

Additional Documents List Mobility and Transportation Infrastructure Commission Meeting July 19, 2022

Item No.	Agenda Item Description	Distributor	Document		
2	Project Status Update – PWD Gerber	Ted Gerber, Public Works Director	Staff Report		
3	Meridian Avenue Traffic Safety Evaluation	Ted Gerber, Public Works Director	Staff Report		



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 2

DATE: July 19, 2022

FROM: H. Ted Gerber, Director of Public Works

SUBJECT: Project Status Update

Recommendation

It is recommended that the Commission receive and file an update on the status of projects related to the City's mobility and transportation infrastructure.

Information

Public Works projects are generally divided into two areas: (1) Capital Improvement Program (CIP) projects and (2) routine or special Operations & Maintenance (O&M) projects. Ongoing or planned projects related to mobility and transportation infrastructure in both of these areas, along with their recent status, are listed in the tables below.

Capital Improvement Program (CIP) Projects	Project Status
Fair Oaks Traffic Signal Improvements Project	Updated Status This project installs fiber optic cable and devices along Fair Oaks, Huntington Drive, and Fremont Avenue, as well as a Traffic Management Center (TMC) at City Hall and Public Works offices at the Garfield Water Distribution Facility (WDF). Staff began training on the MaxView intelligent transportation systems. A meeting was held between the City and Metro to discuss the conversion of the existing radio-communication bus prioritization system to a wired system integrated into the new fiber optic network
Mission and Fremont Rectangular Rapid Flashing Beacons	No Change from June Status This project installs Rectangular Rapid Flashing Beacons (RRFBs) at Fremont Avenue and Lyndon Street, Mission Street and Diamond Avenue, and Mission Street and Fairview Avenue. The designer has completed the project plans. The project specifications require revisions, before the project can be bid for construction – which is expected to occur in Summer 2022.

Capital Improvement Program (CIP) Projects	Project Status
Street Improvements	Updated Status The existing consultant contact for the Fiscal Year 2019-2020 street improvements has been amended to recommence design work. On June 15 th , Council approved a resolution to commit State Road Maintenance and Rehabilitation Account (RMRA) funding to the existing selection of streets from MTIC. Staff submitted the RMRA funding request package to the State, which followed up to confirm project scheduling. Along with the existing design efforts underway, Staff will be working to prioritize streets also needing near-term utility improvements, and developing a solicitation package for the next design package.
Measure M Project Funding Requests	Updated Status The modified project list was approved at the May 18 th Council Meeting, submitted to the Arroyo Verdugo Committee Technical Advisory Committee the following day, and then submitted to the Arroyo Verdugo Committee Joint Powers Authority (AVCJPA) — which approved the list. Staff is working with the AVCJPA to support the submission of project to Metro for final funding approval by submitting additional supporting finance and schedule documents in late July. Upon submittal and approval by Metro, the programmed projects will be represented as separate line items in this list. A discussion on the project recommendation for the 2023 submittal is scheduled for late 2022.
Columbia Avenue Striping & Signal Improvements	No Change from June Status A Measure M Multi-Subregional Program (MSP) project funding request is being submitted to Metro, having been approved by Council and the AVCJPA. Both South Pasadena and Pasadena are in general agreement on the striping configuration, and a conceptual drawing for the Fremont/Pasadena intersection has been provided to Pasadena. In May, the City of Pasadena included this concept into their freeway relinquishment process, as Pasadena's proposed funding source is Measure R Mobility Improvement Project (MIP) funds. Pasadena is presently working with a consultant to develop MIP recommendations for their City Council and Metro. Striping improvements to the Northwest corner of Columbia Avenue at Orange Grove Boulevard will be implemented earlier as an O&M project jointly with Pasadena.
Fremont/Huntington Mobility Active Transportation Project	Updated Status Staff completed minor adjustments to the grant funding agreement and is routing the document for signatures. Once this process is complete, staff will complete solicitation for the initial phase of the project.

