619	134	46	999	212
20	Sierra Madre Bl	Del Mar Bl	83	430	22	33	849	50	42	521	250	64	219	47	85	535	56	27	433	36	62	533	11	143	1237	115

TABLE B - 2
CUMULATIVE BASE TRAFFIC VOLUMES AND TURNING MOVEMENTS

Intersection	NE St Name	SW St Name	AM Volumes												PM Volumes											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Hill Av	Maple St	421	776	0	80	967	554	0	385	446	0	0	0	231	611	0	177	570	345	0	1113	518	0	0	0
2	Hill Av	Corson St	0	1050	227	0	0	0	207	623	0	747	413	258	0	798	117	0	0	0	338	1130	0	537	1322	590
3	Hill Av	Walnut St	125	1386	195	191	743	182	62	584	37	57	275	86	85	981	112	224	446	87	199	1174	43	103	1219	173
4	Hill Av	Colorado Bl	230	827	209	200	766	106	170	436	56	61	243	94	167	747	197	262	726	110	344	836	82	92	744	76
5	Hill Av	Green St	0	939	40	4	0	0	22	608	0	69	0	156	0	801	21	25	0	0	6	861	0	305	0	585
6	Hill Av	Cordova St	222	489	212	87	34	43	95	255	234	39	55	73	183	820	177	136	30	70	75	344	85	220	27	173
7	Hill Av	Del Mar Bl	191	267	161	298	1110	26	43	507	149	14	315	76	128	494	481	190	499	54	49	318	43	63	1441	184
8	Hill Av	California Bl	192	58	65	167	695	8	3	58	4	9	323	173	197	73	296	67	436	5	5	49	5	6	941	260
9	North Bonnie Av	Colorado Bl	12	115	10	18	696	143	23	13	48	207	439	11	10	44	24	34	605	95	84	41	85	134	1433	39
10	South Bonnie Av	Del Mar Bl	184	5	64	243	1387	10	1	27	4	5	299	113	105	5	81	69	793	6	4	3	1	4	1939	84
11	Allen Av	Maple St	302	791	0	152	340	330	0	349	132	0	0	0	176	398	0	346	141	351	0	944	176	0	0	0
12	Allen Av	Corson St	0	783	327	0	0	0	177	423	0	172	79	65	0	575	164	0	0	0	230	917	0	169	713	211
13	Allen Av	Colorado Bl	178	385	128	119	1040	47	36	303	48	26	417	73	173	351	161	205	857	69	101	473	61	44	1361	151
14	Allen Av	Del Mar Bl	153	255	40	37	1317	26	12	219	124	22	316	68	97	220	69	59	729	14	27	285	63	32	1617	184
15	Allen Av	California Bl	77	161	26	64	821	9	1	155	33	60	307	73	62	115	49	43	371	5	14	178	67	35	1023	102
16	Lake Av	Colorado Bl	287	1536	215	186	440	93	96	653	144	129	398	195	282	1290	220	216	667	101	171	266	95	188	1000	154
17	Lake Av	Del Mar Bl	138	655	82	148	1125	115	70	664	104	105	643	118	233	923	147	148	792	120	133	687	87	207	1319	177
18	San Gabriel Bl	Foothill Bl	47	731	113	60	1010	104	158	909	92	66	398	15	53	649	175	171	630	160	282	822	68	230	885	157
19	San Gabriel Bl	Del Mar Bl	34	622	43	55	684	46	42	950	259	67	183	39	45	1011	76	60	411	70	52	725	157	54	1170	248
20	Sierra Madre Bl	Del Mar Bl	90	466	24	39	995	59	45	564	271	75	257	55	92	579	61	32	507	42	67	577	12	168	1449	135

TABLE B - 3
PROJECT ONLY TRAFFIC VOLUMES AND TURNING MOVEMENTS

Intersection	NE St Name	SW St Name	AM Volumes												PM Volumes											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Hill Av	Maple St	0	14	0	0	0	0	0	7	13	0	0	0	0	12	0	0	0	0	0	9	16	0	0	0
2	Hill Av	Corson St	0	14	0	0	0	0	0	20	0	9	0	0	0	12	0	0	0	0	0	26	0	8	0	0
3	Hill Av	Walnut St	0	23	0	0	0	0	0	20	0	5	0	0	0	21	0	0	0	0	0	26	0	4	0	0
4	Hill Av	Colorado Bl	0	-13	41	51	19	-35	84	-16	-6	0	55	0	0	-11	36	65	24	-31	65	-20	-7	0	49	0
5	Hill Av	Green St	0	-6	-41	-27	0	-20	-46	-20	0	-24	-28	109	0	-5	-37	-34	0	-25	-41	-26	0	-21	-24	97
6	Hill Av	Cordova St	-3	-17	-30	-20	-3	-9	-4	-43	19	20	-3	-3	-4	-21	-27	-26	-4	-12	-4	-38	24	18	-3	-3
7	Hill Av	Del Mar Bl	-6	-3	5	-3	28	14	37	-9	0	0	72	-16	-8	-4	-2	5	36	19	33	-8	0	0	64	-14
8	Hill Av	California Bl	7	4	0	0	0	0	0	9	0	0	0	19	9	5	0	0	0	0	0	8	0	0	0	17
9	North Bonnie Av	Colorado Bl	-2	12	0	0	-32	163	74	5	69	205	-24	-2	-2	10	0	0	-29	145	96	7	89	182	-30	-2
10	South Bonnie Av	Del Mar Bl	37	0	51	130	-41	0	0	0	0	0	-16	143	59	0	65	115	-36	0	0	0	0	0	-20	127
11	Allen Av	Maple St	0	14	0	0	0	47	0	5	0	0	0	0	0	12	0	0	0	42	0	7	0	0	0	0
12	Allen Av	Corson St	0	61	0	0	0	0	18	5	0	0	0	0	0	54	0	0	0	0	24	7	0	0	0	0
13	Allen Av	Colorado Bl	61	0	0	0	61	0	0	0	0	0	24	24	54	0	0	0	54	0	0	0	0	0	31	31
14	Allen Av	Del Mar Bl	0	0	0	0	56	0	0	0	33	13	22	0	0	0	0	0	50	0	0	0	29	16	28	0
15	Allen Av	California Bl	0	5	7	19	0	0	0	14	0	0	0	0	0	7	9	17	0	0	0	12	0	0	0	0
16	Lake Av	Colorado Bl	0	-9	27	5	7	0	0	0	0	-9	27	0	0	-8	24	7	9	0	0	0	0	-8	24	0
17	Lake Av	Del Mar Bl	0	0	0	0	18	4	9	0	0	0	47	0	0	0	0	0	24	5	8	0	0	0	42	0
18	San Gabriel Bl	Foothill Bl	0	0	0	0	23	0	0	0	0	0	9	0	0	0	0	0	21	0	0	0	0	0	12	0
19	San Gabriel Bl	Del Mar Bl	0	0	0	0	14	0	0	0	23	9	5	0	0	0	0	0	12	0	0	0	21	12	7	0
20	Sierra Madre Bl	Del Mar Bl	0	0	0	0	47	0	0	0	0	0	18	0	0	0	0	0	42	0	0	0	0	0	24	0

TABLE B - 4
CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND TURNING MOVEMENTS

Intersection	NE St Name	SW St Name	AM Volumes												PM Volumes											
			SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
1	Hill Av	Maple St	421	790	0	80	967	554	0	392	459	0	0	0	231	623	0	177	570	345	0	1122	535	0	0	0
2	Hill Av	Corson St	0	1064	227	0	0	0	207	643	0	756	413	258	0	811	117	0	0	0	338	1156	0	546	1322	590
3	Hill Av	Walnut St	125	1410	195	191	743	182	62	604	37	62	275	86	85	1002	112	224	446	87	199	1200	43	107	1219	173
4	Hill Av	Colorado Bl	230	814	250	251	784	72	254	420	50	61	297	94	167	736	233	327	749	80	409	815	75	92	792	76
5	Hill Av	Green St	0	933	-2	-23	0	-20	-24	587	0	45	-28	265	0	796	-16	-9	0	-25	-35	835	0	283	-24	682
6	Hill Av	Cordova St	219	472	182	66	31	34	91	212	253	59	52	70	179	799	150	110	27	59	71	307	109	238	24	170
7	Hill Av	Del Mar Bl	185	264	166	294	1138	40	80	498	149	14	387	60	120	490	479	195	535	73	82	311	43	63	1505	170
8	Hill Av	California Bl	199	62	65	167	695	8	3	68	4	9	323	192	206	78	296	67	436	5	5	57	5	6	941	277
9	North Bonnie Av	Colorado Bl	10	127	10	18	664	306	97	18	117	412	416	10	8	54	24	34	576	240	180	48	174	316	1403	37
10	South Bonnie Av	Del Mar Bl	220	5	115	373	1346	10	1	27	4	5	283	256	164	5	146	184	757	6	4	3	1	4	1919	212
11	Allen Av	Maple St	302	805	0	152	340	377	0	355	132	0	0	0	176	411	0	346	141	393	0	951	176	0	0	0
12	Allen Av	Corson St	0	844	327	0	0	0	195	428	0	172	79	65	0	629	164	0	0	0	253	924	0	169	713	211
13	Allen Av	Colorado Bl	239	385	128	119	1101	47	36	303	48	26	440	97	227	351	161	205	911	69	101	473	61	44	1391	182
14	Allen Av	Del Mar Bl	153	255	40	37	1373	26	12	219	157	35	338	68	97	220	69	59	779	14	27	285	92	48	1645	184
15	Allen Av	California Bl	77	166	33	83	821	9	1	169	33	60	307	73	62	122	59	60	371	5	14	191	67	35	1023	102
16	Lake Av	Colorado Bl	287	1527	243	192	447	93	96	653	144	120	425	195	282	1283	244	224	676	101	171	266	95	181	1024	154
17	Lake Av	Del Mar Bl	138	655	82	148	1143	118	79	664	104	105	690	118	233	923	147	148	816	124	142	687	87	207	1361	177
18	San Gabriel Bl	Foothill Bl	47	731	113	60	1034	104	158	909	92	66	408	15	53	649	175	171	651	160	282	822	68	230	896	157
19	San Gabriel Bl	Del Mar Bl	34	622	43	55	698	46	42	950	282	76	188	39	45	1011	76	60	424	70	52	725	178	66	1178	248
20	Sierra Madre Bl	Del Mar Bl	90	466	24	39	1042	59	45	564	271	75	275	55	92	579	61	32	549	42	67	577	12	168	1473	135

APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

APPENDIX C - 1

**INTERSECTION LEVEL OF SERVICE FOR EXISTING CONDITION
WORK SHEETS (K-ICU)**

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		1. HILL AV & MAPLE ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	405	0	0.000	N-S(1): 0.116
	TH	2.00	746	3,200	0.360 *	N-S(2): 0.528 *
	LT	0.00	0	0	0.000	E-W(1): 0.342 *
Westbound	RT	0.00	66	0	0.000	E-W(2): 0.274
	TH	1.96	794	3,139	0.274	V/C: 0.870
	LT	1.04	455	1,329	0.342 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	370	3,200	0.116	
	LT	2.00	429	2,560	0.168 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.970
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	222	0	0.000	N-S(1): 0.334
	TH	2.00	587	3,200	0.253 *	N-S(2): 0.448 *
	LT	0.00	0	0	0.000	E-W(1): 0.177
Westbound	RT	0.00	145	0	0.000	E-W(2): 0.192 *
	TH	2.00	468	3,200	0.192 *	V/C: 0.640
	LT	1.00	283	1,600	0.177	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,069	3,200	0.334	
	LT	2.00	498	2,560	0.195 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.740
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		2. HILL AV & CORSON ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.302
	TH	2.00	1,009	3,200	0.315 *	N-S(2): 0.315 *
	LT	1.00	218	1,600	0.136	E-W(1): 0.383 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.133
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.698
Northbound	RT	0.00	199	0	0.000	Lost Time: 0.100
	TH	3.00	599	4,800	0.166	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	613	1,600	0.383 *	ICU: 0.798
	TH	2.00	339	1,600	0.212	
	LT	1.00	212	1,600	0.133	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.364 *
	TH	2.00	767	3,200	0.240	N-S(2): 0.240
	LT	1.00	112	1,600	0.070 *	E-W(1): 0.477 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.303
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.841
Northbound	RT	0.00	325	0	0.000	Lost Time: 0.100
	TH	3.00	1,086	4,800	0.294 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	441	0	0.000	ICU: 0.941
	TH	2.00	1,085	3,200	0.477 *	
	LT	1.00	484	1,600	0.303	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		3. HILL AV & WALNUT ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.311
	TH	2.00	1,332	3,200	0.454 *	N-S(2): 0.477 *
	LT	1.00	187	1,600	0.117	E-W(1): 0.201
Westbound	RT	0.00	176	0	0.000	E-W(2): 0.318 *
	TH	2.00	686	3,200	0.269 *	V/C: 0.795
	LT	1.00	168	1,600	0.105	Lost Time: 0.100
Northbound	RT	0.00	60	0	0.000	
	TH	2.00	561	3,200	0.194	
	LT	1.00	36	1,600	0.023 *	
Eastbound	RT	0.00	53	0	0.000	ICU: 0.895
	TH	2.00	254	3,200	0.096	
	LT	1.00	79	1,600	0.049 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	82	0	0.000	N-S(1): 0.480 *
	TH	2.00	943	3,200	0.320	N-S(2): 0.346
	LT	1.00	108	1,600	0.068 *	E-W(1): 0.432 *
Westbound	RT	0.00	207	0	0.000	E-W(2): 0.293
	TH	2.00	412	3,200	0.193	V/C: 0.912
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	0.00	191	0	0.000	
	TH	2.00	1,128	3,200	0.412 *	
	LT	1.00	41	1,600	0.026	
Eastbound	RT	0.00	95	0	0.000	ICU: 1.012
	TH	2.00	1,126	3,200	0.382 *	
	LT	1.00	160	1,600	0.100	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		4. HILL AV & COLORADO BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	221	0	0.000	N-S(1): 0.257
	TH	2.00	795	3,200	0.318 *	N-S(2): 0.352 *
	LT	1.00	201	1,600	0.126	E-W(1): 0.131
Westbound	RT	1.00	185	1,600	0.000	E-W(2): 0.275 *
	TH	2.00	707	3,200	0.221 *	
	LT	1.00	98	1,600	0.061	V/C: 0.627
Northbound	RT	1.00	163	1,600	0.041	Lost Time: 0.100
	TH	2.00	419	3,200	0.131	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	1.00	56	1,600	0.001	ICU: 0.727
	TH	2.00	224	3,200	0.070	
	LT	1.00	87	1,600	0.054 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	160	0	0.000	N-S(1): 0.369 *
	TH	2.00	718	3,200	0.274	N-S(2): 0.323
	LT	1.00	189	1,600	0.118 *	E-W(1): 0.279 *
Westbound	RT	1.00	242	1,600	0.033	E-W(2): 0.253
	TH	2.00	670	3,200	0.209	
	LT	1.00	102	1,600	0.064 *	V/C: 0.648
Northbound	RT	1.00	331	1,600	0.143	Lost Time: 0.100
	TH	2.00	803	3,200	0.251 *	
	LT	1.00	79	1,600	0.049	
Eastbound	RT	1.00	85	1,600	0.004	ICU: 0.748
	TH	2.00	687	3,200	0.215 *	
	LT	1.00	70	1,600	0.044	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		5. HILL AV & GREEN ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.213
	TH	2.00	902	3,200	0.294 *	N-S(2): 0.294 *
	LT	0.00	38	1,600	0.024	E-W(1): 0.043
Westbound	RT	0.00	3	0	0.000	E-W(2): 0.061 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.355
Northbound	RT	0.00	21	0	0.000	Lost Time: 0.100
	TH	2.00	584	3,200	0.189	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	1.00	69	1,600	0.043	ICU: 0.455
	TH	0.00	0	0	0.000	
	LT	2.00	156	2,560	0.061 *	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.273 *
	TH	2.00	770	3,200	0.247	N-S(2): 0.247
	LT	0.00	20	1,600	0.013 *	E-W(1): 0.158
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.198 *
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	V/C: 0.471
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	2.00	827	3,200	0.260 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.03	260	1,644	0.158	ICU: 0.571
	TH	0.00	0	0	0.000	
	LT	1.97	499	2,525	0.198 *	LOS: A