Capital Improvement Program (CIP) Projects	Project Status
City of Pasadena 'Stub' Relinquishment & Transitional Project Development	Updated Status Caltrans considered a Relinquishment Approval Report during the June 2022 meeting of the California Transportation Commission (CTC). Staff issued a City support letter for the relinquishment initiative and delivered a verbal public comment. Pasadena Mayor Gordo and State Senator Portantino were in attendance, and the Senator acknowledged South Pasadena's comment. After some discussion, the item was approved by the Commission. Staff is now collaborating with the City of Pasadena to ensure South Pasadena stakeholders are involved in the discussion of conceptual designs related to 'stub' transitional projects, which will be compiled later this year.
Sidewalks Replacement & ADA Ramps Upgrades	No Change from June Status On April 20 th , staff brought an item to Council to program Community Development Block Grant (CDBG) program funds towards sidewalk replacement & ADA ramps upgrades, which was approved. Existing funding is planned for up to twelve (12) intersection improvements along Meridian Avenue. Newly allocated funding is proposed for improvements in the Raymond Hill area. Total funding that has been allocated over fiscal years 2021-2022 and 2022-2023 is approximately \$300,000.
North-South Corridor Intelligent Transportation Systems (ITS) Deployment Project	No Change from June Status Staff is working with the design consultant to make minor refinements to the scope of work, and ensure the project work will continue to enhance traffic management along the Fair Oaks corridor, given the improvements installed during the current Fair Oaks fiber optic and signal devices project.
Farmer's Market Bollard System	No Change from June Status This future proposed project is listed in the 5-Year Capital Improvement Program (CIP) approved by City Council on June 1 2022. The project is scheduled for implementation in Fiscal Year 2023-2024. Staff will explore funding this project through a pedestrian improvement grant.
Fair Oaks SR-110 Interchange Loop/Hook On-Ramp	No Change from June Status Staff is facilitating the engagement of multiple professional services consultants to assist in the initial study work on this project. Staff received 66 proposals for the 29 types of services requested, including Traffic/Transportation Engineering Services, and is expecting to award contracts at the July 20, 2022 Council meeting. City staff is coordinating a meeting with Metro and Caltrans, assisted by the selected on-call consultant, to discuss near-term study work and future Measure R Mobility Improvement Project (MIP) funding.

Capital Improvement Program (CIP) Projects	Project Status
Fair Oaks SR-110 Interchange Loop/Hook Grevelia Off-Ramp	<u>Updated Status</u> See above "Fair Oaks SR-110 Interchange Loop/Hook On-Ramp" status.
Mission Street at Arroyo Drive Pedestrian Improvements	No Change from June Status A 60% design of this intersection has been completed as part of the Fiscal Year 2019-2020 Street Improvement Project. Staff are working to finalize the street design with the consultant.

Operations & Maintenance (O&M) Projects	Project Status
2022 626 Golden Streets Mission to Mission Event	No Change from June Status A debrief was held with members from each City and ActiveSGV reviewing survey data from the event and lessons learned. A final report from ActiveSGV is in development.
2022 Slow Streets & Open Streets Program	Updated Status After receiving scope recommendations from MTIC on May 17th, regarding a revised strategy for the 2022 Program, a proposed professional services agreement scope was drafted – and planned for Council approval. City staff have been working with other departments to facilitate an economic development meeting with Mission business owners to gather feedback on the project scope – which will take place on July 21. The Council agreement approval is planned for August 2022. The parklet and furniture equipment have been shipped and are also expected to arrive by August 2022.
Neighborhood Traffic Management Program (NTMP) Implementation	Updated Status Staff are planning to complete the functional implementation of this program, i.e. process infrastructure, and will bring the item to City Council for program adoption. Staff is facilitating the engagement of multiple professional services consultants to assist in traffic impact analysis work as part of this program. Staff received 66 proposals for the 29 types of services requested, including Traffic/Transportation Engineering Services, and is expecting to award contracts at the July 20, 2022 Council meeting.

Operations & Maintenance (O&M) Projects	Project Status
Ramona Avenue, Oak Street, Rollin Street, & Fremont Avenue Traffic Management	No Change from June Status Public Works staff is working with Community Development staff to evaluate area specific plan documents in order to provide direction to Holy Family Church regarding traffic mitigation. Staff is coordinating with South Pasadena High School to implement a drop-off zone along Fremont Avenue, along with an edge line for southbound traffic. Other recommendations from MTIC include a potential exclusive phase for pedestrians at the Bank/Fremont street crossing, and traffic control modifications to the Fremont/Rollin intersection, Diamond/Lyndon/El Cerrito intersection, and Ramona Ave between Oak and Huntington.
Meridian Avenue Traffic Management & Safety Measures	Updated Status Staff have evaluated the site conditions and traffic data to discuss potential improvements to Meridian Avenue. This information is being presented at tonight's July 2022 MTIC meeting.
Timing Improvements at the Metro Gold Line Mission & Meridian	Updated Status Staff met with MTIC's Chair to review recommendations regarding the timing of signal lights and railway crossing gates at Mission and Meridian. Metro is determining the appropriate contact for timing issues to work with the City.
Timing Improvements at Orange Grove & Monterey Signal	No Change from June Status Staff are working to implement an on-call professional services contract for traffic engineering services and an on-call maintenance services contract for signal maintenance and adjustment in order to implement recommended improvements at this location. Staff brought an item to City Council on June 15th, 2022 to resolve 18-months of past due invoices to the signal maintenance contractor, and authorized execution of a 3-month interim maintenance agreement to continue services. In addition, Staff received 66 proposals for the 29 types of on-call professional services requested, including Traffic/Transportation Engineering Services, and are expecting to award contracts at the July 20, 2022 Council meeting.
Timing Improvements at Mission & Garfield	No Change from June Status Staff are working to implement an on-call professional services contract for traffic engineering services and an on-call maintenance services contract for signal maintenance and adjustment in order to implement recommended improvements at this location. Staff brought an item to City Council on June 15 th , 2022 to resolve 18-months of past due invoices to the signal maintenance contractor, and authorized execution of a 3-month interim maintenance agreement to continue services. In addition, Staff received 66 proposals for the 29 types of on-call professional services requested, including Traffic/Transportation Engineering Services, and are expecting to award contracts at the July 20, 2022 Council meeting.

Operations & Maintenance (O&M) Projects	Project Status
Fremont Avenue Southbound Left Turn Pocket South of Huntington Drive Intersection	No Change from June Status Staff have established a budget and conceptual layout for this improvement, and are working to implement an on-call professional services contract for traffic engineering design services to develop a plan document. Staff received 66 proposals for the 29 types of services requested, including Traffic/Transportation Engineering Services, and is expecting to award contracts at the July 20, 2022 Council meeting.
Traffic & Parking Impacts along Glendon Way between El Centro Street and Meridian Avenue	No Change from June Status City Council recently approved a new five-year agreement with the Chamber of Commerce that contains updated language to facilitate review of the Farmer's Market event Parking Management Plan. Public Works will work with the Chamber of Commerce to make adjustments with the goal of improving traffic and parking impacts along Glendon Way.
Replacement of Missing Orange Grove Street Lamps	Updated Status Staff are working to recruit Public Works Operations positions to resume street light replacement work. A Public Works Operation Manager has been hired, and Maintenance Worker interviews are pending rater assignments, and expected to occur in June.
Measure R Projects	Updated Status In addition to the Fair Oaks SR-110 Interchange Loop/Hook On-Ramp and Off-Ramp projects programmed with Measure R Mobility Improvement Project (MIP) funding, other projects are listed with Metro that could be accomplished utilizing MIP funds. The City previously referred to these as "SR-710 Early Action Projects". Staff recently discussed these projects with Metro and confirmed that they are not included in the Metro funding plan, as the City's Measure R appropriation is split between the Fair Oaks SR-110 Interchange Loop/Hook On/Off-Ramp and the Fremont/Huntington Mobility Active Transportation Project.
Installation of City Limit Signs at Various Locations	Updated Status Staff are working to recruit Public Works Operations positions to resume sign replacement work. A Public Works Operation Manager has been hired, and Maintenance Worker interviews are pending rater assignments, and expected to occur in July. Staff are working to implement an on-call professional services contract for landscape and architectural design services in order to develop concepts and costs for City entrance signs, and is expecting to award contracts at the July 20, 2022 Council meeting.