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		6. HILL AV & CORDOVA ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	213	0	0.000	N-S(1): 0.233
	TH	2.00	470	3,200	0.213 *	N-S(2): 0.354 *
	LT	1.00	204	1,600	0.128	E-W(1): 0.103 *
Westbound	RT	0.00	74	1,600	0.046	E-W(2): 0.092
	TH	2.00	29	1,600	0.041	
	LT	0.00	37	1,600	0.023 *	V/C: 0.457
Northbound	RT	0.00	91	0	0.000	Lost Time: 0.100
	TH	2.00	245	3,200	0.105	
	LT	1.00	225	1,600	0.141 *	
Eastbound	RT	1.00	39	1,600	0.000	ICU: 0.557
	TH	1.00	55	1,600	0.080 *	
	LT	0.00	73	1,600	0.046	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	176	0	0.000	N-S(1): 0.232
	TH	2.00	788	3,200	0.301 *	N-S(2): 0.352 *
	LT	1.00	170	1,600	0.106	E-W(1): 0.151
Westbound	RT	0.00	136	1,600	0.085 *	E-W(2): 0.178 *
	TH	2.00	30	1,600	0.063	
	LT	0.00	70	1,600	0.044	V/C: 0.530
Northbound	RT	0.00	72	0	0.000	Lost Time: 0.100
	TH	2.00	331	3,200	0.126	
	LT	1.00	82	1,600	0.051 *	
Eastbound	RT	1.00	188	1,600	0.066	ICU: 0.630
	TH	1.00	23	1,600	0.107	
	LT	0.00	148	1,600	0.093 *	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		7. HILL AV & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	184	0	0.000	N-S(1): 0.262 *
	TH	2.00	257	3,200	0.138	N-S(2): 0.227
	LT	1.00	155	1,600	0.097 *	E-W(1): 0.117
Westbound	RT	1.00	254	1,600	0.062	E-W(2): 0.344 *
	TH	2.00	947	3,200	0.296 *	
	LT	1.00	22	1,600	0.014	V/C: 0.606
Northbound	RT	0.00	41	0	0.000	Lost Time: 0.100
	TH	2.00	487	3,200	0.165 *	
	LT	1.00	143	1,600	0.089	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.706
	TH	2.00	315	3,200	0.103	
	LT	1.00	76	1,600	0.048 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	123	0	0.000	N-S(1): 0.399 *
	TH	2.00	475	3,200	0.187	N-S(2): 0.213
	LT	1.00	462	1,600	0.289 *	E-W(1): 0.435 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2): 0.254
	TH	2.00	499	3,200	0.156	
	LT	1.00	54	1,600	0.034 *	V/C: 0.834
Northbound	RT	0.00	47	0	0.000	Lost Time: 0.100
	TH	2.00	306	3,200	0.110 *	
	LT	1.00	41	1,600	0.026	
Eastbound	RT	0.00	54	0	0.000	ICU: 0.934
	TH	2.00	1,230	3,200	0.401 *	
	LT	1.00	157	1,600	0.098	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		8. HILL AV & CALIFORNIA BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	192	0	0.000	N-S(1): 0.080
	TH	1.00	58	1,600	0.197 *	N-S(2): 0.200 *
	LT	0.00	65	1,600	0.041	E-W(1): 0.182
Westbound	RT	1.00	154	1,600	0.056	E-W(2): 0.494 *
	TH	1.00	642	1,600	0.401 *	
	LT	1.00	7	1,600	0.004	V/C: 0.694
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.100
	TH	1.00	56	1,600	0.039	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	8	0	0.000	ICU: 0.794
	TH	1.00	276	1,600	0.178	
	LT	1.00	148	1,600	0.093 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	189	0	0.000	N-S(1): 0.215
	TH	1.00	70	1,600	0.339 *	N-S(2): 0.342 *
	LT	0.00	284	1,600	0.178	E-W(1): 0.550 *
Westbound	RT	1.00	57	1,600	0.000	E-W(2): 0.383
	TH	1.00	372	1,600	0.233	
	LT	1.00	4	1,600	0.003 *	V/C: 0.892
Northbound	RT	0.00	5	0	0.000	Lost Time: 0.100
	TH	1.00	49	1,600	0.037	
	LT	0.00	5	1,600	0.003 *	
Eastbound	RT	0.00	6	0	0.000	ICU: 0.992
	TH	1.00	869	1,600	0.547 *	
	LT	1.00	240	1,600	0.150	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		9. BONNIE ST & COLORADO BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.014
	TH	2.00	115	3,200	0.040 *	N-S(2): 0.070 *
	LT	1.00	10	1,600	0.006	E-W(1): 0.201 *
Westbound	RT	1.00	16	1,600	0.004	E-W(2): 0.199
	TH	2.00	618	3,200	0.193	
	LT	1.00	127	1,600	0.079 *	V/C: 0.271
Northbound	RT	1.00	23	1,600	0.000	Lost Time: 0.100
	TH	1.00	13	1,600	0.008	
	LT	1.00	48	1,600	0.030 *	
Eastbound	RT	1.00	184	1,600	0.085	ICU: 0.371
	TH	2.00	390	3,200	0.122 *	
	LT	1.00	10	1,600	0.006	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.041
	TH	2.00	44	3,200	0.017 *	N-S(2): 0.070 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.451 *
Westbound	RT	1.00	30	1,600	0.004	E-W(2): 0.190
	TH	2.00	537	3,200	0.168	
	LT	1.00	84	1,600	0.053 *	V/C: 0.521
Northbound	RT	1.00	84	1,600	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.026	
	LT	1.00	85	1,600	0.053 *	
Eastbound	RT	1.00	119	1,600	0.021	ICU: 0.621
	TH	2.00	1,272	3,200	0.398 *	
	LT	1.00	35	1,600	0.022	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		10. BONNIE ST & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	157	1,600	0.028	N-S(1): 0.051 * N-S(2): 0.039 E-W(1): 0.101 E-W(2): 0.580 * V/C: 0.631 Lost Time: 0.100
	TH	1.00	4	1,600	0.037	
	LT	0.00	55	1,600	0.034 *	
Westbound	RT	0.00	243	0	0.000	
	TH	2.00	1,387	3,200	0.509 *	
	LT	1.00	10	1,600	0.006	
Northbound	RT	0.00	1	0	0.000	ICU: 0.731 LOS: C
	TH	1.00	23	1,600	0.017 *	
	LT	0.00	3	1,600	0.002	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	299	3,200	0.095	
	LT	1.00	113	1,600	0.071 *	

Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.021	N-S(1): 0.056 * N-S(2): 0.055 E-W(1): 0.521 * E-W(2): 0.275 V/C: 0.577 Lost Time: 0.100
	TH	1.00	5	1,600	0.054	
	LT	0.00	81	1,600	0.051 *	
Westbound	RT	0.00	59	0	0.000	
	TH	2.00	677	3,200	0.230	
	LT	1.00	5	1,600	0.003 *	
Northbound	RT	0.00	4	0	0.000	ICU: 0.677 LOS: B
	TH	1.00	3	1,600	0.005 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	3	0	0.000	
	TH	2.00	1,655	3,200	0.518 *	
	LT	1.00	72	1,600	0.045	

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		11. ALLEN AV & MAPLE ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	258	1,600	0.161	N-S(1): 0.186
	TH	2.00	675	3,200	0.211 *	N-S(2): 0.282 *
	LT	0.00	0	0	0.000	E-W(1): 0.143 *
Westbound	RT	1.00	125	1,600	0.078	E-W(2): 0.115
	TH	1.52	279	2,435	0.115	
	LT	1.48	271	1,892	0.143 *	V/C: 0.425
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.100
	TH	1.00	298	1,600	0.186	
	LT	1.00	113	1,600	0.071 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.525
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.094	N-S(1): 0.504 *
	TH	2.00	340	3,200	0.106	N-S(2): 0.200
	LT	0.00	0	0	0.000 *	E-W(1): 0.113
Westbound	RT	1.00	284	1,600	0.178 *	E-W(2): 0.178 *
	TH	1.00	116	1,600	0.073	
	LT	2.00	288	2,560	0.113	V/C: 0.682
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.100
	TH	1.00	806	1,600	0.504 *	
	LT	1.00	150	1,600	0.094	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.782
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		12. ALLEN AV & CORSON ST				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.281 *
	TH	2.00	668	3,200	0.209	N-S(2): 0.209
	LT	1.00	279	1,600	0.174 *	E-W(1): 0.088 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.033
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.369
Northbound	RT	0.00	151	0	0.000	Lost Time: 0.100
	TH	3.00	361	4,800	0.107 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	141	1,600	0.088 *	ICU: 0.469
	TH	2.00	65	3,200	0.037	
	LT	0.00	53	1,600	0.033	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.292 *
	TH	2.00	491	3,200	0.153	N-S(2): 0.153
	LT	1.00	140	1,600	0.088 *	E-W(1): 0.237 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.108
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.529
Northbound	RT	0.00	196	0	0.000	Lost Time: 0.100
	TH	3.00	783	4,800	0.204 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	139	1,600	0.087	ICU: 0.629
	TH	2.00	585	3,200	0.237 *	
	LT	0.00	173	1,600	0.108	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		13. ALLEN AV & COLORADO BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	152	1,600	0.054	N-S(1): 0.249 * N-S(2): 0.232 E-W(1): 0.142 E-W(2): 0.329 *
	TH	1.00	329	1,600	0.206	
	LT	1.00	109	1,600	0.068 *	
Westbound	RT	1.00	106	1,600	0.000	V/C: 0.578 Lost Time: 0.100
	TH	2.00	923	3,200	0.288 *	
	LT	1.00	42	1,600	0.026	
Northbound	RT	0.00	31	0	0.000	ICU: 0.678
	TH	1.00	259	1,600	0.181 *	
	LT	1.00	41	1,600	0.026	
Eastbound	RT	1.00	23	1,600	0.000	LOS: B
	TH	2.00	370	3,200	0.116	
	LT	1.00	65	1,600	0.041 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	148	1,600	0.009	N-S(1): 0.392 * N-S(2): 0.221 E-W(1): 0.416 * E-W(2): 0.322
	TH	1.00	300	1,600	0.188	
	LT	1.00	137	1,600	0.086 *	
Westbound	RT	1.00	182	1,600	0.028	V/C: 0.808 Lost Time: 0.100
	TH	2.00	761	3,200	0.238	
	LT	1.00	61	1,600	0.038 *	
Northbound	RT	0.00	86	0	0.000	ICU: 0.908
	TH	1.00	404	1,600	0.306 *	
	LT	1.00	52	1,600	0.033	
Eastbound	RT	1.00	39	1,600	0.000	LOS: E
	TH	2.00	1,208	3,200	0.378 *	
	LT	1.00	134	1,600	0.084	

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		14. ALLEN AV & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	131	0	0.000	N-S(1): 0.138
	TH	1.00	218	1,600	0.218 *	N-S(2): 0.284 *
	LT	1.00	34	1,600	0.021	E-W(1): 0.104
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.397 *
	TH	2.00	1,124	3,200	0.361 *	V/C: 0.681
	LT	1.00	22	1,600	0.014	Lost Time: 0.100
Northbound	RT	1.00	10	1,600	0.000	
	TH	1.00	187	1,600	0.117	
	LT	1.00	106	1,600	0.066 *	
Eastbound	RT	0.00	19	0	0.000	ICU: 0.781
	TH	2.00	270	3,200	0.090	
	LT	1.00	58	1,600	0.036 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.189
	TH	1.00	188	1,600	0.169 *	N-S(2): 0.203 *
	LT	1.00	59	1,600	0.037	E-W(1): 0.448 *
Westbound	RT	0.00	50	0	0.000	E-W(2): 0.308
	TH	2.00	622	3,200	0.210	V/C: 0.651
	LT	1.00	12	1,600	0.008 *	Lost Time: 0.100
Northbound	RT	1.00	23	1,600	0.007	
	TH	1.00	243	1,600	0.152	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	27	0	0.000	ICU: 0.751
	TH	2.00	1,380	3,200	0.440 *	
	LT	1.00	157	1,600	0.098	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		15. ALLEN AV & CALIFORNIA BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	66	0	0.000	N-S(1): 0.115
	TH	1.00	137	1,600	0.141 *	N-S(2): 0.159 *
	LT	0.00	22	1,600	0.014	E-W(1): 0.201
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.550 *
	TH	1.00	758	1,600	0.511 *	
	LT	1.00	8	1,600	0.005	V/C: 0.709
Northbound	RT	0.00	1	0	0.000	Lost Time: 0.100
	TH	1.00	132	1,600	0.101	
	LT	0.00	28	1,600	0.018 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.809
	TH	1.00	262	1,600	0.196	
	LT	1.00	62	1,600	0.039 *	LOS: D
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.164 *
	TH	1.00	98	1,600	0.121	N-S(2): 0.157
	LT	0.00	42	1,600	0.026 *	E-W(1): 0.614 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.280
	TH	1.00	317	1,600	0.221	
	LT	1.00	4	1,600	0.003 *	V/C: 0.778
Northbound	RT	0.00	12	0	0.000	Lost Time: 0.100
	TH	1.00	152	1,600	0.138 *	
	LT	0.00	57	1,600	0.036	
Eastbound	RT	0.00	32	0	0.000	ICU: 0.878
	TH	1.00	945	1,600	0.611 *	
	LT	1.00	94	1,600	0.059	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		16. LAKE AV & COLORADO BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	276	1,600	0.056	N-S(1): 0.279
	TH	2.00	1,476	3,200	0.461 *	N-S(2): 0.547 *
	LT	1.00	207	1,600	0.129	E-W(1): 0.175
Westbound	RT	1.00	179	1,600	0.000	E-W(2): 0.249 *
	TH	2.00	423	3,200	0.132 *	
	LT	1.00	89	1,600	0.056	V/C: 0.796
Northbound	RT	0.00	92	0	0.000	Lost Time: 0.100
	TH	3.00	627	4,800	0.150	
	LT	1.00	138	1,600	0.086 *	
Eastbound	RT	1.00	124	1,600	0.000	ICU: 0.896
	TH	2.00	382	3,200	0.119	
	LT	1.00	187	1,600	0.117 *	LOS: D
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	271	1,600	0.077	N-S(1): 0.235
	TH	2.00	1,240	3,200	0.388 *	N-S(2): 0.445 *
	LT	1.00	211	1,600	0.132	E-W(1): 0.361 *
Westbound	RT	1.00	208	1,600	0.000	E-W(2): 0.293
	TH	2.00	641	3,200	0.200	
	LT	1.00	97	1,600	0.061 *	V/C: 0.806
Northbound	RT	0.00	164	1,600	0.103	Lost Time: 0.100
	TH	3.00	256	3,200	0.080	
	LT	1.00	91	1,600	0.057 *	
Eastbound	RT	1.00	181	1,600	0.056	ICU: 0.906
	TH	2.00	961	3,200	0.300 *	
	LT	1.00	148	1,600	0.093	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		17. LAKE AV & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	133	1,600	0.020	N-S(1): 0.269 *
	TH	2.00	629	3,200	0.197	N-S(2): 0.260
	LT	1.00	79	1,600	0.049 *	E-W(1): 0.233
Westbound	RT	1.00	126	1,600	0.029	E-W(2): 0.363 *
	TH	2.00	960	3,200	0.300 *	
	LT	1.00	98	1,600	0.061	V/C: 0.632
Northbound	RT	0.00	67	0	0.000	Lost Time: 0.100
	TH	2.00	638	3,200	0.220 *	
	LT	1.00	100	1,600	0.063	
Eastbound	RT	1.00	90	1,600	0.000	ICU: 0.732
	TH	2.00	549	3,200	0.172	
	LT	1.00	101	1,600	0.063 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	224	1,600	0.046	N-S(1): 0.334 *
	TH	2.00	887	3,200	0.277	N-S(2): 0.330
	LT	1.00	141	1,600	0.088 *	E-W(1): 0.416 *
Westbound	RT	1.00	126	1,600	0.000	E-W(2): 0.305
	TH	2.00	676	3,200	0.211	
	LT	1.00	102	1,600	0.064 *	V/C: 0.750
Northbound	RT	0.00	128	0	0.000	Lost Time: 0.100
	TH	2.00	660	3,200	0.246 *	
	LT	1.00	84	1,600	0.053	
Eastbound	RT	1.00	177	1,600	0.058	ICU: 0.850
	TH	2.00	1,126	3,200	0.352 *	
	LT	1.00	151	1,600	0.094	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		18. SAN GABRIEL BL & FOOTHILL BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	43	0	0.000	N-S(1): 0.327 *
	TH	2.00	675	3,200	0.224	N-S(2): 0.277
	LT	1.00	104	1,600	0.065 *	E-W(1): 0.194
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.318 *
	TH	2.00	933	3,200	0.309 *	V/C: 0.645
	LT	1.00	96	1,600	0.060	Lost Time: 0.100
Northbound	RT	1.00	146	1,600	0.031	ICU: 0.745
	TH	2.00	839	3,200	0.262 *	
	LT	1.00	85	1,600	0.053	
Eastbound	RT	0.00	61	0	0.000	LOS: C
	TH	2.00	368	3,200	0.134	
	LT	1.00	14	1,600	0.009 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	49	0	0.000	N-S(1): 0.338 *
	TH	2.00	599	3,200	0.203	N-S(2): 0.242
	LT	1.00	162	1,600	0.101 *	E-W(1): 0.415 *
Westbound	RT	0.00	158	0	0.000	E-W(2): 0.322
	TH	2.00	582	3,200	0.231	V/C: 0.753
	LT	1.00	148	1,600	0.093 *	Lost Time: 0.100
Northbound	RT	1.00	260	1,600	0.070	ICU: 0.853
	TH	2.00	759	3,200	0.237 *	
	LT	1.00	63	1,600	0.039	
Eastbound	RT	0.00	212	0	0.000	LOS: D
	TH	2.00	817	3,200	0.322 *	
	LT	1.00	145	1,600	0.091	

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		19. SAN GABRIEL BL & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.288
	TH	2.00	531	3,200	0.175 *	N-S(2): 0.313 *
	LT	1.00	37	1,600	0.023	E-W(1): 0.091
Westbound	RT	0.00	47	0	0.000	E-W(2): 0.218 *
	TH	2.00	584	3,200	0.197 *	V/C: 0.531
	LT	1.00	39	1,600	0.024	Lost Time: 0.100
Northbound	RT	0.00	36	0	0.000	ICU: 0.631
	TH	2.00	811	3,200	0.265	
	LT	1.00	221	1,600	0.138 *	
Eastbound	RT	0.00	57	0	0.000	LOS: B
	TH	2.00	156	3,200	0.067	
	LT	1.00	33	1,600	0.021 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.248
	TH	2.00	863	3,200	0.282 *	N-S(2): 0.366 *
	LT	1.00	65	1,600	0.041	E-W(1): 0.365 *
Westbound	RT	0.00	51	0	0.000	E-W(2): 0.259
	TH	2.00	351	3,200	0.126	V/C: 0.731
	LT	1.00	60	1,600	0.038 *	Lost Time: 0.100
Northbound	RT	0.00	44	0	0.000	ICU: 0.831
	TH	2.00	619	3,200	0.207	
	LT	1.00	134	1,600	0.084 *	
Eastbound	RT	0.00	46	0	0.000	LOS: D
	TH	2.00	999	3,200	0.327 *	
	LT	1.00	212	1,600	0.133	