Operations & Maintenance (O&M) Projects	Project Status
Preferential Parking Policy	No Change from June Status As a City Council Strategic Plan goal, Staff will work with Community Development in this area, considering recommendations provided by MTIC. Work will commence after the General Plan and Downtown Specific Plan are completed in Fall 2022.
2023 626 Golden Streets Arroyo Fest	No Change from June Status San Gabriel Valley Council of Governments (SGVCOG) is in the early planning stages for this event. SGVCOG met with SGV Metro Board Director, Caltrans, and ActivSGV. Caltrans requested information on the 2003 event, specifically whether both north and south sides of the SR-110 were closed – ActiveSGV confirmed this. The event is tentatively scheduled to the last Sunday in October 2023 (10/29/23) – 21 days after cicLAvia's annual Heart of LA open streets event. This project is now updated to the 2023 626 Golden Streets Arroyo Fest.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, and posting of the same agenda and reports on the City's website.



Mobility and Transportation Infrastructure Commission Agenda Report

ITEM NO. 3

DATE: July 19, 2022

FROM: H. Ted Gerber, Director of Public Works

Tatevik Barakazyan, Associate Civil Engineer

SUBJECT: Meridian Avenue Traffic Safety Evaluation

Recommendation

It is recommended that the Commission receive information related to Meridian Avenue sight distances traffic data to discuss and provide feedback to City staff.

Background

On July 21, 2021, in response to requests from residents and concerns of vehicular and pedestrian safety along Meridian Avenue, the City Council approved the installation of an all-way stop sign at the intersection of Meridian Avenue and Oak Street. Additionally, the Council directed staff to further assess the traffic and pedestrian safety conditions at the intersections of Meridian Avenue at Pine and Maple Streets, and in coordination with the MTIC, determine the implementation of feasible traffic calming measures along the corridor. Staff also included the intersections of Meridian Avenue at Bank, Rollin and Beech Streets to the safety analysis, as illustrated on the Exhibit A.

Analysis

The 10-year traffic collision history obtained from Statewide Integrated Traffic Records System (SWITRS) was analyzed to highlight the areas of concern along the corridor. The data displayed a pattern of midblock accidents, primarily collisions with fixed objects and parked vehicles. The cause of the incidents may be as a result of excessive speeding along the corridor.

Midblock traffic calming measures may be a mitigating solution in these types of cases, including:

- Edgeline striping
- Speed feedback signs corridor entrances
- Pedestrian crossing devices such as Rectangular Rapid Flashing Beacons (RRBFs)

On May 18, 2022, the City Council prioritized the use of Measure M funds towards pedestrian safety improvements and the installation of pedestrian crossing devices. The locations and types of these devices have not yet been identified in the Measure M funding program, though several locations have been recommend by MTIC.

Meridian Avenue Traffic Safety Evaluations July 19, 2022 Page 2 of 12

After multiple discussions with residents regarding pedestrian safety, it was brought to staff's attention a commonly used pathway located on the south end of Rollin Street known as the Snake Trail, as illustrated on the Exhibit G. The trail provides the South Pasadena High School students a shortcut to the Southwest Monterey Hills, therefore, making Meridian Avenue at Rollin Street a priority pedestrian crossing. Additionally, residents noted another pedestrian route, illustrated in the Exhibit H, that provides a pathway/stairway from Bonita Drive to Meridian Avenue, encouraging the residents to use the nearest existing midblock crossing at Maple Street.

For the analysis of Meridian Avenue intersections at Pine and Maple Streets, staff considered the components of a Multi-Way STOP Sign warrant analysis per the California Manual on Uniform Traffic Control Devices (CAMUTCD). According to Section 2B.07 of the CAMUTCD, the decision to install a multi-way stop should be based on an engineering study and the following criteria should be considered for a multi-way stop sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and, C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

After the review of the intersection vehicular volumes, major street volumes, and accident data, none of the intersections satisfy the conditions listed in Section 2B.07 of the CAMUTCD, however, Section 2B.07 of the CAMUTCD includes the following optional criteria that may be considered in an engineering study:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

Meridian Avenue Traffic Safety Evaluations July 19, 2022 Page 3 of 12

- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

A corner sight distance analysis was performed in compliance with the Highway Design Manual (HDM) at the following intersections along Meridian Avenue:

- Bank Street
- Rollin Street
- Pine Street
- Beech Street
- Maple Street

Per Section 405.1 of the HDM, at unsignalized intersections, a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist, or pedestrian stopped on the minor road and the driver of an approaching vehicle on the major road. The line of sight for all users should be included in right of way, in order to preserve sight lines. Adequate time should be provided for the stopped vehicle on the minor road to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed.