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		20. SIERRA MADRE BL & DEL MAR BL				
Description:		EXISTING CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.190
	TH	2.00	430	3,200	0.160 *	N-S(2): 0.316 *
	LT	1.00	22	1,600	0.014	E-W(1): 0.119
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.305 *
	TH	2.00	849	3,200	0.276 *	V/C: 0.621
	LT	1.00	50	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	
	TH	2.00	521	3,200	0.176	
	LT	1.00	250	1,600	0.156 *	
Eastbound	RT	0.00	64	0	0.000	ICU: 0.721
	TH	2.00	219	3,200	0.088	
	LT	1.00	47	1,600	0.029 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	85	0	0.000	N-S(1): 0.221 *
	TH	2.00	535	3,200	0.194	N-S(2): 0.201
	LT	1.00	56	1,600	0.035 *	E-W(1): 0.454 *
Westbound	RT	0.00	27	0	0.000	E-W(2): 0.216
	TH	2.00	433	3,200	0.144	V/C: 0.675
	LT	1.00	36	1,600	0.023 *	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	
	TH	2.00	533	3,200	0.186 *	
	LT	1.00	11	1,600	0.007	
Eastbound	RT	0.00	143	0	0.000	ICU: 0.775
	TH	2.00	1,237	3,200	0.431 *	
	LT	1.00	115	1,600	0.072	LOS: C

* - Denotes critical movement

APPENDIX C - 2

**INTERSECTION LEVEL OF SERVICE FOR CUMULATIVE BASE CONDITION
WORK SHEETS (K-ICU)**

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		1. HILL AV & MAPLE ST				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	421	0	0.000	N-S(1): 0.120
	TH	2.00	776	3,200	0.374 *	N-S(2): 0.548 *
	LT	0.00	0	0	0.000	E-W(1): 0.417 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.334
	TH	1.96	967	3,139	0.334	V/C: 0.965
	LT	1.04	554	1,329	0.417 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	385	3,200	0.120	
	LT	2.00	446	2,560	0.174 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.065
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.348
	TH	2.00	611	3,200	0.263 *	N-S(2): 0.465 *
	LT	0.00	0	0	0.000	E-W(1): 0.216
Westbound	RT	0.00	177	0	0.000	E-W(2): 0.233 *
	TH	2.00	570	3,200	0.233 *	V/C: 0.698
	LT	1.00	345	1,600	0.216	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,113	3,200	0.348	
	LT	2.00	518	2,560	0.202 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.798
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		2. HILL AV & CORSON ST				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.315
	TH	2.00	1,050	3,200	0.328 *	N-S(2): 0.328 *
	LT	1.00	227	1,600	0.142	E-W(1): 0.467 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.795
Northbound	RT	0.00	207	0	0.000	Lost Time: 0.100
	TH	3.00	623	4,800	0.173	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	747	1,600	0.467 *	ICU: 0.895
	TH	2.00	413	1,600	0.258	
	LT	1.00	258	1,600	0.161	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.379 *
	TH	2.00	798	3,200	0.249	N-S(2): 0.249
	LT	1.00	117	1,600	0.073 *	E-W(1): 0.581 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.369
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.960
Northbound	RT	0.00	338	0	0.000	Lost Time: 0.100
	TH	3.00	1,130	4,800	0.306 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	537	0	0.000	ICU: 1.060
	TH	2.00	1,322	3,200	0.581 *	
	LT	1.00	590	1,600	0.369	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		3. HILL AV & WALNUT ST				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.324
	TH	2.00	1,386	3,200	0.472 *	N-S(2): 0.495 *
	LT	1.00	195	1,600	0.122	E-W(1): 0.218
Westbound	RT	0.00	191	0	0.000	E-W(2): 0.346 *
	TH	2.00	743	3,200	0.292 *	V/C: 0.841
	LT	1.00	182	1,600	0.114	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	
	TH	2.00	584	3,200	0.202	
	LT	1.00	37	1,600	0.023 *	
Eastbound	RT	0.00	57	0	0.000	ICU: 0.941
	TH	2.00	275	3,200	0.104	
	LT	1.00	86	1,600	0.054 *	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	85	0	0.000	N-S(1): 0.499 *
	TH	2.00	981	3,200	0.333	N-S(2): 0.360
	LT	1.00	112	1,600	0.070 *	E-W(1): 0.467 *
Westbound	RT	0.00	224	0	0.000	E-W(2): 0.317
	TH	2.00	446	3,200	0.209	V/C: 0.966
	LT	1.00	87	1,600	0.054 *	Lost Time: 0.100
Northbound	RT	0.00	199	0	0.000	
	TH	2.00	1,174	3,200	0.429 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	103	0	0.000	ICU: 1.066
	TH	2.00	1,219	3,200	0.413 *	
	LT	1.00	173	1,600	0.108	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		4. HILL AV & COLORADO BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.267
	TH	2.00	827	3,200	0.330 *	N-S(2): 0.365 *
	LT	1.00	209	1,600	0.131	E-W(1): 0.142
Westbound	RT	1.00	200	1,600	0.000	E-W(2): 0.298 *
	TH	2.00	766	3,200	0.239 *	
	LT	1.00	106	1,600	0.066	V/C: 0.663
Northbound	RT	1.00	170	1,600	0.040	Lost Time: 0.100
	TH	2.00	436	3,200	0.136	
	LT	1.00	56	1,600	0.035 *	
Eastbound	RT	1.00	61	1,600	0.003	ICU: 0.763
	TH	2.00	243	3,200	0.076	
	LT	1.00	94	1,600	0.059 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	167	0	0.000	N-S(1): 0.384 *
	TH	2.00	747	3,200	0.286	N-S(2): 0.337
	LT	1.00	197	1,600	0.123 *	E-W(1): 0.302 *
Westbound	RT	1.00	262	1,600	0.041	E-W(2): 0.275
	TH	2.00	726	3,200	0.227	
	LT	1.00	110	1,600	0.069 *	V/C: 0.686
Northbound	RT	1.00	344	1,600	0.146	Lost Time: 0.100
	TH	2.00	836	3,200	0.261 *	
	LT	1.00	82	1,600	0.051	
Eastbound	RT	1.00	92	1,600	0.006	ICU: 0.786
	TH	2.00	744	3,200	0.233 *	
	LT	1.00	76	1,600	0.048	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		5. HILL AV & GREEN ST				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.222
	TH	2.00	939	3,200	0.306 *	N-S(2): 0.306 *
	LT	0.00	40	1,600	0.025	E-W(1): 0.043
Westbound	RT	0.00	4	0	0.000	E-W(2): 0.061 *
	TH	0.00	0	0	0.000 *	V/C: 0.367
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	22	0	0.000	
	TH	2.00	608	3,200	0.197	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	1.00	69	1,600	0.043	ICU: 0.467
	TH	0.00	0	0	0.000	
	LT	2.00	156	2,560	0.061 *	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.284 *
	TH	2.00	801	3,200	0.257	N-S(2): 0.257
	LT	0.00	21	1,600	0.013 *	E-W(1): 0.185
Westbound	RT	0.00	25	0	0.000	E-W(2): 0.232 *
	TH	0.00	0	0	0.000 *	V/C: 0.516
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	6	0	0.000	
	TH	2.00	861	3,200	0.271 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.03	305	1,645	0.185	ICU: 0.616
	TH	0.00	0	0	0.000	
	LT	1.97	585	2,524	0.232 *	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		6. HILL AV & CORDOVA ST				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	222	0	0.000	N-S(1): 0.242
	TH	2.00	489	3,200	0.222 *	N-S(2): 0.368 *
	LT	1.00	212	1,600	0.133	E-W(1): 0.107 *
Westbound	RT	0.00	87	1,600	0.054	E-W(2): 0.100
	TH	2.00	34	1,600	0.048	
	LT	0.00	43	1,600	0.027 *	V/C: 0.475
Northbound	RT	0.00	95	0	0.000	Lost Time: 0.100
	TH	2.00	255	3,200	0.109	
	LT	1.00	234	1,600	0.146 *	
Eastbound	RT	1.00	39	1,600	0.000	ICU: 0.575
	TH	1.00	55	1,600	0.080 *	
	LT	0.00	73	1,600	0.046	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	183	0	0.000	N-S(1): 0.242
	TH	2.00	820	3,200	0.313 *	N-S(2): 0.366 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.169
Westbound	RT	0.00	136	1,600	0.085 *	E-W(2): 0.193 *
	TH	2.00	30	1,600	0.063	
	LT	0.00	70	1,600	0.044	V/C: 0.559
Northbound	RT	0.00	75	0	0.000	Lost Time: 0.100
	TH	2.00	344	3,200	0.131	
	LT	1.00	85	1,600	0.053 *	
Eastbound	RT	1.00	220	1,600	0.084	ICU: 0.659
	TH	1.00	27	1,600	0.125	
	LT	0.00	173	1,600	0.108 *	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		7. HILL AV & DEL MAR BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph					N-S Split Phase : N
Left Lane:	1600 vph					E-W Split Phase : N
Double Lt Penalty:	20 %					Lost Time (% of cycle) : 10
ITS:	0 %					V/C Round Off (decs.) : 3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	191	0	0.000	N-S(1): 0.273 *
	TH	2.00	267	3,200	0.143	N-S(2): 0.236
	LT	1.00	161	1,600	0.101 *	E-W(1): 0.119
Westbound	RT	1.00	298	1,600	0.086	E-W(2): 0.395 *
	TH	2.00	1,110	3,200	0.347 *	V/C: 0.668
	LT	1.00	26	1,600	0.016	Lost Time: 0.100
Northbound	RT	0.00	43	0	0.000	
	TH	2.00	507	3,200	0.172 *	
	LT	1.00	149	1,600	0.093	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.768
	TH	2.00	315	3,200	0.103	
	LT	1.00	76	1,600	0.048 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	128	0	0.000	N-S(1): 0.416 *
	TH	2.00	494	3,200	0.194	N-S(2): 0.221
	LT	1.00	481	1,600	0.301 *	E-W(1): 0.504 *
Westbound	RT	1.00	190	1,600	0.000	E-W(2): 0.271
	TH	2.00	499	3,200	0.156	V/C: 0.920
	LT	1.00	54	1,600	0.034 *	Lost Time: 0.100
Northbound	RT	0.00	49	0	0.000	
	TH	2.00	318	3,200	0.115 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	63	0	0.000	ICU: 1.020
	TH	2.00	1,441	3,200	0.470 *	
	LT	1.00	184	1,600	0.115	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		8. HILL AV & CALIFORNIA BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	192	0	0.000	N-S(1): 0.082
	TH	1.00	58	1,600	0.197 *	N-S(2): 0.200 *
	LT	0.00	65	1,600	0.041	E-W(1): 0.213
Westbound	RT	1.00	167	1,600	0.064	E-W(2): 0.542 *
	TH	1.00	695	1,600	0.434 *	
	LT	1.00	8	1,600	0.005	V/C: 0.742
Northbound	RT	0.00	3	0	0.000	Lost Time: 0.100
	TH	1.00	58	1,600	0.041	
	LT	0.00	4	1,600	0.003 *	
Eastbound	RT	0.00	9	0	0.000	ICU: 0.842
	TH	1.00	323	1,600	0.208	
	LT	1.00	173	1,600	0.108 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	197	0	0.000	N-S(1): 0.222
	TH	1.00	73	1,600	0.354 *	N-S(2): 0.357 *
	LT	0.00	296	1,600	0.185	E-W(1): 0.595 *
Westbound	RT	1.00	67	1,600	0.000	E-W(2): 0.436
	TH	1.00	436	1,600	0.273	
	LT	1.00	5	1,600	0.003 *	V/C: 0.952
Northbound	RT	0.00	5	0	0.000	Lost Time: 0.100
	TH	1.00	49	1,600	0.037	
	LT	0.00	5	1,600	0.003 *	
Eastbound	RT	0.00	6	0	0.000	ICU: 1.052
	TH	1.00	941	1,600	0.592 *	
	LT	1.00	260	1,600	0.163	LOS: F

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 9. BONNIE ST & COLORADO BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.014
	TH	2.00	115	3,200	0.040 *	N-S(2): 0.070 *
	LT	1.00	10	1,600	0.006	E-W(1): 0.226 *
Westbound	RT	1.00	18	1,600	0.005	E-W(2): 0.225
	TH	2.00	696	3,200	0.218	
	LT	1.00	143	1,600	0.089 *	V/C: 0.296
Northbound	RT	1.00	23	1,600	0.000	Lost Time: 0.100
	TH	1.00	13	1,600	0.008	
	LT	1.00	48	1,600	0.030 *	
Eastbound	RT	1.00	207	1,600	0.099	ICU: 0.396
	TH	2.00	439	3,200	0.137 *	
	LT	1.00	11	1,600	0.007	LOS: A
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.041
	TH	2.00	44	3,200	0.017 *	N-S(2): 0.070 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.507 *
Westbound	RT	1.00	34	1,600	0.006	E-W(2): 0.213
	TH	2.00	605	3,200	0.189	
	LT	1.00	95	1,600	0.059 *	V/C: 0.577
Northbound	RT	1.00	84	1,600	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.026	
	LT	1.00	85	1,600	0.053 *	
Eastbound	RT	1.00	134	1,600	0.031	ICU: 0.677
	TH	2.00	1,433	3,200	0.448 *	
	LT	1.00	39	1,600	0.024	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		10. BONNIE ST & DEL MAR BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	184	1,600	0.044	N-S(1): 0.060 * N-S(2): 0.047 E-W(1): 0.101 E-W(2): 0.580 * V/C: 0.640 Lost Time: 0.100
	TH	1.00	5	1,600	0.043	
	LT	0.00	64	1,600	0.040 *	
Westbound	RT	0.00	243	0	0.000	
	TH	2.00	1,387	3,200	0.509 *	
	LT	1.00	10	1,600	0.006	
Northbound	RT	0.00	1	0	0.000	ICU: 0.740 LOS: C
	TH	1.00	27	1,600	0.020 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	299	3,200	0.095	
	LT	1.00	113	1,600	0.071 *	

Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.013	N-S(1): 0.056 * N-S(2): 0.055 E-W(1): 0.611 * E-W(2): 0.322 V/C: 0.667 Lost Time: 0.100
	TH	1.00	5	1,600	0.054	
	LT	0.00	81	1,600	0.051 *	
Westbound	RT	0.00	69	0	0.000	
	TH	2.00	793	3,200	0.269	
	LT	1.00	6	1,600	0.004 *	
Northbound	RT	0.00	4	0	0.000	ICU: 0.767 LOS: C
	TH	1.00	3	1,600	0.005 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	4	0	0.000	
	TH	2.00	1,939	3,200	0.607 *	
	LT	1.00	84	1,600	0.053	

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 11. ALLEN AV & MAPLE ST
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	302	1,600	0.189	N-S(1): 0.218
	TH	2.00	791	3,200	0.247 *	N-S(2): 0.330 *
	LT	0.00	0	0	0.000	E-W(1): 0.174 *
Westbound	RT	1.00	152	1,600	0.095	E-W(2): 0.140
	TH	1.52	340	2,436	0.140	
	LT	1.48	330	1,891	0.174 *	V/C: 0.504
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.100
	TH	1.00	349	1,600	0.218	
	LT	1.00	132	1,600	0.083 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.604
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: B

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	176	1,600	0.110	N-S(1): 0.590 *
	TH	2.00	398	3,200	0.124	N-S(2): 0.234
	LT	0.00	0	0	0.000 *	E-W(1): 0.137
Westbound	RT	1.00	346	1,600	0.216 *	E-W(2): 0.216 *
	TH	1.00	141	1,600	0.088	
	LT	2.00	351	2,560	0.137	V/C: 0.806
Northbound	RT	1.00	0	1,600	0.000	Lost Time: 0.100
	TH	1.00	944	1,600	0.590 *	
	LT	1.00	176	1,600	0.110	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.906
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: E

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 12. ALLEN AV & CORSON ST
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.329 *
	TH	2.00	783	3,200	0.245	N-S(2): 0.245
	LT	1.00	327	1,600	0.204 *	E-W(1): 0.108 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.041
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.437
Northbound	RT	0.00	177	0	0.000	Lost Time: 0.100
	TH	3.00	423	4,800	0.125 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	172	1,600	0.108 *	ICU: 0.537
	TH	2.00	79	3,200	0.045	
	LT	0.00	65	1,600	0.041	LOS: A

Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.342 *
	TH	2.00	575	3,200	0.180	N-S(2): 0.180
	LT	1.00	164	1,600	0.103 *	E-W(1): 0.289 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.132
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.631
Northbound	RT	0.00	230	0	0.000	Lost Time: 0.100
	TH	3.00	917	4,800	0.239 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	169	1,600	0.106	ICU: 0.731
	TH	2.00	713	3,200	0.289 *	
	LT	0.00	211	1,600	0.132	LOS: C

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 13. ALLEN AV & COLORADO BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.066	N-S(1): 0.292 *
	TH	1.00	385	1,600	0.241	N-S(2): 0.271
	LT	1.00	128	1,600	0.080 *	E-W(1): 0.159
Westbound	RT	1.00	119	1,600	0.000	E-W(2): 0.371 *
	TH	2.00	1,040	3,200	0.325 *	V/C: 0.663
	LT	1.00	47	1,600	0.029	Lost Time: 0.100
Northbound	RT	0.00	36	0	0.000	
	TH	1.00	303	1,600	0.212 *	
	LT	1.00	48	1,600	0.030	
Eastbound	RT	1.00	26	1,600	0.000	ICU: 0.763
	TH	2.00	417	3,200	0.130	
	LT	1.00	73	1,600	0.046 *	LOS: C

Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	173	1,600	0.014	N-S(1): 0.460 *
	TH	1.00	351	1,600	0.219	N-S(2): 0.257
	LT	1.00	161	1,600	0.101 *	E-W(1): 0.468 *
Westbound	RT	1.00	205	1,600	0.028	E-W(2): 0.362
	TH	2.00	857	3,200	0.268	V/C: 0.928
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	0.00	101	0	0.000	
	TH	1.00	473	1,600	0.359 *	
	LT	1.00	61	1,600	0.038	
Eastbound	RT	1.00	44	1,600	0.000	ICU: 1.028
	TH	2.00	1,361	3,200	0.425 *	
	LT	1.00	151	1,600	0.094	LOS: F