The methodology used for the driver stopped on the minor road to complete the necessary maneuver, while the approaching vehicle travels at the design speed of the major road, is based on gap-acceptance behavior. The minimum corner sight distance (feet) is determined by the equation 1.47 x Vm x Tg, where Vm is the design speed (mph) of the major road and Tg is the time gap (seconds) for the minor road vehicle to enter the major road. The time gap values obtained from Table 405.1A of the HDM are 7½ seconds for left-turns and 6½ seconds for right turns; and the posted speed limit along Meridian Avenue is 25 mph. The calculations yield a minimum corner sight distance of 276 feet for left-turns and 239 feet for right-turns.

The set back distance for the vehicle waiting on the minor road is measured from two points. The blue line illustrated in the exhibits measures the clear sight triangle from the STOP bar, which meets the minimum requirement of the 15 feet measured from the edge of the traveled way, as stated in the HDM. Additionally, clear sight triangles illustrated in green and red are measured approximately 6-8 feet beyond the STOP bar, following a more "practical" driving approach to the analysis, which is the practice of stopping at a limit line and then "creeping" forward to a point of visibility.

Exhibit B illustrates the corner sight distance at the intersection of Meridian Avenue and Bank Street. Adequate sight distance is provided on the south side of the intersection; however, insufficient red curb is present on the north side. Vehicles parked close to the existing red curb

Meridian Avenue Traffic Safety Evaluations July 19, 2022 Page 4 of 12

on the north side may obstruct the view and limit the visibility of the southbound vehicles. Extension of the existing red curb may be a possible solution to improve the corner sight distance.

Exhibit C illustrates the corner sight distance at the intersection of Meridian Avenue and Rollin Street. Adequate sight distance is provided at the intersection.

Exhibit D illustrates the corner sight distance at the intersection of Meridian Avenue and Pine Street. The geometric configurations of the street (existing horizontal curve) limits the visibility of the northbound traffic, therefore, inadequate sight distance is present at the intersection.

Exhibit E illustrates the corner sight distance at the intersection of Meridian Avenue and Beech Street. The geometric configurations of the street (existing horizontal curve) limits the visibility of the southbound traffic, therefore, inadequate sight distance is present at the intersection. Extension of the existing red curb on the north side may be a possible solution to improve the corner sight distance.

Exhibit F illustrates the corner sight distance at the intersection of Meridian Avenue and Maple Street. In comparison to the neighboring intersections, Meridian Avenue at Maple Street does not have a significant change in roadway alignment and horizontal curves hindering the visibility of the north and southbound traffic. This evaluation yields that adequate sight distance is provided at the intersection.

Public Notification of Agenda Item

The public was made aware that this item was to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website and/or notice in the *South Pasadena Review* and/or the *Pasadena Star-News*.

Exhibits

Exhibit A – Scope of the Study

Exhibit B – Bank Street Corner Sight Distance

Exhibit C – Rollin Street Corner Sight Distance

Exhibit D – Pine Street Corner Sight Distance

Exhibit E – Beech Street Corner Sight Distance

Exhibit F – Maple Street Corner Sight Distance

Exhibit G – Snake Trail at Rollin Street

Exhibit H – Existing Pathway at Bonita Drive

Attachments

- 1. SWITRS 2010-2022 Traffic Collision Data
- 2. 2020 W. G. Zimmerman STOP Sign Analysis