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 14. ALLEN AV & DEL MAR BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.162
	TH	1.00	255	1,600	0.255 *	N-S(2): 0.333 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.122
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.466 *
	TH	2.00	1,317	3,200	0.423 *	V/C: 0.799
	LT	1.00	26	1,600	0.016	Lost Time: 0.100
Northbound	RT	1.00	12	1,600	0.000	
	TH	1.00	219	1,600	0.137	
	LT	1.00	124	1,600	0.078 *	
Eastbound	RT	0.00	22	0	0.000	ICU: 0.899
	TH	2.00	316	3,200	0.106	
	LT	1.00	68	1,600	0.043 *	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.221
	TH	1.00	220	1,600	0.198 *	N-S(2): 0.237 *
	LT	1.00	69	1,600	0.043	E-W(1): 0.524 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.361
	TH	2.00	729	3,200	0.246	V/C: 0.761
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	1.00	27	1,600	0.008	
	TH	1.00	285	1,600	0.178	
	LT	1.00	63	1,600	0.039 *	
Eastbound	RT	0.00	32	0	0.000	ICU: 0.861
	TH	2.00	1,617	3,200	0.515 *	
	LT	1.00	184	1,600	0.115	LOS: D

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 15. ALLEN AV & CALIFORNIA BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	77	0	0.000	N-S(1): 0.134
	TH	1.00	161	1,600	0.165 *	N-S(2): 0.186 *
	LT	0.00	26	1,600	0.016	E-W(1): 0.235
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.599 *
	TH	1.00	821	1,600	0.553 *	V/C: 0.785
	LT	1.00	9	1,600	0.006	Lost Time: 0.100
Northbound	RT	0.00	1	0	0.000	
	TH	1.00	155	1,600	0.118	
	LT	0.00	33	1,600	0.021 *	
Eastbound	RT	0.00	60	0	0.000	ICU: 0.885
	TH	1.00	307	1,600	0.229	
	LT	1.00	73	1,600	0.046 *	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	62	0	0.000	N-S(1): 0.193 *
	TH	1.00	115	1,600	0.141	N-S(2): 0.183
	LT	0.00	49	1,600	0.031 *	E-W(1): 0.664 *
Westbound	RT	0.00	43	0	0.000	E-W(2): 0.323
	TH	1.00	371	1,600	0.259	V/C: 0.857
	LT	1.00	5	1,600	0.003 *	Lost Time: 0.100
Northbound	RT	0.00	14	0	0.000	
	TH	1.00	178	1,600	0.162 *	
	LT	0.00	67	1,600	0.042	
Eastbound	RT	0.00	35	0	0.000	ICU: 0.957
	TH	1.00	1,023	1,600	0.661 *	
	LT	1.00	102	1,600	0.064	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		16. LAKE AV & COLORADO BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	287	1,600	0.058	N-S(1): 0.290
	TH	2.00	1,536	3,200	0.480 *	N-S(2): 0.570 *
	LT	1.00	215	1,600	0.134	E-W(1): 0.182
Westbound	RT	1.00	186	1,600	0.000	E-W(2): 0.260 *
	TH	2.00	440	3,200	0.138 *	
	LT	1.00	93	1,600	0.058	V/C: 0.830
Northbound	RT	0.00	96	0	0.000	Lost Time: 0.100
	TH	3.00	653	4,800	0.156	
	LT	1.00	144	1,600	0.090 *	
Eastbound	RT	1.00	129	1,600	0.000	ICU: 0.930
	TH	2.00	398	3,200	0.124	
	LT	1.00	195	1,600	0.122 *	LOS: E
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	282	1,600	0.080	N-S(1): 0.245
	TH	2.00	1,290	3,200	0.403 *	N-S(2): 0.462 *
	LT	1.00	220	1,600	0.138	E-W(1): 0.376 *
Westbound	RT	1.00	216	1,600	0.000	E-W(2): 0.304
	TH	2.00	667	3,200	0.208	
	LT	1.00	101	1,600	0.063 *	V/C: 0.838
Northbound	RT	0.00	171	1,600	0.107	Lost Time: 0.100
	TH	3.00	266	3,200	0.083	
	LT	1.00	95	1,600	0.059 *	
Eastbound	RT	1.00	188	1,600	0.058	ICU: 0.938
	TH	2.00	1,000	3,200	0.313 *	
	LT	1.00	154	1,600	0.096	LOS: E

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 17. LAKE AV & DEL MAR BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.013	N-S(1): 0.280 *
	TH	2.00	655	3,200	0.205	N-S(2): 0.270
	LT	1.00	82	1,600	0.051 *	E-W(1): 0.273
Westbound	RT	1.00	148	1,600	0.041	E-W(2): 0.426 *
	TH	2.00	1,125	3,200	0.352 *	V/C: 0.706
	LT	1.00	115	1,600	0.072	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	
	TH	2.00	664	3,200	0.229 *	
	LT	1.00	104	1,600	0.065	
Eastbound	RT	1.00	105	1,600	0.001	ICU: 0.806
	TH	2.00	643	3,200	0.201	
	LT	1.00	118	1,600	0.074 *	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	233	1,600	0.035	N-S(1): 0.348 *
	TH	2.00	923	3,200	0.288	N-S(2): 0.342
	LT	1.00	147	1,600	0.092 *	E-W(1): 0.487 *
Westbound	RT	1.00	148	1,600	0.001	E-W(2): 0.359
	TH	2.00	792	3,200	0.248	V/C: 0.835
	LT	1.00	120	1,600	0.075 *	Lost Time: 0.100
Northbound	RT	0.00	133	0	0.000	
	TH	2.00	687	3,200	0.256 *	
	LT	1.00	87	1,600	0.054	
Eastbound	RT	1.00	207	1,600	0.075	ICU: 0.935
	TH	2.00	1,319	3,200	0.412 *	
	LT	1.00	177	1,600	0.111	LOS: E

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 18. SAN GABRIEL BL & FOOTHILL BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	47	0	0.000	N-S(1): 0.355 *
	TH	2.00	731	3,200	0.243	N-S(2): 0.301
	LT	1.00	113	1,600	0.071 *	E-W(1): 0.210
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.343 *
	TH	2.00	1,010	3,200	0.334 *	V/C: 0.698
	LT	1.00	104	1,600	0.065	Lost Time: 0.100
Northbound	RT	1.00	158	1,600	0.034	
	TH	2.00	909	3,200	0.284 *	
	LT	1.00	92	1,600	0.058	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.798
	TH	2.00	398	3,200	0.145	
	LT	1.00	15	1,600	0.009 *	LOS: C
Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.366 *
	TH	2.00	649	3,200	0.219	N-S(2): 0.262
	LT	1.00	175	1,600	0.109 *	E-W(1): 0.448 *
Westbound	RT	0.00	171	0	0.000	E-W(2): 0.348
	TH	2.00	630	3,200	0.250	V/C: 0.814
	LT	1.00	160	1,600	0.100 *	Lost Time: 0.100
Northbound	RT	1.00	282	1,600	0.076	
	TH	2.00	822	3,200	0.257 *	
	LT	1.00	68	1,600	0.043	
Eastbound	RT	0.00	230	0	0.000	ICU: 0.914
	TH	2.00	885	3,200	0.348 *	
	LT	1.00	157	1,600	0.098	LOS: E

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 19. SAN GABRIEL BL & DEL MAR BL
Description: CUMULATIVE BASE CONDITIONS

Date/Time: AM PEAK HOUR

Thru Lane: 1600 vph
 Left Lane: 1600 vph
 Double Lt Penalty: 20 %
 ITS: 0 %

N-S Split Phase : N
 E-W Split Phase : N
 Lost Time (% of cycle) : 10
 V/C Round Off (decs.) : 3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	34	0	0.000	N-S(1): 0.337
	TH	2.00	622	3,200	0.205 *	N-S(2): 0.367 *
	LT	1.00	43	1,600	0.027	E-W(1): 0.107
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.255 *
	TH	2.00	684	3,200	0.231 *	V/C: 0.622
	LT	1.00	46	1,600	0.029	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	
	TH	2.00	950	3,200	0.310	
	LT	1.00	259	1,600	0.162 *	
Eastbound	RT	0.00	67	0	0.000	ICU: 0.722
	TH	2.00	183	3,200	0.078	
	LT	1.00	39	1,600	0.024 *	LOS: C

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.291
	TH	2.00	1,011	3,200	0.330 *	N-S(2): 0.428 *
	LT	1.00	76	1,600	0.048	E-W(1): 0.427 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.302
	TH	2.00	411	3,200	0.147	V/C: 0.855
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	52	0	0.000	
	TH	2.00	725	3,200	0.243	
	LT	1.00	157	1,600	0.098 *	
Eastbound	RT	0.00	54	0	0.000	ICU: 0.955
	TH	2.00	1,170	3,200	0.383 *	
	LT	1.00	248	1,600	0.155	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		20. SIERRA MADRE BL & DEL MAR BL				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.205
	TH	2.00	466	3,200	0.174 *	N-S(2): 0.343 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.141
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.357 *
	TH	2.00	995	3,200	0.323 *	V/C: 0.700
	LT	1.00	59	1,600	0.037	Lost Time: 0.100
Northbound	RT	0.00	45	0	0.000	
	TH	2.00	564	3,200	0.190	
	LT	1.00	271	1,600	0.169 *	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.800
	TH	2.00	257	3,200	0.104	
	LT	1.00	55	1,600	0.034 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	92	0	0.000	N-S(1): 0.239 *
	TH	2.00	579	3,200	0.210	N-S(2): 0.218
	LT	1.00	61	1,600	0.038 *	E-W(1): 0.531 *
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.252
	TH	2.00	507	3,200	0.168	V/C: 0.770
	LT	1.00	42	1,600	0.026 *	Lost Time: 0.100
Northbound	RT	0.00	67	0	0.000	
	TH	2.00	577	3,200	0.201 *	
	LT	1.00	12	1,600	0.008	
Eastbound	RT	0.00	168	0	0.000	ICU: 0.870
	TH	2.00	1,449	3,200	0.505 *	
	LT	1.00	135	1,600	0.084	LOS: D

* - Denotes critical movement

APPENDIX C - 3

**INTERSECTION LEVEL OF SERVICE
FOR CUMULATIVE BASE PLUS PROJECT CONDITION
WORK SHEETS (K-ICU)**

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		1. HILL AV & MAPLE ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	421	0	0.000	N-S(1): 0.123
	TH	2.00	790	3,200	0.378 *	N-S(2): 0.557 *
	LT	0.00	0	0	0.000	E-W(1): 0.417 *
Westbound	RT	0.00	80	0	0.000	E-W(2): 0.334
	TH	1.96	967	3,139	0.334	V/C: 0.974
	LT	1.04	554	1,329	0.417 *	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	392	3,200	0.123	
	LT	2.00	459	2,560	0.179 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 1.074
	TH	0.00	0	0	0.000 *	
	LT	0.00	0	0	0.000	LOS: F
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.351
	TH	2.00	623	3,200	0.267 *	N-S(2): 0.476 *
	LT	0.00	0	0	0.000	E-W(1): 0.216
Westbound	RT	0.00	177	0	0.000	E-W(2): 0.233 *
	TH	2.00	570	3,200	0.233 *	V/C: 0.709
	LT	1.00	345	1,600	0.216	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	
	TH	2.00	1,122	3,200	0.351	
	LT	2.00	535	2,560	0.209 *	
Eastbound	RT	0.00	0	0	0.000	ICU: 0.809
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		2. HILL AV & CORSON ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.319
	TH	2.00	1,064	3,200	0.333 *	N-S(2): 0.333 *
	LT	1.00	227	1,600	0.142	E-W(1): 0.473 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.161
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.806
Northbound	RT	0.00	207	0	0.000	Lost Time: 0.100
	TH	3.00	643	4,800	0.177	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	0.00	756	1,600	0.473 *	ICU: 0.906
	TH	2.00	413	1,600	0.258	
	LT	1.00	258	1,600	0.161	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.384 *
	TH	2.00	811	3,200	0.253	N-S(2): 0.253
	LT	1.00	117	1,600	0.073 *	E-W(1): 0.584 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.369
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.968
Northbound	RT	0.00	338	0	0.000	Lost Time: 0.100
	TH	3.00	1,156	4,800	0.311 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	0.00	546	0	0.000	ICU: 1.068
	TH	2.00	1,322	3,200	0.584 *	
	LT	1.00	590	1,600	0.369	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		3. HILL AV & WALNUT ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.330
	TH	2.00	1,410	3,200	0.480 *	N-S(2): 0.503 *
	LT	1.00	195	1,600	0.122	E-W(1): 0.219
Westbound	RT	0.00	191	0	0.000	E-W(2): 0.346 *
	TH	2.00	743	3,200	0.292 *	V/C: 0.849
	LT	1.00	182	1,600	0.114	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	
	TH	2.00	604	3,200	0.208	
	LT	1.00	37	1,600	0.023 *	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.949
	TH	2.00	275	3,200	0.105	
	LT	1.00	86	1,600	0.054 *	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	85	0	0.000	N-S(1): 0.507 *
	TH	2.00	1,002	3,200	0.340	N-S(2): 0.367
	LT	1.00	112	1,600	0.070 *	E-W(1): 0.468 *
Westbound	RT	0.00	224	0	0.000	E-W(2): 0.317
	TH	2.00	446	3,200	0.209	V/C: 0.975
	LT	1.00	87	1,600	0.054 *	Lost Time: 0.100
Northbound	RT	0.00	199	0	0.000	
	TH	2.00	1,200	3,200	0.437 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	107	0	0.000	ICU: 1.075
	TH	2.00	1,219	3,200	0.414 *	
	LT	1.00	173	1,600	0.108	LOS: F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		4. HILL AV & COLORADO BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	230	0	0.000	N-S(1): 0.308
	TH	2.00	814	2,800	0.373 *	N-S(2): 0.404 *
	LT	1.00	250	1,600	0.156	E-W(1): 0.138
Westbound	RT	1.00	251	1,200	0.001	E-W(2): 0.304 *
	TH	2.00	784	3,200	0.245 *	
	LT	1.00	72	1,600	0.045	V/C: 0.708
Northbound	RT	1.00	254	1,200	0.152	Lost Time: 0.100
	TH	2.00	420	3,200	0.131	
	LT	1.00	50	1,600	0.031 *	
Eastbound	RT	1.00	61	1,200	0.009	ICU: 0.808
	TH	2.00	297	3,200	0.093	
	LT	1.00	94	1,600	0.059 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	167	0	0.000	N-S(1): 0.420 *
	TH	2.00	736	2,800	0.323	N-S(2): 0.370
	LT	1.00	233	1,600	0.146 *	E-W(1): 0.298 *
Westbound	RT	1.00	327	1,200	0.078	E-W(2): 0.282
	TH	2.00	749	3,200	0.234	
	LT	1.00	80	1,600	0.050 *	V/C: 0.718
Northbound	RT	1.00	409	1,200	0.274 *	Lost Time: 0.100
	TH	2.00	815	3,200	0.255	
	LT	1.00	75	1,600	0.047	
Eastbound	RT	1.00	92	1,200	0.014	ICU: 0.818
	TH	2.00	792	3,200	0.248 *	
	LT	1.00	76	1,600	0.048	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		5. HILL AV & GREEN ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.175
	TH	2.00	933	3,200	0.291 *	N-S(2): 0.291 *
	LT	0.00	(2)	1,600	-0.001	E-W(1): 0.015
Westbound	RT	1.00	(23)	1,600	0.000	E-W(2): 0.104 *
	TH	0.00	0	0	0.000 *	
	LT	1.00	(20)	1,600	-0.013	V/C: 0.395
Northbound	RT	0.00	(24)	0	0.000	Lost Time: 0.100
	TH	2.00	587	3,200	0.176	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	1.00	45	1,600	0.028	ICU: 0.495
	TH	1.00	(28)	1,600	-0.018	
	LT	2.00	265	2,560	0.104 *	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.240
	TH	2.00	796	3,200	0.244 *	N-S(2): 0.244 *
	LT	0.00	(16)	1,600	-0.010	E-W(1): 0.161
Westbound	RT	1.00	(9)	1,600	0.004 *	E-W(2): 0.270 *
	TH	0.00	0	0	0.000	
	LT	1.00	(25)	1,600	-0.016	V/C: 0.514
Northbound	RT	0.00	(35)	0	0.000	Lost Time: 0.100
	TH	2.00	835	3,200	0.250	
	LT	0.00	0	0	0.000 *	
Eastbound	RT	1.00	283	1,600	0.177	ICU: 0.614
	TH	1.00	(24)	1,600	-0.015	
	LT	2.00	682	2,560	0.266 *	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		6. HILL AV & CORDOVA ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	219	0	0.000	N-S(1): 0.209
	TH	2.00	472	3,200	0.216 *	N-S(2): 0.374 *
	LT	1.00	182	1,600	0.114	E-W(1): 0.097 *
Westbound	RT	0.00	66	1,600	0.041	E-W(2): 0.085
	TH	2.00	31	1,600	0.041	
	LT	0.00	34	1,600	0.021 *	V/C: 0.471
Northbound	RT	0.00	91	0	0.000	Lost Time: 0.100
	TH	2.00	212	3,200	0.095	
	LT	1.00	253	1,600	0.158 *	
Eastbound	RT	1.00	59	1,600	0.000	ICU: 0.571
	TH	1.00	52	1,600	0.076 *	
	LT	0.00	70	1,600	0.044	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	179	0	0.000	N-S(1): 0.212
	TH	2.00	799	3,200	0.306 *	N-S(2): 0.374 *
	LT	1.00	150	1,600	0.094	E-W(1): 0.158
Westbound	RT	0.00	110	1,600	0.069 *	E-W(2): 0.175 *
	TH	2.00	27	1,600	0.054	
	LT	0.00	59	1,600	0.037	V/C: 0.549
Northbound	RT	0.00	71	0	0.000	Lost Time: 0.100
	TH	2.00	307	3,200	0.118	
	LT	1.00	109	1,600	0.068 *	
Eastbound	RT	1.00	238	1,600	0.081	ICU: 0.649
	TH	1.00	24	1,600	0.121	
	LT	0.00	170	1,600	0.106 *	LOS: B

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		7. HILL AV & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	185	0	0.000	N-S(1): 0.285 *
	TH	2.00	264	3,200	0.140	N-S(2): 0.233
	LT	1.00	166	1,600	0.104 *	E-W(1): 0.150
Westbound	RT	1.00	294	1,600	0.080	E-W(2): 0.394 *
	TH	2.00	1,138	3,200	0.356 *	V/C: 0.679
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	80	0	0.000	ICU: 0.779
	TH	2.00	498	3,200	0.181 *	
	LT	1.00	149	1,600	0.093	
Eastbound	RT	0.00	14	0	0.000	LOS: C
	TH	2.00	387	3,200	0.125	
	LT	1.00	60	1,600	0.038 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.422 *
	TH	2.00	490	3,200	0.191	N-S(2): 0.218
	LT	1.00	479	1,600	0.299 *	E-W(1): 0.536 *
Westbound	RT	1.00	195	1,600	0.000	E-W(2): 0.273
	TH	2.00	535	3,200	0.167	V/C: 0.958
	LT	1.00	73	1,600	0.046 *	Lost Time: 0.100
Northbound	RT	0.00	82	0	0.000	ICU: 1.058
	TH	2.00	311	3,200	0.123 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	63	0	0.000	LOS: F
	TH	2.00	1,505	3,200	0.490 *	
	LT	1.00	170	1,600	0.106	

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS					
Intersection:		8. HILL AV & CALIFORNIA BL					
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10	
ITS:	0 %				V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	199	0	0.000	N-S(1):	0.088
	TH	1.00	62	1,600	0.204 *	N-S(2):	0.207 *
	LT	0.00	65	1,600	0.041	E-W(1):	0.213
Westbound	RT	1.00	167	1,600	0.064	E-W(2):	0.554 *
	TH	1.00	695	1,600	0.434 *		
	LT	1.00	8	1,600	0.005	V/C:	0.761
Northbound	RT	0.00	3	0	0.000	Lost Time:	0.100
	TH	1.00	68	1,600	0.047		
	LT	0.00	4	1,600	0.003 *		
Eastbound	RT	0.00	9	0	0.000	ICU:	0.861
	TH	1.00	323	1,600	0.208		
	LT	1.00	192	1,600	0.120 *	LOS:	D
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	206	0	0.000	N-S(1):	0.227
	TH	1.00	78	1,600	0.363 *	N-S(2):	0.366 *
	LT	0.00	296	1,600	0.185	E-W(1):	0.595 *
Westbound	RT	1.00	67	1,600	0.000	E-W(2):	0.446
	TH	1.00	436	1,600	0.273		
	LT	1.00	5	1,600	0.003 *	V/C:	0.961
Northbound	RT	0.00	5	0	0.000	Lost Time:	0.100
	TH	1.00	57	1,600	0.042		
	LT	0.00	5	1,600	0.003 *		
Eastbound	RT	0.00	6	0	0.000	ICU:	1.061
	TH	1.00	941	1,600	0.592 *		
	LT	1.00	277	1,600	0.173	LOS:	F

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		9. BONNIE ST & COLORADO BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.017
	TH	2.00	127	3,200	0.043 *	N-S(2): 0.116 *
	LT	1.00	10	1,600	0.006	E-W(1): 0.375 *
Westbound	RT	1.00	18	1,600	0.005	E-W(2): 0.214
	TH	2.00	664	3,200	0.208	
	LT	1.00	306	1,600	0.191 *	V/C: 0.491
Northbound	RT	1.00	97	1,600	0.000	Lost Time: 0.100
	TH	1.00	18	1,600	0.011	
	LT	1.00	117	1,600	0.073 *	
Eastbound	RT	1.00	412	1,600	0.184 *	ICU: 0.591
	TH	2.00	416	3,200	0.130	
	LT	1.00	10	1,600	0.006	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.045
	TH	2.00	54	3,200	0.019 *	N-S(2): 0.128 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.588 *
Westbound	RT	1.00	34	1,600	0.006	E-W(2): 0.203
	TH	2.00	576	3,200	0.180	
	LT	1.00	240	1,600	0.150 *	V/C: 0.716
Northbound	RT	1.00	180	1,600	0.000	Lost Time: 0.100
	TH	1.00	48	1,600	0.030	
	LT	1.00	174	1,600	0.109 *	
Eastbound	RT	1.00	316	1,600	0.089	ICU: 0.816
	TH	2.00	1,403	3,200	0.438 *	
	LT	1.00	37	1,600	0.023	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS					
Intersection:		10. BONNIE ST & DEL MAR BL					
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10	
ITS:	0 %				V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	220	1,600	0.000	N-S(1):	0.092 *
	TH	1.00	5	1,600	0.075	N-S(2):	0.078
	LT	0.00	115	1,600	0.072 *	E-W(1):	0.096
Westbound	RT	0.00	373	0	0.000	E-W(2):	0.697 *
	TH	2.00	1,346	3,200	0.537 *		
	LT	1.00	10	1,600	0.006	V/C:	0.789
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	1.00	27	1,600	0.020 *		
	LT	0.00	4	1,600	0.003		
Eastbound	RT	0.00	5	0	0.000	ICU:	0.889
	TH	2.00	283	3,200	0.090		
	LT	1.00	256	1,600	0.160 *	LOS:	D
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	164	1,600	0.000	N-S(1):	0.096 *
	TH	1.00	5	1,600	0.094	N-S(2):	0.095
	LT	0.00	146	1,600	0.091 *	E-W(1):	0.605 *
Westbound	RT	0.00	184	0	0.000	E-W(2):	0.427
	TH	2.00	757	3,200	0.294		
	LT	1.00	6	1,600	0.004 *	V/C:	0.701
Northbound	RT	0.00	4	0	0.000	Lost Time:	0.100
	TH	1.00	3	1,600	0.005 *		
	LT	0.00	1	1,600	0.001		
Eastbound	RT	0.00	4	0	0.000	ICU:	0.801
	TH	2.00	1,919	3,200	0.601 *		
	LT	1.00	212	1,600	0.133	LOS:	D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS					
Intersection:		11. ALLEN AV & MAPLE ST					
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:	1600 vph			N-S Split Phase :	N		
Left Lane:	1600 vph			E-W Split Phase :	N		
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10		
ITS:	0 %			V/C Round Off (decs.) :	3		
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	302	1,600	0.189	N-S(1):	0.222
	TH	2.00	805	3,200	0.252 *	N-S(2):	0.335 *
	LT	0.00	0	0	0.000	E-W(1):	0.187 *
Westbound	RT	1.00	152	1,600	0.095	E-W(2):	0.149
	TH	1.42	340	2,276	0.149		
	LT	1.58	377	2,019	0.187 *	V/C:	0.522
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	1.00	355	1,600	0.222		
	LT	1.00	132	1,600	0.083 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.622
	TH	0.00	0	0	0.000 *		
	LT	0.00	0	0	0.000	LOS:	B
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	176	1,600	0.110	N-S(1):	0.594 *
	TH	2.00	411	3,200	0.128	N-S(2):	0.238
	LT	0.00	0	0	0.000 *	E-W(1):	0.154
Westbound	RT	1.00	346	1,600	0.216 *	E-W(2):	0.216 *
	TH	1.00	141	1,600	0.088		
	LT	2.00	393	2,560	0.154	V/C:	0.810
Northbound	RT	1.00	0	1,600	0.000	Lost Time:	0.100
	TH	1.00	951	1,600	0.594 *		
	LT	1.00	176	1,600	0.110		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.910
	TH	0.00	0	0	0.000		
	LT	0.00	0	0	0.000 *	LOS:	E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		12. ALLEN AV & CORSON ST				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.334 *
	TH	2.00	844	3,200	0.264	N-S(2): 0.264
	LT	1.00	327	1,600	0.204 *	E-W(1): 0.108 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.041
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.442
Northbound	RT	0.00	195	0	0.000	Lost Time: 0.100
	TH	3.00	428	4,800	0.130 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	172	1,600	0.108 *	ICU: 0.542
	TH	2.00	79	3,200	0.045	
	LT	0.00	65	1,600	0.041	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.348 *
	TH	2.00	629	3,200	0.197	N-S(2): 0.197
	LT	1.00	164	1,600	0.103 *	E-W(1): 0.289 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.132
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	V/C: 0.637
Northbound	RT	0.00	253	0	0.000	Lost Time: 0.100
	TH	3.00	924	4,800	0.245 *	
	LT	0.00	0	0	0.000	
Eastbound	RT	1.00	169	1,600	0.106	ICU: 0.737
	TH	2.00	713	3,200	0.289 *	
	LT	0.00	211	1,600	0.132	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS					
Intersection:		13. ALLEN AV & COLORADO BL					
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10	
ITS:	0 %				V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	239	1,600	0.089	N-S(1):	0.292 *
	TH	1.00	385	1,600	0.241	N-S(2):	0.271
	LT	1.00	128	1,600	0.080 *	E-W(1):	0.167
Westbound	RT	1.00	119	1,600	0.000	E-W(2):	0.405 *
	TH	2.00	1,101	3,200	0.344 *	V/C:	0.697
	LT	1.00	47	1,600	0.029	Lost Time:	0.100
Northbound	RT	0.00	36	0	0.000	ICU:	0.797
	TH	1.00	303	1,600	0.212 *		
	LT	1.00	48	1,600	0.030		
Eastbound	RT	1.00	26	1,600	0.000	LOS:	C
	TH	2.00	440	3,200	0.138		
	LT	1.00	97	1,600	0.061 *		
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	227	1,600	0.028	N-S(1):	0.460 *
	TH	1.00	351	1,600	0.219	N-S(2):	0.257
	LT	1.00	161	1,600	0.101 *	E-W(1):	0.478 *
Westbound	RT	1.00	205	1,600	0.028	E-W(2):	0.399
	TH	2.00	911	3,200	0.285	V/C:	0.938
	LT	1.00	69	1,600	0.043 *	Lost Time:	0.100
Northbound	RT	0.00	101	0	0.000	ICU:	1.038
	TH	1.00	473	1,600	0.359 *		
	LT	1.00	61	1,600	0.038		
Eastbound	RT	1.00	44	1,600	0.000	LOS:	F
	TH	2.00	1,391	3,200	0.435 *		
	LT	1.00	182	1,600	0.114		

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		14. ALLEN AV & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.162
	TH	1.00	255	1,600	0.255 *	N-S(2): 0.353 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.133
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.484 *
	TH	2.00	1,373	3,200	0.441 *	V/C: 0.837
	LT	1.00	26	1,600	0.016	Lost Time: 0.100
Northbound	RT	1.00	12	1,600	0.000	
	TH	1.00	219	1,600	0.137	
	LT	1.00	157	1,600	0.098 *	
Eastbound	RT	0.00	35	0	0.000	ICU: 0.937
	TH	2.00	338	3,200	0.117	
	LT	1.00	68	1,600	0.043 *	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.221
	TH	1.00	220	1,600	0.198 *	N-S(2): 0.256 *
	LT	1.00	69	1,600	0.043	E-W(1): 0.538 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.377
	TH	2.00	779	3,200	0.262	V/C: 0.794
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	1.00	27	1,600	0.008	
	TH	1.00	285	1,600	0.178	
	LT	1.00	92	1,600	0.058 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.894
	TH	2.00	1,645	3,200	0.529 *	
	LT	1.00	184	1,600	0.115	LOS: D

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS					
Intersection:		15. ALLEN AV & CALIFORNIA BL					
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:	1600 vph				N-S Split Phase :	N	
Left Lane:	1600 vph				E-W Split Phase :	N	
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10	
ITS:	0 %				V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	77	0	0.000	N-S(1):	0.148
	TH	1.00	166	1,600	0.173 *	N-S(2):	0.194 *
	LT	0.00	33	1,600	0.021	E-W(1):	0.235
Westbound	RT	0.00	83	0	0.000	E-W(2):	0.611 *
	TH	1.00	821	1,600	0.565 *		
	LT	1.00	9	1,600	0.006	V/C:	0.805
Northbound	RT	0.00	1	0	0.000	Lost Time:	0.100
	TH	1.00	169	1,600	0.127		
	LT	0.00	33	1,600	0.021 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.905
	TH	1.00	307	1,600	0.229		
	LT	1.00	73	1,600	0.046 *	LOS:	E
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	62	0	0.000	N-S(1):	0.207 *
	TH	1.00	122	1,600	0.152	N-S(2):	0.194
	LT	0.00	59	1,600	0.037 *	E-W(1):	0.664 *
Westbound	RT	0.00	60	0	0.000	E-W(2):	0.333
	TH	1.00	371	1,600	0.269		
	LT	1.00	5	1,600	0.003 *	V/C:	0.871
Northbound	RT	0.00	14	0	0.000	Lost Time:	0.100
	TH	1.00	191	1,600	0.170 *		
	LT	0.00	67	1,600	0.042		
Eastbound	RT	0.00	35	0	0.000	ICU:	0.971
	TH	1.00	1,023	1,600	0.661 *		
	LT	1.00	102	1,600	0.064	LOS:	E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		16. LAKE AV & COLORADO BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	287	1,600	0.058	N-S(1): 0.308
	TH	2.00	1,527	3,200	0.477 *	N-S(2): 0.567 *
	LT	1.00	243	1,600	0.152	E-W(1): 0.191
Westbound	RT	1.00	192	1,600	0.000	E-W(2): 0.262 *
	TH	2.00	447	3,200	0.140 *	
	LT	1.00	93	1,600	0.058	V/C: 0.829
Northbound	RT	0.00	96	0	0.000	Lost Time: 0.100
	TH	3.00	653	4,800	0.156	
	LT	1.00	144	1,600	0.090 *	
Eastbound	RT	1.00	120	1,600	0.000	ICU: 0.929
	TH	2.00	425	3,200	0.133	
	LT	1.00	195	1,600	0.122 *	LOS: E
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	282	1,600	0.080	N-S(1): 0.260
	TH	2.00	1,283	3,200	0.401 *	N-S(2): 0.460 *
	LT	1.00	244	1,600	0.153	E-W(1): 0.383 *
Westbound	RT	1.00	224	1,600	0.000	E-W(2): 0.307
	TH	2.00	676	3,200	0.211	
	LT	1.00	101	1,600	0.063 *	V/C: 0.843
Northbound	RT	0.00	171	1,600	0.107	Lost Time: 0.100
	TH	3.00	266	3,200	0.083	
	LT	1.00	95	1,600	0.059 *	
Eastbound	RT	1.00	181	1,600	0.054	ICU: 0.943
	TH	2.00	1,024	3,200	0.320 *	
	LT	1.00	154	1,600	0.096	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		17. LAKE AV & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	138	1,600	0.013	N-S(1): 0.283 *
	TH	2.00	655	3,200	0.205	N-S(2): 0.270
	LT	1.00	82	1,600	0.051 *	E-W(1): 0.290
Westbound	RT	1.00	148	1,600	0.041	E-W(2): 0.431 *
	TH	2.00	1,143	3,200	0.357 *	V/C: 0.714
	LT	1.00	118	1,600	0.074	Lost Time: 0.100
Northbound	RT	0.00	79	0	0.000	
	TH	2.00	664	3,200	0.232 *	
	LT	1.00	104	1,600	0.065	
Eastbound	RT	1.00	105	1,600	0.001	ICU: 0.814
	TH	2.00	690	3,200	0.216	
	LT	1.00	118	1,600	0.074 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	233	1,600	0.035	N-S(1): 0.351 *
	TH	2.00	923	3,200	0.288	N-S(2): 0.342
	LT	1.00	147	1,600	0.092 *	E-W(1): 0.503 *
Westbound	RT	1.00	148	1,600	0.001	E-W(2): 0.366
	TH	2.00	816	3,200	0.255	V/C: 0.854
	LT	1.00	124	1,600	0.078 *	Lost Time: 0.100
Northbound	RT	0.00	142	0	0.000	
	TH	2.00	687	3,200	0.259 *	
	LT	1.00	87	1,600	0.054	
Eastbound	RT	1.00	207	1,600	0.075	ICU: 0.954
	TH	2.00	1,361	3,200	0.425 *	
	LT	1.00	177	1,600	0.111	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		18. SAN GABRIEL BL & FOOTHILL BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	47	0	0.000	N-S(1): 0.355 *
	TH	2.00	731	3,200	0.243	N-S(2): 0.301
	LT	1.00	113	1,600	0.071 *	E-W(1): 0.213
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.351 *
	TH	2.00	1,034	3,200	0.342 *	V/C: 0.706
	LT	1.00	104	1,600	0.065	Lost Time: 0.100
Northbound	RT	1.00	158	1,600	0.034	
	TH	2.00	909	3,200	0.284 *	
	LT	1.00	92	1,600	0.058	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.806
	TH	2.00	408	3,200	0.148	
	LT	1.00	15	1,600	0.009 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	53	0	0.000	N-S(1): 0.366 *
	TH	2.00	649	3,200	0.219	N-S(2): 0.262
	LT	1.00	175	1,600	0.109 *	E-W(1): 0.452 *
Westbound	RT	0.00	171	0	0.000	E-W(2): 0.355
	TH	2.00	651	3,200	0.257	V/C: 0.818
	LT	1.00	160	1,600	0.100 *	Lost Time: 0.100
Northbound	RT	1.00	282	1,600	0.076	
	TH	2.00	822	3,200	0.257 *	
	LT	1.00	68	1,600	0.043	
Eastbound	RT	0.00	230	0	0.000	ICU: 0.918
	TH	2.00	896	3,200	0.352 *	
	LT	1.00	157	1,600	0.098	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		19. SAN GABRIEL BL & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	34	0	0.000	N-S(1): 0.337
	TH	2.00	622	3,200	0.205 *	N-S(2): 0.381 *
	LT	1.00	43	1,600	0.027	E-W(1): 0.112
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.259 *
	TH	2.00	698	3,200	0.235 *	V/C: 0.640
	LT	1.00	46	1,600	0.029	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	
	TH	2.00	950	3,200	0.310	
	LT	1.00	282	1,600	0.176 *	
Eastbound	RT	0.00	76	0	0.000	ICU: 0.740
	TH	2.00	188	3,200	0.083	
	LT	1.00	39	1,600	0.024 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	45	0	0.000	N-S(1): 0.291
	TH	2.00	1,011	3,200	0.330 *	N-S(2): 0.441 *
	LT	1.00	76	1,600	0.048	E-W(1): 0.433 *
Westbound	RT	0.00	60	0	0.000	E-W(2): 0.306
	TH	2.00	424	3,200	0.151	V/C: 0.874
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	0.00	52	0	0.000	
	TH	2.00	725	3,200	0.243	
	LT	1.00	178	1,600	0.111 *	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.974
	TH	2.00	1,178	3,200	0.389 *	
	LT	1.00	248	1,600	0.155	LOS: E