Exhibit A – Scope of the Study

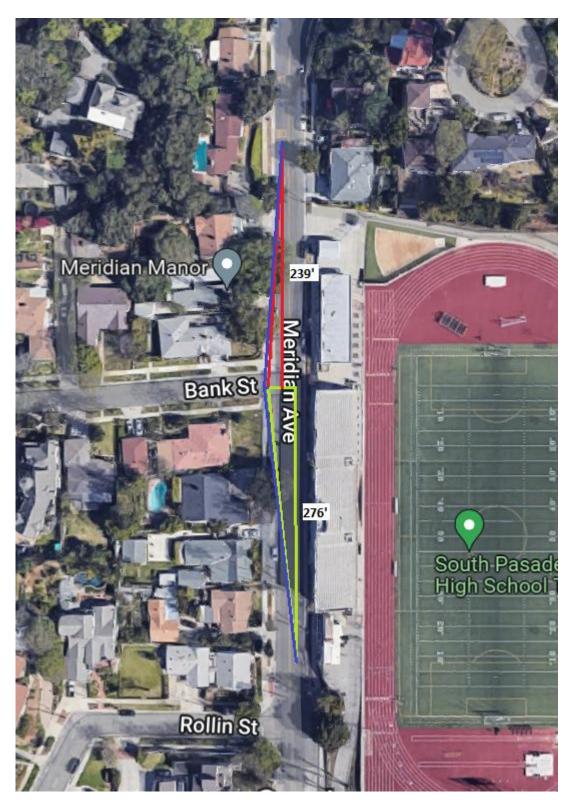
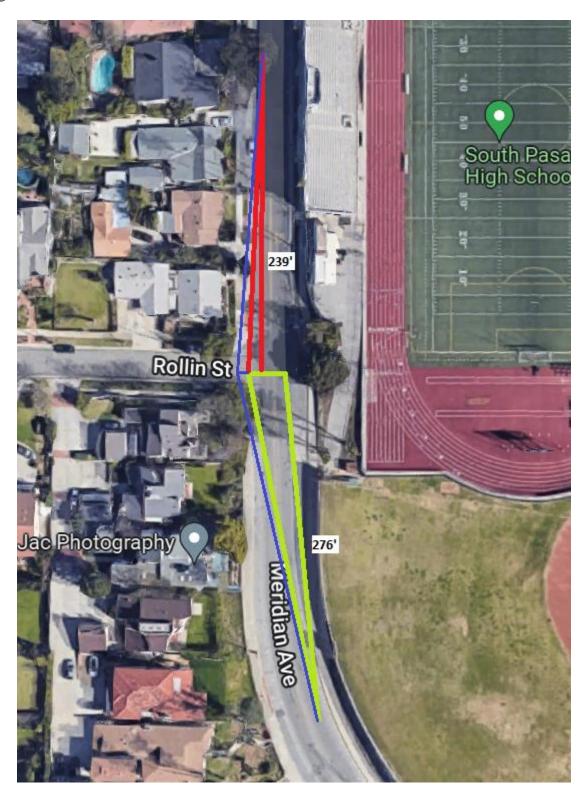