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		20. SIERRA MADRE BL & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph			N-S Split Phase :	N	
Left Lane:	1600 vph			E-W Split Phase :	N	
Double Lt Penalty:	20 %			Lost Time (% of cycle) :	10	
ITS:	0 %			V/C Round Off (decs.) :	3	
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.205
	TH	2.00	466	3,200	0.174 *	N-S(2): 0.343 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.146
Westbound	RT	0.00	39	0	0.000	E-W(2): 0.372 *
	TH	2.00	1,042	3,200	0.338 *	V/C: 0.715
	LT	1.00	59	1,600	0.037	Lost Time: 0.100
Northbound	RT	0.00	45	0	0.000	
	TH	2.00	564	3,200	0.190	
	LT	1.00	271	1,600	0.169 *	
Eastbound	RT	0.00	75	0	0.000	ICU: 0.815
	TH	2.00	275	3,200	0.109	
	LT	1.00	55	1,600	0.034 *	LOS: D
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	92	0	0.000	N-S(1): 0.239 *
	TH	2.00	579	3,200	0.210	N-S(2): 0.218
	LT	1.00	61	1,600	0.038 *	E-W(1): 0.539 *
Westbound	RT	0.00	32	0	0.000	E-W(2): 0.266
	TH	2.00	549	3,200	0.182	V/C: 0.778
	LT	1.00	42	1,600	0.026 *	Lost Time: 0.100
Northbound	RT	0.00	67	0	0.000	
	TH	2.00	577	3,200	0.201 *	
	LT	1.00	12	1,600	0.008	
Eastbound	RT	0.00	168	0	0.000	ICU: 0.878
	TH	2.00	1,473	3,200	0.513 *	
	LT	1.00	135	1,600	0.084	LOS: D

* - Denotes critical movement

APPENDIX C - 4

**INTERSECTION LEVEL OF SERVICE FOR MITIGATION MEASUREMENT
WORK SHEETS (K-ICU)**

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		7. HILL AV & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS WITH MITIGATION				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	185	0	0.000	N-S(1): 0.245 *
	TH	2.00	264	3,200	0.140	N-S(2): 0.233
	LT	2.00	166	2,560	0.065 *	E-W(1): 0.150
Westbound	RT	1.00	294	1,600	0.132	E-W(2): 0.393 *
	TH	2.00	1,137	3,200	0.355 *	V/C: 0.638
	LT	1.00	40	1,600	0.025	Lost Time: 0.100
Northbound	RT	0.00	79	0	0.000	
	TH	2.00	498	3,200	0.180 *	
	LT	1.00	149	1,600	0.093	
Eastbound	RT	0.00	14	0	0.000	ICU: 0.738
	TH	2.00	385	3,200	0.125	
	LT	1.00	61	1,600	0.038 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	120	0	0.000	N-S(1): 0.310 *
	TH	2.00	490	3,200	0.191	N-S(2): 0.218
	LT	2.00	479	2,560	0.187 *	E-W(1): 0.534 *
Westbound	RT	1.00	194	1,600	0.000	E-W(2): 0.273
	TH	2.00	534	3,200	0.167	V/C: 0.844
	LT	1.00	72	1,600	0.045 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	2.00	311	3,200	0.123 *	
	LT	1.00	43	1,600	0.027	
Eastbound	RT	0.00	63	0	0.000	ICU: 0.944
	TH	2.00	1,503	3,200	0.489 *	
	LT	1.00	170	1,600	0.106	LOS: E

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 9. BONNIE ST & COLORADO BL
Description: CUMULATIVE BASE PLUS PROJECT CONDITIONS WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.017
	TH	2.00	126	3,200	0.043 *	N-S(2): 0.088 *
	LT	1.00	10	1,600	0.006	E-W(1): 0.406 *
Westbound	RT	1.00	18	1,600	0.005	E-W(2): 0.214
	TH	2.00	665	3,200	0.208	
	LT	1.00	301	1,600	0.188 *	V/C: 0.494
Northbound	RT	1.00	95	1,600	0.000	Lost Time: 0.100
	TH	1.00	18	1,600	0.011	
	LT	2.00	115	2,560	0.045 *	
Eastbound	RT	1.00	406	1,600	0.218 *	ICU: 0.594
	TH	2.00	417	3,200	0.130	
	LT	1.00	10	1,600	0.006	LOS: A

Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	8	0	0.000	N-S(1): 0.045
	TH	2.00	54	3,200	0.019 *	N-S(2): 0.086 *
	LT	1.00	24	1,600	0.015	E-W(1): 0.586 *
Westbound	RT	1.00	34	1,600	0.006	E-W(2): 0.203
	TH	2.00	577	3,200	0.180	
	LT	1.00	235	1,600	0.147 *	V/C: 0.672
Northbound	RT	1.00	177	1,600	0.000	Lost Time: 0.100
	TH	1.00	48	1,600	0.030	
	LT	2.00	171	2,560	0.067 *	
Eastbound	RT	1.00	311	1,600	0.141	ICU: 0.772
	TH	2.00	1,404	3,200	0.439 *	
	LT	1.00	37	1,600	0.023	LOS: C

* - Denotes critical movement

Project Title:		PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS				
Intersection:		10. BONNIE ST & DEL MAR BL				
Description:		CUMULATIVE BASE PLUS PROJECT CONDITIONS WITH MITIGATION				
Date/Time:		AM PEAK HOUR				
Thru Lane:	1600 vph				N-S Split Phase :	N
Left Lane:	1600 vph				E-W Split Phase :	N
Double Lt Penalty:	20 %				Lost Time (% of cycle) :	10
ITS:	0 %				V/C Round Off (decs.) :	3
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	219	1,600	0.000	N-S(1): 0.091 *
	TH	1.00	5	1,600	0.074	N-S(2): 0.077
	LT	0.00	113	1,600	0.071 *	E-W(1): 0.096
Westbound	RT	1.00	369	1,600	0.160	E-W(2): 0.579 *
	TH	2.00	1,347	3,200	0.421 *	
	LT	1.00	10	1,600	0.006	V/C: 0.670
Northbound	RT	0.00	1	0	0.000	Lost Time: 0.100
	TH	1.00	27	1,600	0.020 *	
	LT	0.00	4	1,600	0.003	
Eastbound	RT	0.00	5	0	0.000	ICU: 0.770
	TH	2.00	284	3,200	0.090	
	LT	1.00	252	1,600	0.158 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	162	1,600	0.000	N-S(1): 0.095 *
	TH	1.00	5	1,600	0.093	N-S(2): 0.094
	LT	0.00	144	1,600	0.090 *	E-W(1): 0.605 *
Westbound	RT	1.00	181	1,600	0.023	E-W(2): 0.367
	TH	2.00	758	3,200	0.237	
	LT	1.00	6	1,600	0.004 *	V/C: 0.700
Northbound	RT	0.00	4	0	0.000	Lost Time: 0.100
	TH	1.00	3	1,600	0.005 *	
	LT	0.00	1	1,600	0.001	
Eastbound	RT	0.00	4	0	0.000	ICU: 0.800
	TH	2.00	1,919	3,200	0.601 *	
	LT	1.00	208	1,600	0.130	LOS: C

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 13. ALLEN AV & COLORADO BL
Description: CUMULATIVE BASE PLUS PROJECT CONDITIONS WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	237	1,600	0.088	N-S(1): 0.292 *
	TH	1.00	385	1,600	0.241	N-S(2): 0.271
	LT	1.00	128	1,600	0.080 *	E-W(1): 0.167
Westbound	RT	1.00	119	1,600	0.000	E-W(2): 0.403 *
	TH	2.00	1,099	3,200	0.343 *	V/C: 0.695
	LT	1.00	47	1,600	0.029	Lost Time: 0.100
Northbound	RT	0.00	36	0	0.000	ICU: 0.795
	TH	1.00	303	1,600	0.212 *	
	LT	1.00	48	1,600	0.030	
Eastbound	RT	1.00	26	1,600	0.000	LOS: C
	TH	2.00	440	3,200	0.138	
	LT	1.00	96	1,600	0.060 *	

Date/Time: PM PEAK HOUR						
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	226	1,600	0.028	N-S(1): 0.460 *
	TH	1.00	351	1,600	0.219	N-S(2): 0.257
	LT	1.00	161	1,600	0.101 *	E-W(1): 0.477 *
Westbound	RT	1.00	205	1,600	0.028	E-W(2): 0.397
	TH	2.00	910	3,200	0.284	V/C: 0.937
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	0.00	101	0	0.000	ICU: 1.037
	TH	1.00	473	1,600	0.359 *	
	LT	1.00	61	1,600	0.038	
Eastbound	RT	1.00	44	1,600	0.000	LOS: F
	TH	2.00	1,390	3,200	0.434 *	
	LT	1.00	181	1,600	0.113	

* - Denotes critical movement

Project Title: PASADENA CITY COLLEGE TRAFFIC AND PARKING ANALYSIS
Intersection: 14. ALLEN AV & DEL MAR BL
Description: CUMULATIVE BASE PLUS PROJECT CONDITIONS WITH MITIGATION

Date/Time: AM PEAK HOUR

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	153	1,600	0.053	N-S(1): 0.162
	TH	1.00	255	1,600	0.159 *	N-S(2): 0.257 *
	LT	1.00	40	1,600	0.025	E-W(1): 0.133
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.483 *
	TH	2.00	1,371	3,200	0.440 *	V/C: 0.740
	LT	1.00	26	1,600	0.016	Lost Time: 0.100
Northbound	RT	1.00	12	1,600	0.000	
	TH	1.00	219	1,600	0.137	
	LT	1.00	156	1,600	0.098 *	
Eastbound	RT	0.00	35	0	0.000	ICU: 0.840
	TH	2.00	338	3,200	0.117	
	LT	1.00	68	1,600	0.043 *	LOS: D

Date/Time: PM PEAK HOUR

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	97	1,600	0.000	N-S(1): 0.221 *
	TH	1.00	220	1,600	0.138	N-S(2): 0.196
	LT	1.00	69	1,600	0.043 *	E-W(1): 0.538 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.376
	TH	2.00	777	3,200	0.261	V/C: 0.759
	LT	1.00	14	1,600	0.009 *	Lost Time: 0.100
Northbound	RT	1.00	27	1,600	0.008	
	TH	1.00	285	1,600	0.178 *	
	LT	1.00	92	1,600	0.058	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.859
	TH	2.00	1,644	3,200	0.529 *	
	LT	1.00	184	1,600	0.115	LOS: D

* - Denotes critical movement

APPENDIX D: OUTREACH FOR DEIR PROCESS



NOTICE OF AVAILABILITY

Draft Environmental Impact Report for Pasadena City College *Master Plan 2010*



What is being planned: The Pasadena Area Community College District has drafted a facilities master plan (*Master Plan 2010*) to address current facility problems and to support expanding programs and enrollment at Pasadena City College (PCC). The master plan will further PCC's educational goals and curriculum by constructing new facilities and renovating and modernizing existing facilities. Specific projects in the master plan include the demolition of several buildings (CC, J, JJ, T and K) and their replacement with 3 new buildings (Arts, Campus Center and Industrial Technology), renovation of 6 buildings (E, FB, R, V, W and Z), construction of a new parking structure and athletic field along Bonnie Avenue, and infrastructure upgrades, including two new campus gateways.

Why this notice: This notice is to: (1) inform you that a Draft Environmental Impact Report (DEIR) has been prepared that describes potential environmental impacts of the Master Plan; (2) invite you to attend a public information meeting to find out more about the plan and the DEIR; and (3) to invite you to comment on the DEIR. The analyses in the DEIR indicate that the master plan could result in significant, unavoidable air quality impacts (temporary impacts during construction) and noise impacts (when bands practice on the new athletic field). The analyses indicated there would be significant or potentially significant impacts that would be reduced to less than significant levels when mitigation measures (listed in the DEIR) are factored in for the following environmental areas: biology, cultural resources, geologic/soils/seismic, hazards/hazardous materials, hydrology/water quality, construction-period noise, and traffic/parking.

Public Information Meeting
Draft EIR for PCC Master Plan 2010
Pasadena City College, Campus Center – The Circadian
Thursday February 27, 2003
4:30 p.m. – 7:00 p.m. (attend anytime)

About the Public Meeting: The public information meeting will be an open house format. There will be no formal presentation and no formal public hearing. You may attend at any time. Experts will be available to answer questions about the master plan and the DEIR. Comment forms will be provided.

What is available: Copies of the DEIR will be available for review at the public information meeting. Copies are also available for review at the Pasadena City College campus library and at the following City main libraries: Pasadena, Arcadia, El Monte, La Canada-Flintridge, San Marino, South Pasadena, and Temple City. Copies of the DEIR are available for review at the Hill Avenue Branch Library in Pasadena. The DEIR is available via the internet at the PCC website: www.paccd.cc.ca.us.

Where you come in: Your comments will be made part of the public record, and all comments on environmental issues will be addressed in the Final EIR. Written comments will be accepted until Friday, March 28, 2003. Send to Dr. Richard van Pelt, Director, Facilities Services, Pasadena City College, 1570 E. Colorado Blvd., Pasadena, CA 91106. Comments may also be submitted prior to the deadline via fax (626) 585-7918 or e-mail: rpvanpelt@paccd.cc.ca.us.

Pasadena City College does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, listening devices for the workshop impaired, or other auxiliary aids and/or services may be provided upon request. To ensure availability, you are advised to call (626) 585-7277 at least 72 hours prior to the meeting you wish to attend.

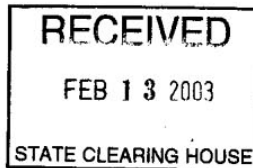
MFA Myra L. Frank & Associates, Inc.

(213) 627-5376

Fax: (213) 627-6853

Environmental Impact
Reports and Statements

Architectural History



February 11, 2003

State Clearinghouse
1400 Tenth Street
Room 121
Sacramento, CA 95814

RE: SCH# 2002091106

To Whom-It May Concern:

Enclosed is a Notice Of Completion and Environmental Document Transmittal form and 15 copies of the Draft Environmental Impact Report (DEIR) for the proposed Pasadena City College (PCC) Master Plan 2010 project.

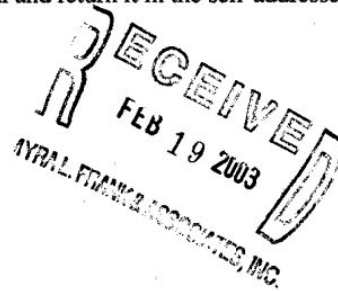
Attached to the NOC form is a copy of the distribution list for the agencies and persons to whom PCC has concurrently provided copies of this NOP and the DEIR.

Please date stamp the second copy of this transmittal and return it in the self-addressed stamped envelope.

Sincerely,

A handwritten signature in cursive script that reads "J. Steven Brooks".

J. Steven Brooks, AICP
Senior Project Manager



Enclosures: Notice of Completion with Distribution list
15 copies of DEIR
Copy of transmittal letter w/ return envelope

811 West 7th Street, Suite 800, Los Angeles, CA. 90017

20091106

PCC Master Plan 2010 EIR--- Distribution List for DEIR

11-Feb-03

55	South Coast Air Quality Management District	Steve Smith	21865 E Copley Dr.	Diamond Bar	CA	91765
56	Southern California Association of Governments	Clearinghouse Coordinator	918 W 7th St, 12th Fl	Los Angeles	CA	90017
57	Los Angeles to Pasadena Metro Construction Authority	Public Affairs Department	625 Fair Oaks Avenue, Suite 200	Pasadena	CA	91030
58	Rivers and Mountains Conservancy	Belinda Faustinos, Executive Officer	900 South Fremont Ave.	Alhambra	CA	91802
Elected Officials						
59	U.S. House of Representatives	Honorable David Dreier	28th District	Glendora	CA	91740
60	U.S. House of Representatives	Honorable Adam Schiff, Congressman	27th District	Pasadena	CA	91105
61	U.S. Senator	Honorable Barbara Boxer	312 N. Spring St, Ste 1860	Los Angeles	CA	90012
62	U.S. Senator	Honorable Dianne Feinstein	312 N. Spring St, Ste 1748	Los Angeles	CA	90012
63	California State Assembly	Honorable Liu, Carol, Assembly Member	44th Assembly District	Pasadena	CA	91101
64	California State Assembly	Honorable Judy Chu, Assembly Member	49th Assembly District	Monterey Park	CA	91754
65	California State Assembly	Honorable Dennis Montjoy, Assembly Member	59th Assembly District	Arcadia	CA	98814
66	California State Senate	Honorable Jack Scott, Senator	21st Senate District	Pasadena	CA	91101
67	California State Senate	Honorable Gloria Romero, Senator	24th Senate District	Rosemead	CA	91770
68	LA County Supervisor, 1st District	Honorable Gloria Molina	El Monte District Office	El Monte	CA	91731
69	LA County Supervisor, 5th District	Honorable Michael D. Antonovich	Pasadena District Office	Pasadena	CA	91101
70	City of Pasadena	Bill Bogaard, Mayor	100 N. Garfield Ave, Rm 237	Pasadena	CA	91109
71	City of Pasadena Councilmember, 3rd District	Honorable Chris Holden	100 N. Garfield Ave, Rm 237	Pasadena	CA	91109
72	City of Pasadena Councilmember, 5th District	Honorable Victor Gordo	100 N. Garfield Ave, Rm 237	Pasadena	CA	91109
73	City of Pasadena Councilmember, 7th District	Pat Tyret	100 N. Garfield Ave, Rm 237	Pasadena	CA	91105
74	City of San Marino	Emile Bayle, Mayor	2200 Huntington Drive	San Marino	CA	91108
75	City of El Monte	Rachel Montes, Mayor	11333 Valley Boulevard	El Monte	CA	91731
76	City of Temple City	Kenneth G. Gillanders, Mayor	9701 Las Tunas Drive	Temple City	CA	91780
77	City of Arcadia	Gail Marshall, Mayor	240 West Huntington Drive	Arcadia	CA	91007
78	City of Sierra Madre	Bart Doyle, Mayor	232 W. Sierra Madre Blvd.	Sierra Madre	CA	9124
Special Delivery						
79	Pasadena City College Library	Reference Librarian	Shattford Library	Pasadena	CA	91106
80	Pasadena Public Library	Brigida Campos, Data Base Management	265 E. Walnut St.	Pasadena	CA	91101
81	Pasadena Public Library	Melinda Newell	Hill Avenue Branch	Pasadena	CA	91106
82	South Pasadena Public Library	Reference Librarian	1100 Oak St.	South Pasadena	CA	91030
83	La Canada-Flintridge Public Library	Susan Hewitt	4545 Oakwood Ave	La Canada-Flintridge	CA	91011
84	San Marino Public Library	Reference Librarian	1800 Huntington Dr.	San Marino	CA	91108
85	Temple City Public Library	Josiph Zagami	5938 Golden West Dr.	Temple City	CA	91780
86	Arcadia Public Library	Mary Beth Hayes, Reference Department	20 W. Duarte Rd.	Arcadia	CA	91007
87	El Monte Public Library	Luis Ramirez, Community Library Manager	3224 N. Tyler Ave.	El Monte	CA	91731
88	Governors Office of Planning and Research	Terry Roberts, State Clearinghouse Director	1400 Tenth Street	Sacramento	CA	95814
Board Members						
89	Pasadena Area Community College	James Kossler, President	1570 E. Colorado Blvd.	Pasadena	CA	91106
90	Pasadena Area Community College District	Geoffrey L. Baum	Board of Trustees, Area 1	Pasadena	CA	91106
91	Pasadena Area Community College District	Dr. Jeanette Mann	1570 E. Colorado Blvd.-C235	Pasadena	CA	91106
92	Pasadena Area Community College District	Consuelo Ray Castro	Board of Trustees, Area 3	Pasadena	CA	91106
93	Pasadena Area Community College District	Suzanna H. Meis, Clerk	1570 E. Colorado Blvd.-C235	Pasadena	CA	91106
94	Pasadena Area Community College District	Warren L. Weber, President	Board of Trustees, Area 4	Pasadena	CA	91106
95	Pasadena Area Community College District	John Martin, Vice President	Board of Trustees, Area 5	Pasadena	CA	91106
96	Pasadena Area Community College District	Bert Wells-Miller	1570 E. Colorado Blvd.-C235	Pasadena	CA	91106
97	Pasadena Area Community College District	Samir Gharib	Board of Trustees, Area 7	Pasadena	CA	91106
Scoping Meeting Attendees (Public)						
98		Budjan Klimasofski	1700 Rose Villa St.	Pasadena	CA	91106
99		Michael & Kristin Quinn	384 S. Bonnie Ave.	Pasadena	CA	91106
100		Dan Kealey	1622 Oakdale St.	Pasadena	CA	91106
101		David and Julianne Wornell	1469 Rose Villa	Pasadena	CA	91106
102		Alan Armstrong	80 S. Parkwood	Pasadena	CA	91107
103		Dan Braun	1749 Oakdale St.	Pasadena	CA	91106
104		Tim Monse	1484 Oakdale St.	Pasadena	CA	91106

RECEIVED

FEB 13 2003

STATE CLEARING HOUSE

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, 1400 Tenth Street, Suite 222, Sacramento, CA 95814 (916) 445-0613

SCH # 2002091106

ORIGINAL FILED**Project Title:** Pasadena City College Facilities Master Plan (Master Plan 2010)**Lead Agency:** Pasadena Area Community College District**Contact Person:** Dr. Richard van Pelt**Street Address:** 1570 E. Colorado Boulevard**Phone:** 626-585-7691**FEB 12 2003****City:** Pasadena**Zip Code:** 91106-2003**County:** Los Angeles**LOS ANGELES, COUNTY CLERK****Project Location:****County:** Los Angeles**City/Nearest Community:** Pasadena >**Cross Streets:** Colorado Blvd., between Hill and Bonnie**Zip Code:** 91106**Total Acres:** 54**Assessor's Parcel No.** 5736012904**Section:** <enter #>**Twp.** <enter #>**Range:** <enter #>**Baser:** <enter #>**Within 2 Miles:** State Hwy #: I-210**Waterways:** N/A**MTA Gold Line****Airports:** N/A**Railways:** MTA Gold Line**Schools:** Hamilton, Jefferson, McKinley Elem.; Pasadena HS**Document Type:****CEQA:**☐ NOP☐ Early Cons.☐ Neg Dec☒ Draft EIR☐ Supplement/Subsequent EIR
(Prior SCH No: _____)☐ Other:**NEPA:**☐ NOI☐ EA☐ Draft EIS☐ FONSI**OTHER:**☐ Joint Document☐ Final Document☐ Other:**Local Action Type:**

- ☐ General Plan Update
☐ General Plan Amendment
☐ General Plan Element
☐ Community Plan

☐ Specific Plan☒ Master Plan☐ Planned Unit Development☐ Site Plan☐ Rezone☐ Prezone☐ Use Permit☐ Land Division (Subdivision, etc)☐ Annexation☐ Redevelopment☐ Coastal Permit☐ Other:**Development Type:**

- ☐ Residential: Units _____ Acres _____
☐ Office: Sq. ft. _____ Acres _____ Employees _____
☐ Commercial: Sq. ft. _____ Acres _____ Employees _____
☐ Industrial: Sq. ft. _____ Acres _____ Employees _____
☒ Educational:
☐ Recreational:

- ☐ Water Facilities: Type _____ MGD
☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ Watts
☐ Waste Treatment: Type _____
☐ Hazardous Waste: Type _____
☐ Other:

Funding (approx):**Federal** \$ _____**State** \$ _____**Total:** \$ _____**Project Issues Discussed in Document:**

- | | | | |
|--|--|---|--|
| <input checked="" type="checkbox"/> Aesthetic / Visual | <input checked="" type="checkbox"/> Flood Plain / Flooding | <input checked="" type="checkbox"/> Schools / Universities | <input checked="" type="checkbox"/> Water Quality |
| <input type="checkbox"/> Agricultural Land | <input type="checkbox"/> Forest Land / Fire Hazard | <input type="checkbox"/> Septic Systems | <input checked="" type="checkbox"/> Water Supply/Groundwater |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Geologic / Seismic | <input checked="" type="checkbox"/> Sewer Capacity | <input checked="" type="checkbox"/> Wetland / Riparian |
| <input checked="" type="checkbox"/> Archeological / Historical | <input type="checkbox"/> Minerals | <input checked="" type="checkbox"/> Soil Erosion/Compaction/Grading | <input checked="" type="checkbox"/> Wildlife |
| <input type="checkbox"/> Coastal Zone | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Growth Inducing |
| <input checked="" type="checkbox"/> Drainage / Absorption | <input checked="" type="checkbox"/> Population / Housing Balance | <input checked="" type="checkbox"/> Toxic / Hazardous | <input checked="" type="checkbox"/> Landuse |
| <input type="checkbox"/> Economic / Jobs | <input checked="" type="checkbox"/> Public Services / Facilities | <input checked="" type="checkbox"/> Traffic / Circulation | <input checked="" type="checkbox"/> Cumulative Effects |
| <input type="checkbox"/> Foul | <input checked="" type="checkbox"/> Recreation / Parks | <input checked="" type="checkbox"/> Vegetation | <input type="checkbox"/> Other: |

Present Land Use / Zoning / General Plan Designation:

Institutional/ PS - Public Service

02:0004328**Project Description:**

Remove the existing Music Building (K Building) and the existing Technology Building (T Building). Construct a new Arts Building on the site of Buildings T & K. Construct a new Industrial Technology Building on the site of existing tennis courts. Construct a new 5 floor parking structure, with one level below grade, on Bonnie Avenue, about mid-way between Colorado and Del Mar Boulevards. Add a multi-purpose athletic field alongside the parking structure at Bonnie and Del Mar. Replace the existing Campus Center with a new facility to house the Campus Café, security office, Associated Student offices, student copy center and coffee bar, a bookstore, and Student Business Office. Renovate spaces on the first floor of the E Building; the first, third and fifth floors of the R Building, the Boiler House; the V Building; the W Building; and the Z Building. Renovate and upgrade utilities systems and services. Create an East Campus Gateway at the east edge of the campus that will simultaneously (1) improve circulation along Bonnie Avenue, (2) create a student drop-off area, and (3) provide a temporary bus parking area for the athletic teams adjacent to the proposed practice field, the stadium, and to the proposed Arts building. Create a West Campus Gateway to improve the operational efficiency of the Hill Avenue/Green Street intersection, provide a student drop-off facility adjacent to the proposed new Campus Center entrance. Also provide enhanced landscaping, signage and hardscapes.

Reviewing Agencies Checklist

KEY
 S = Document sent by Lead Agency
 X = Document sent by SCG
 S= Suggested Distribution

Resources Agency

☐ Boating & Waterways
☐ Coastal Commission
☐ Coastal Conservancy
☐ Colorado River Board
☐ Conservation
☒ Fish & Game
☐ Forestry & Fire Protection
☒ Office of Historic Preservation
☒ Parks & Recreation
☐ Reclamation Board
☐ S.F. Bay Conservation & Development Commission
☒ Water Resources (DWR)

Business, Transportation & Housing

☐ Aeronautics
☐ California Highway Patrol
☒ CALTRANS District # 7
☐ Department of Transportation Planning (headquarters)
☒ Housing & Community Development

Food & Agriculture**Health & Welfare**

☐ Health Services

State & Consumer Services

☐ General Services
☒ OLA (Schools)

Environmental Protection Agency

☒ Air Resources Board
☒ California Waste Management Board
☐ SWRCB: Clean Water Grants
☐ SWRCB: Delta Unit
☐ SWRCB: Water Quality
☐ SWRCB: Water Rights
☒ Regional WQCB # LOS ANGELES

Youth & Adult Corrections

☐ Corrections

Independent Commissions & Offices

☐ Energy Commission
☒ Native American Heritage Commission
☒ Public Utilities Commission
☒ Rivers and Mountains Conservancy
☐ State Lands Commission
☐ Tahoe Regional Planning Agency

Other: SEE ATTACHED DISTRIBUTUON LIST

Public Review Period (to be filled in by lead agency)

Starting Date: February 12, 2003

Signature: _____

Ending Date: March 28, 2003

Date: February 11, 2003

Complete by Lead Agency: (Complete if applicable):

Consulting firm: Myra L. Frank & Associates

Address: 811 W. 7th St. Suite 800

City / State / Zip: Los Angeles, CA 90017

Contact: J. Steven Brooks, AICP

Phone: (213) 627-5376

Applicant:

Address: _____

City / State / Zip: _____

Phone: () _____

For SCH Use Only

Date Received at SCH _____

Date review Starts _____

Date to Agencies _____

Date to SCH _____

Clearance Date _____

Notes: _____

THIS NOTICE WAS POSTED

ON FEB 12 2003

UNTIL MAR 14 2003

REGISTRAR-RECORDER/COUNTY CLERK **02 0004328**

Date Received at SCH	_____
Date Review Starts	_____
Date to Agencies	_____
Date to SCH	_____
Clearance Date	_____
Notes:	

02:0004328

PCC Master Plan 2010 EIR— Distribution List for DEIR

11-Feb-03

Federal Agencies	Arthur M. Cohen, Director	3051 Moore Hall, UCLA	Carlsbad Field Office	2730 Loter Ave West	Los Angeles	CA	90085
1. ERIC Clearinghouse for Community Colleges	Regional Director				Carlsbad	CA	92008
2. U.S. Fish & Wildlife Service							
State Agencies							
3. CA Department of Education	Chief, Bureau of School Planning	721 Capitol Mall			Sacramento	CA	95814
4. CA Dept. of Conservation	Office of Government and Environmental Relations	801 K Street			Sacramento	CA	95814
5. CA Federation of Teachers	Mike Nye, Secretary-Treasurer	1203 W. Magnolia Blvd.			Buriant	CA	91006
6. CA Regional Water Quality Control Board	Los Angeles Region	320 W. 4th St., Ste 200			Los Angeles	CA	90013
7. California Community Colleges	Thomas J. Nussbaum, Chancellor	1102 Q Street			Sacramento	CA	95814
8. California Department of Fish and Game	Scott Harris	4949 Viewridge Ave.			San Diego	CA	92123
9. California Department of Parks and Recreation	Environ. Design, Planning Acquist., & Local Serv.	1416 9th Street			Sacramento	CA	95814
10. California Department of Toxic Substances Control	Hailan R. Jaché	1011 N. Grandview Ave			Glendale	CA	91201
11. California Department of Water Resources	Division of Planning and Local Assistance	PO Box 942836			Sacramento	CA	94286
12. California Dept. of Housing and Community Development		P.O. Box 952060			Sacramento	CA	94252
13. California Energy Commission	Director, Air Resources Board	1516 Ninth St.			Sacramento	CA	95814
14. California Environmental Protection Agency	Chief Executive Officer	1001 I Street			Sacramento	CA	95814
15. California Environmental Protection Agency	Dwight Sanders	555 Capitol Mall, Ste 255			Sacramento	CA	95814
16. California Lands Commission	Stephen J. Buswell, (GRCEQA Prog. Mgr)	120 S. Spring St.		100 Howe Ave. South, Ste 100	Sacramento	CA	95814
17. California District 7, Office of Regional Planning	Rud Wood	915 Capitol Mall, Rm 364			Los Angeles	CA	90012
18. Native American Heritage Commission	Daniel Aboya	1416 9th St., Rm 1417-7			Sacramento	CA	95814
19. State Historic Preservation Office							
Local Agencies							
20. Jet Propulsion Laboratory	Blaine A. Baggett, Public Affairs Manager	4800 Oak Grove Dr.			Pasadena	CA	91109
21. City of San Marino Office of the City Manager	Douglas Bell	2200 Huntington Drive			San Marino	CA	91108
22. City of San Marino Department of Planning	Chris Danyler	2200 Huntington Drive			San Marino	CA	91108
23. City of El Monte	Harold Johnson, City Manager						
24. City of Temple City	James W. Mussenden, Director	9701 Las Tunas Drive			El Monte	CA	91731
25. City of Temple City	City Manager	9701 Las Tunas Drive			Temple City	CA	91780
26. City of Temple City	Planning Director	8838 E. Valley Blvd.			Temple City	CA	91780
27. City of Rosemead	City Manager	8838 E. Valley Blvd.			Rosemead	CA	91770
28. City of Rosemead	Planning Director	8838 E. Valley Blvd.			Rosemead	CA	91770
29. City of Arcadia	William Kelly, City Manager	240 West Huntington Drive			Arcadia	CA	91007
30. City of Arcadia	Dun Penman, Development Services Director	240 West Huntington Drive			Arcadia	CA	91007
31. City of South Pasadena	David Watkins, Planning Director	1414 Mission Street			South Pasadena	CA	91030
32. La Canada Flintridge	Jerry B. Fulwood, City Manager	1227 Foothill Blvd.			South Pasadena	CA	91030
33. City of Sierra Madre	Tamera Gales, City Manager	232 W. Sierra Madre Blvd			La Canada Flintridge	CA	91011
34. City of Sierra Madre	Brian Lee, Development Services Director	232 W. Sierra Madre Blvd			Sierra Madre	CA	91024
35. City of South Pasadena	Sean Joyce, City Manager	1414 Mission Street, Room 203			Sierra Madre	CA	91024
36. City of Arcadia	Bill Kelly, City Manager	1414 Mission Street, Room 203			South Pasadena	CA	91030
37. City of Pasadena	Cynthia Kurtz, City Manager	Arcadia City Hall		2040 W. Huntington Dr.	Arcadia	CA	91007
38. City of Pasadena	Ernest Mitchell, Fire Chief	100 N. Garfield Ave Rm 237			Pasadena	CA	91109
39. City of Pasadena Community Planning Section	Milla de la Caba, Principal Planner	189 South Los Robles Ste 550			Pasadena	CA	91101
40. City of Pasadena Planning Department	Jason Kruckeberg	175 North Garfield Avenue			Pasadena	CA	91109
41. City of Pasadena Police Department	Barnard K. Malekian, Police Chief	175 N. Garfield Ave			Pasadena	CA	91109
42. City of Pasadena Dept. of Public Works & Transportation	Julia Guzman, Acting Director	207 N. Garfield Ave			Pasadena	CA	91101
43. City of Pasadena Department of Water and Power	Phyllis E. Currie, General Manager	190 South Los Robles Ave.			Pasadena	CA	91109
44. L.A. County Department of Regional Planning	James Hard, Planning Director	Hall of Records, 13th Floor		Ste 200	Pasadena	CA	91101
45. L.A. County Metropolitan Transit Authority	Kathleen Sanchez	One Gateway Plaza		320 W. Temple St.	Los Angeles	CA	90012
46. County of Los Angeles	Pasadena Glen Community Services District	1820 Pasadena Glen Rd.			Los Angeles	CA	90012
47. Pasadena Unified School District	Eric Nasaranko, Director of Community Relations	351 South Hudson Avenue			Pasadena	CA	91107
48. South Pasadena Unified School District	Dr. Leslie Addison, Superintendent	1820 El Centro Street			Pasadena	CA	91109
49. La Canada Unified School District	Dr. Steve Leabo, Interim Superintendent	5029 Palm Drive			South Pasadena	CA	91030
50. San Marino Unified School District	Jack Rose, Superintendent	1855 West Dr.			La Canada	CA	91011
51. Temple City Unified School District	Joan C. Hillard, Superintendent	9700 Las Tunas Dr.			San Marino	CA	91108
52. Arcadia Unified School District	Mimi Hennessy	234 Campus Dr.			Temple City	CA	91780
53. El Monte Union High School District	Kathy Fumal, Superintendent	3537 Johnson Ave.			Arcadia	CA	91007
54. Public Utilities Commission	Executive Director	320 W. 4th St., Ste 500			El Monte	CA	91731
					Los Angeles	CA	90013