Exhibit B – Bank Street Corner Sight Distance



 $Exhibit \ C-Rollin \ Street \ Corner \ Sight \ Distance$

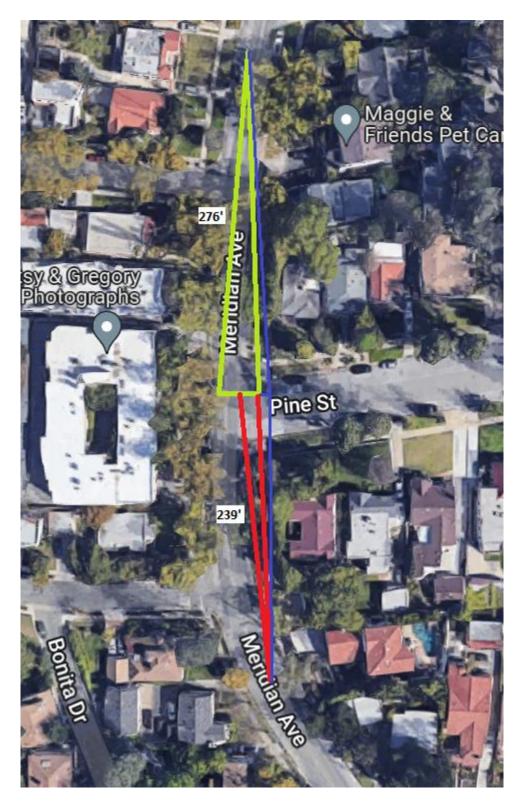


Exhibit D – Pine Street Corner Sight Distance



 $Exhibit \ E-Beech \ Street \ Corner \ Sight \ Distance$

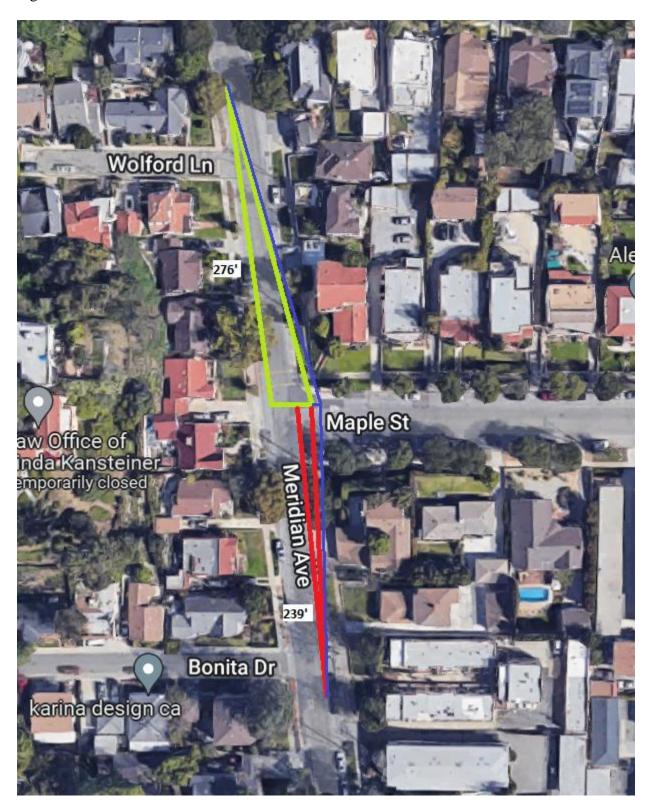


Exhibit F – Maple Street Corner Sight Distance

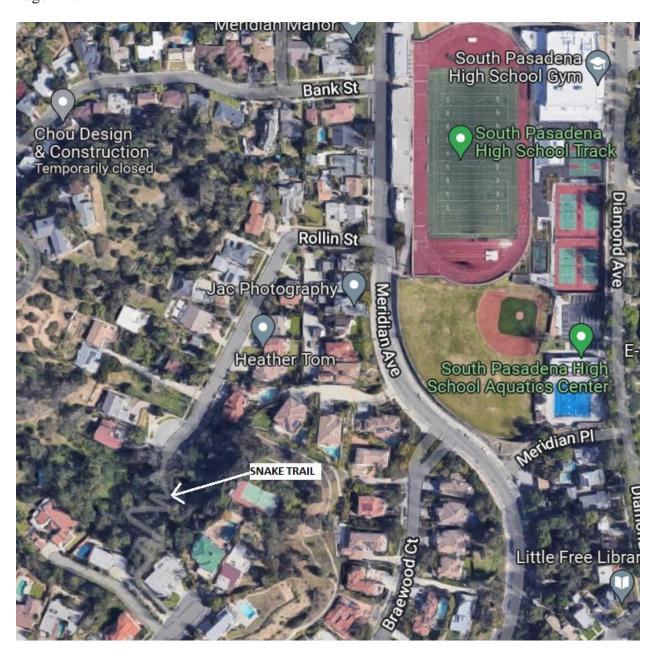


Exhibit G – Snake Trail

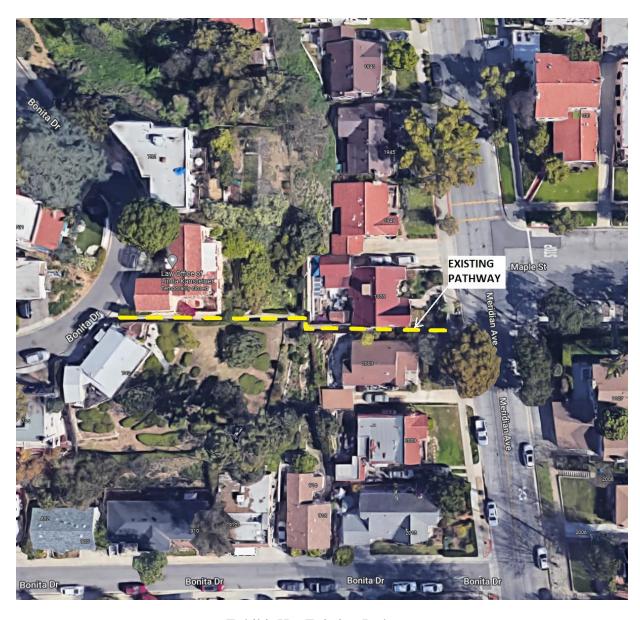


Exhibit H – Existing Pathway

Item 3 Attachment 1 SWITRS 2010-2022 Traffic Collision Data

CHP - SWITRS - South Pasadena 2010-2022 Traffic Collision Data

Pow Ca	selD Ye	ar PRO	OC_DATE	Date	Time	MEDIDIAN	Primary Road	Secondary Road	Distance Direction	# Parties	Collision Type	Vehicle Involved With	1st Party Dir	1st Party Mymnt	2nd Pari	t 2nd PartyMvmnt	2 Partyl	3rd_PartyN
	9423842	2022	2022-03-30			X-BANK	MERIDIAN AV	BANK ST	231 North	#_raitles	2 Sideswipe	Parked Motor Vehicle	North	Proceeding Straight		Parked	3_FaityL	SIU_PaityW
447	8665081	2018	2019-02-08			X-BANK	MERIDIAN AV	BANK ST	15 North	1	Head-On	Fixed Object	North	Ran Off Road	Ivoren	Turked		
628	8532383	2017	2018-01-22			X-BANK	MERIDIAN AV	BANK ST	378 North	1	Hit Object	Fixed Object	South	Stopped				
1280	6456322	2013	2014-07-09	2013-10-27	10:35	X-BANK	MERIDIAN AV	BANK ST	0 Not Stated, in	2	Broadside	Other Motor Vehicle	East	Making Left Turn	South	Proceeding Straight		
1349	5898205	2012	2014-03-12	2012-09-18	14:22	X-BANK	MERIDIAN AV	BANK ST	110 North	2	2 Sideswipe	Other Motor Vehicle	South	Proceeding Straight	South	Parked		