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1 ERIC Clearinghouse for Community Colleges	Regional Director	Carlebad Field Office		Carlebad	92008
2 U.S. Fish & Wildlife Service					
State Agencies					
3 CA Department of Education	Chief, Bureau of School Planning	721 Capitol Mall		Sacramento	95814
4 CA Dept. of Conservation	Office of Government and Environmental Relations	801 K Street		Sacramento	95814
5 CA Federation of Teachers	Nike Nye, Secretary-Treasurer	1200 W. Macdona Blvd.		Burbank	91506
6 CA Regional Water Quality Control Board	Los Angeles Region	320 W. 4th St., Ste 200		Los Angeles	90013
7 California Community Colleges	Thomas J. Nustatium, Chancellor	1102 O Street		Sacramento	95814
8 California Department of Fish and Game	Scott Harris	4949 Viewridge Ave.		San Diego	92128
9 California Department of Parks and Recreation	Environ. Design, Planning Acquisit., & Local Serv.	1416 9th Street		Sacramento	95814
10 California Department of Toxic Substances Control	Harlan R. Jech	1011 N. Grandview Ave		Glendale	91201
11 California Department of Water Resources	Division of Planning and Local Assistance	P.O. Box 842846		Sacramento	94236
12 California Dept. of Housing and Community Development		P.O. Box 952050		Sacramento	94252
13 California Energy Commission	Greg Newhouse	1515 Ninth St.		Sacramento	95814
14 California Environmental Protection Agency	Director, Air Resources Board	1001 I Street		Sacramento	95814
15 California Environmental Protection Agency	Chief Executive Officer	555 Capitol Mall, Ste 235		Sacramento	95814
16 California Lands Commission	Dwight Sanders	Environmental Planning & Mngmt		Sacramento	95814
17 California District 7, Office of Regional Planning	Stephen J. Russell, IGRICEQA Prog. Mgr	100 Howe Ave., South, Ste 100		Sacramento	95814
18 Native American Heritage Commission	Rub Wood	120 S. Spring St.		Los Angeles	90012
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22 City of San Marino Department of Planning	Chris Dwyer	2200 Huntington Drive		San Marino	91108
23 City of El Monte	Harold Johnson, City Manager				
24 City of El Monte	James W. Mussenden, Director	Community Development Dept.		El Monte	91731
25 City of Temple City	City Manager	9701 Las Tunas Drive		Temple City	91780
26 City of Temple City	Planning Director	9701 Las Tunas Drive		Temple City	91780
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28 City of Rosemead	Planning Director	8638 E. Valley Blvd		Rosemead	91770
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30 City of Arcadia	Don Parnum, Development Services Director	240 West Huntington Drive		Arcadia	91007
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48 South Pasadena Unified School District	Dr. Leslie Addison, Superintendent	1020 El Centro Street		South Pasadena	91030
49 La Canada Unified School District	Dr. Sue Leach, Interim Superintendent	5038 Palm Drive		La Canada	91011
50 San Marino Unified School District	Jack Roes, Superintendent	1655 West Dr.		San Marino	91108
51 Temple City Unified School District	Joan C. Hillard, Superintendent	9700 Las Tunas Dr.		Temple City	91780
52 Arcadia Unified School District	Mimi Hennessy	234 Campus Dr.		Arcadia	91007
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54 Public Utilities Commission	Executive Director	320 W. 4th St., Ste 500		Los Angeles	90013

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PCC Master Plan 2010 EIR— Distribution List for DEIR

11-Feb-03

55	South Coast Air Quality Management District	Steve Smith	21865 E. Cowley Dr	Diamond Bar	CA	91765
56	Southern California Association of Governments	Clearinghouse Coordinator	518 W 7th St, 12th Fl	Los Angeles	CA	90017
57	Los Angeles to Pasadena Metro Construction Authority	Public Affairs Department	825 Far Oaks Avenue, Suite 200	Pasadena	CA	91030
58	Rivers and Mountains Conservancy	Belinda Faustinos, Executive Officer	900 South Fremont Ave	Altamira	CA	91802
Elected Officials						
59	U.S. House of Representatives	Honorable David Dreier	28th District	Glendora	CA	91740
60	U.S. House of Representatives	Honorable Adam Schiff, Congressman	27th District	Pasadena	CA	91105
61	U.S. Senator	Honorable Barbara Boxer	312 N. Spring St, Ste 1650	Pasadena	CA	90012
62	U.S. Senator	Honorable Dianne Feinstein	312 N. Spring St, Ste 1748	Los Angeles	CA	90012
63	California State Assembly	Honorable Lili Carol, Assembly Member	49th Assembly District	Pasadena	CA	91101
64	California State Assembly	Honorable Judy Chu, Assembly Member	49th Assembly District	Monterey Park	CA	91754
65	California State Assembly	Honorable Dennis Montoya, Assembly Member	59th Assembly District	Arcadia	CA	98814
66	California State Senate	Honorable Jack Scott, Senator	21st Senate District	Pasadena	CA	91101
67	California State Senate	Honorable Gloria Romero, Senator	24th Senate District	Rosemead	CA	91770
68	L.A. County Supervisor, 1st District	Honorable Gloria Molina	El Monte District Office	El Monte	CA	91731
69	L.A. County Supervisor, 5th District	Honorable Michael D. Antonovich	Pasadena District Office	Pasadena	CA	91731
70	City of Pasadena	Bill Boygard, Mayor	100 N. Garfield Ave, Rm 237	Pasadena	CA	91108
71	City of Pasadena Councilmember, 3rd District	Honorable Chris Holden	100 N. Garfield Ave, Rm 237	Pasadena	CA	91108
72	City of Pasadena Councilmember, 6th District	Honorable Victor Gordon	100 N. Garfield Ave, Rm 237	Pasadena	CA	91108
73	City of Pasadena Councilmember, 7th District	attn: Pam Thyret	100 N. Garfield Ave, Rm 237	Pasadena	CA	91108
74	City of San Marino	Emile Bayle, Mayor	2200 Huntington Drive	San Marino	CA	91108
75	City of El Monte	Raquel Montes, Mayor	11833 Valley Boulevard	El Monte	CA	91731
76	City of Temple City	Kenneth G. Gilanders, Mayor	9701 Las Tunas Drive	Temple City	CA	91780
77	City of Arcadia	Gail Marshall, Mayor	340 West Huntington Drive	Arcadia	CA	91007
78	City of Sierra Madre	Bart Doyle, Mayor	232 W. Sierra Madre Blvd	Sierra Madre	CA	9124
Special Delivery						
79	Pasadena City College Library	Reference Librarian	Shattford Library	Pasadena	CA	91106
80	Pasadena Public Library	Brigida Campos, Data Base Management	285 E. Walnut St.	Pasadena	CA	91101
81	Pasadena Public Library	Melinda Newell	Hill Avenue Branch	Pasadena	CA	91108
82	South Pasadena Public Library	Reference Librarian	1100 Daley St.	South Pasadena	CA	91030
83	La Canada-Flintridge Public Library	Susan Hewitt	4545 Oakwood Ave	La Canada-Flintridge	CA	91011
84	San Marino Public Library	Reference Librarian	11650 Huntington Dr.	San Marino	CA	91108
85	Temple City Public Library	Joseph Zagari	5839 Golden West Dr.	Temple City	CA	91780
86	Arcadia Public Library	Mary Beth Hayes, Reference Department	20 W. Duarte Rd.	Arcadia	CA	91007
87	El Monte Public Library	Luis Ramirez, Community Library Manager	3224 N. Tyler Ave.	El Monte	CA	91731
88	Government Office of Planning and Research	Terry Roberts, State Clearinghouse Director	1400 Tenth Street	Sacramento	CA	95814
Board Members						
89	Pasadena Area Community College	James Koedler, President	1570 E. Colorado Blvd.	Pasadena	CA	91106
90	Pasadena Area Community College District	Geoffrey L. Baum	Board of Trustees, Area 1	Pasadena	CA	91106
91	Pasadena Area Community College District	Dr. Jeanette Mann	Board of Trustees, Area 2	Pasadena	CA	91106
92	Pasadena Area Community College District	Consuelo Ray Castro	Board of Trustees, Area 3	Pasadena	CA	91106
93	Pasadena Area Community College District	Suzanna H. Miele, Clerk	Board of Trustees, Area 4	Pasadena	CA	91106
94	Pasadena Area Community College District	Warren L. Weber, President	Board of Trustees, Area 5	Pasadena	CA	91106
95	Pasadena Area Community College District	John Martin, Vice President	Board of Trustees, Area 6	Pasadena	CA	91106
96	Pasadena Area Community College District	Both Wells-Miller	Board of Trustees, Area 7	Pasadena	CA	91106
97	Pasadena Area Community College District	Samir Gharib	Board of Trustees, Area 8	Pasadena	CA	91106
Scoping Meeting Attendees (Public)						
98		Batish Kinaspolski	1700 Rose Villa St	Pasadena	CA	91106
99		Michael & Kristin Quinn	384 S. Bonnie Ave.	Pasadena	CA	91106
100		Sam Kralley	1622 Oakdale St.	Pasadena	CA	91106
101		David and Julianne Worrell	1459 Rose Villa	Pasadena	CA	91106
102		Alan Armstrong	80 S. Parkwood	Pasadena	CA	91106
103		Dan Braun	1748 Oakdale St.	Pasadena	CA	91106
104		Tim Morse	1484 Oakdale St.	Pasadena	CA	91106

02:0004328

(Space below for use of County Clerk only)

PASADENA STAR-NEWS

affiliated with
SGV Newspaper Group
911 E. Colorado Blvd.
Pasadena, CA 91109

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA**County of Los Angeles**

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of PASADENA STAR-NEWS, a newspaper of general circulation which has been adjudicated as a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 22, 1927, Case Number 225647. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

2/14, 21/03

I declare under penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California

this 21 day of FEBRUARY, 20 03

signature

Proof of Publication of

Pasadena City College
PCC is currently updating its Master Plan for growth through 2010. As a part of this process, a Draft Environmental Impact Report (DEIR) has been prepared. A public information meeting will be held to present information on the DEIR. An open house meeting will be held at The Circadian in the Campus Center (Building CC, near the northwest corner of the campus) on Thursday, February 27, 2003, from 4:30 p.m. to 7:00 p.m. For further information about the DEIR, visit the website: www.pccd.cc.ca.us. The DEIR can be viewed at the main libraries of the following cities: Arcadia, El Monte, La Canada-Flintridge, Pasadena, San Marino, South Pasadena, and Temple City, at the PCC library and at the Hill Avenue Branch Library in Pasadena.
Publish: February 14, 21, 2003
Pasadena Star-News Ad No. 34035

(Space below for use of County Clerk only)

SAN GABRIEL VALLEY TRIBUNE

affiliated with
SGV Newspaper Group
 1210 N. Azusa Canyon Road
 West Covina, CA 91790

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA**County of Los Angeles**

I am a citizen of the United States, and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of SAN GABRIEL VALLEY TRIBUNE, a newspaper of general circulation which has been adjudicated as a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of September 10, 1957, Case Number 684891. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

2/14, 21/03

I declare under penalty of perjury that the foregoing is true and correct.

Executed at West Covina, LA Co. California

this 21 day of FEBRUARY, 20 03


 signature

Proof of Publication of

Pasadena City College
 PCC is currently updating its Master Plan for growth through 2010. As a part of this process, a Draft Environmental Impact Report (DEIR) has been prepared. A public information meeting will be held to present information on the DEIR. An open house meeting will be held at **The Circadian** in the Campus Center (Building CC, near the northwest corner of the campus) on **Thursday, February 27, 2003, from 4:30 p.m. to 7:00 p.m.** For further information about the DEIR, visit the website: **www.paccd.cc.ca.us**. The DEIR can be viewed at the main libraries of the following cities: Arcadia, El Monte, La Canada-Flintridge, Pasadena, San Marino, South Pasadena, and Temple City, at the PCC library and at the Hill Avenue Branch Library in Pasadena.
Publish: February 14, 21, 2003
San Gabriel Valley Tribune Ad No. 125655

**PROOF OF PUBLICATION
(2015.5C.C.P.)**

This space is for the County Clerk's filing Stamp

**STATE OF CALIFORNIA
COUNTY OF LOS ANGELES**

I am a citizen of the United States and a resident of the county aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of La Opinión a newspaper of general circulation, printed and published daily in the city of Los Angeles, county of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of July 28, 1969, Case Number: 950176; that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

FEB. 14 & 21

all in the year 2003.

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

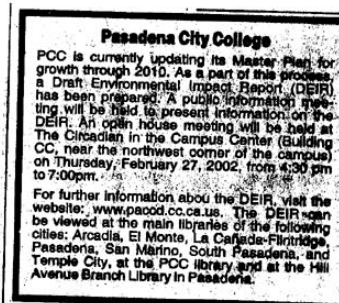
26 day of FEB, 2003

Maribel Sanchez

La Opinión

411 West 5th Street
Los Angeles, California 90013
Tel: (213) 896-2260 Fax: (213) 896-2236

Proof of publication:



DEIR Distribution List**Federal Agencies**

ERIC Clearinghouse for Community Colleges

U.S. Fish & Wildlife Service

State Agencies

California Department of Education, Bureau of School Planning

California Department of Conservation, Office of Government and Environmental Relations

California Federation of Teachers

California Regional Water Quality Control Board, Los Angeles Region

California Community Colleges

California Department of Fish and Game

California Department of Parks and Recreation, Environmental Design, Planning Acquisition, & Local Services

California Department of Toxic Substances Control

California Department of Water Resources, Division of Planning and Local Assistance

California Dept. of Housing and Community Development

California Energy Commission

California Environmental Protection Agency, Air Resources Board

California Environmental Protection Agency

California Lands Commission

Native American Heritage Commission

State Historic Preservation Office

Governors Office of Planning and Research, State Clearinghouse

State of California, Department of Transportation

Local Agencies

Jet Propulsion Laboratory

City of San Marino Office of the City Manager

City of San Marino Department of Planning

City of El Monte, City Manager

City of El Monte, Planning Director

City of Temple City, City Manager

City of Temple City, Planning Director

City of Rosemead, City Manager

City of Rosemead, Planning Director

City of Aracdia, City Manager

City of Aracdia, Development Services Director

City of South Pasadena, Planning Director

La Cañada Flintridge, City Manager

City of Sierra Madre, City Manager

City of Sierra Madre, Development Services Director

City of South Pasadena, City Manager

City of Arcadia, City Manager

City of Pasadena, City Manager

City of Pasadena Fire Department, Fire Chief

City of Pasadena Community Planning Section, Principal Planner

City of Pasadena Police Department

City of Pasadena Dept. of Public Works & Transportation

City of Pasadena Department of Water and Power

L A County Department of Regional Planning

L A County Metropolitan Transit Authority
County of Los Angeles, Pasadena Glen
Community Services District
Pasadena Unified School District, Director
of Community Relations
South Pasadena Unified School District
La Canada Unified School District
San Marino Unified School District
Temple City Unified School District
Arcadia Unified School District
El Monte Union High School District
Public Utilities Commission
South Coast Air Quality Management
District
Southern California Association of
Governments, Clearinghouse Coordinator
Los Angeles to Pasadena Metro
Construction Authority
Rivers and Mountains Conservancy

Elected Officials

U.S. House of Representatives, Honorable
David Dreier
U.S. House of Representatives, Honorable
Adam Schiff, Congressman
U.S. Senator, Honorable Barbara Boxer
U.S. Senator, Honorable Dianne Feinstein
California State Assembly, Honorable Liu,
Carol , Assembly Member
California State Assembly Honorable Judy
Chu, Assembly Member
California State Assembly, Honorable
Dennis Mountjoy, Assembly Member
California State Senate, Honorable Jack
Scott, Senator
California State Senate, Honorable Gloria
Romero, Senator

L A County Supervisor, 1st District,
Honorable Gloria Molina
L A County Supervisor, 5th District,
Honorable Michael D. Antonovich
City of Pasadena, Bill Bogaard, Mayor
City of Pasadena Councilmember, 3rd
District, Honorable Chirs Holden
City of Pasadena Councilmember, 5th
District, Honorable Victor Gordo
City of Pasadena, Councilmember, 7th
District, Sidney F. Tyler
City of San Marino, Emile Bayle, Mayor
City of El Mont Rachel Montes, Mayor
City of Temple City Kenneth G. Gillanders,
Mayor
City of Arcadia, Gail Marshall, Mayor
City of Sierra Madre, Bart Doyle, Mayor

Other Interested Parties

Pasadena City College Library
Pasadena Public Library
Pasadena Public Library
South Pasadena Public Library
La Canada-Flintridge Public Library
San Marino Public Library
Temple City Public Library
Arcadia Public Library
El Monte Public Library
Beulah Klimasofski
David and Julianne Worrell
Alan Armstrong
Dan Braun
Tim Morse
Leonard Knapp
Disability Alliance

Pasadena Star News

Betty Bonacik

The Courier

Nancy Chung

Pasadena Chamber of Commerce

Gabrielino Tongva Indians of California

Jason Spohr

Geoffrey Baum

Daniel and Shirley Kealey

Michael & Kristin Quinn

***Notices of Availability of the draft environmental impact report were also sent to residents and businesses with approximately 500 feet of the Pasadena City College.*