1412	6059146	2012	2014-06-04	2012-11-27	18:09	X-BANK	BANK ST	MERIDIAN AV	215 North	2	2 Sideswipe	Other Motor Vehicle	South	Proceeding Straight	South	Stopped		i
104	9314616	2021	2021-08-26	2021-07-01	19:48	X-BEECH	MERIDIAN AV	BEECH ST	21 South	1	Hit Object	Fixed Object	North	Ran Off Road				
937	7198978	2015	2016-03-08	2015-12-23	16:49	X-BEECH	MERIDIAN AV	BEECH ST	66 South	2	2 Sideswipe	Parked Motor Vehicle	North	Proceeding Straight	North	Parked		i
1202	6195629	2013	2014-09-12	2013-05-02	08:38	X-BEECH	MERIDIAN AV	BEECH ST	12 South	2	Sideswipe	Parked Motor Vehicle	South	Proceeding Straight	South	Parked		
40	9225646	2021	2021-03-10	2021-01-26	11:49	X-MAPLE	MERIDIAN AV	MAPLE ST	108 North	2	2 Sideswipe	Parked Motor Vehicle	South	Proceeding Straight	South	Not Stated		
88	9287539	2021	2021-07-28	2021-06-18	21:38	X-MAPLE	MERIDIAN AV	MAPLE ST	81 North	2	Rear End	Parked Motor Vehicle	North	Other Unsafe Turning	North	Not Stated		
622	8532368	2017	2018-01-23	2017-10-18	06:21	X-MAPLE	MERIDIAN AV	MAPLE ST	90 South	2	Rear End	Parked Motor Vehicle	South	Proceeding Straight	Not Stat	e Parked		
1341	5876462	2012	2013-09-28	2012-06-19	17:33	X-MAPLE	MERIDIAN AV	MAPLE ST	0 Not Stated, in	2	Vehicle/Pedestrian	Pedestrian	West	Making Right Turn	South	Proceeding Straight		
376	8983724	2019	2019-12-03	2019-09-22	12:30	X-OAK	MERIDIAN AV	OAK ST	406 North	2	2 Broadside	Bicycle	South	Entering Traffic	South	Proceeding Straight		
950	7199272	2015	2016-03-09	2015-11-18	17:36	X-OAK	MERIDIAN AV	OAK ST	461 North	2	Head-On	Other Motor Vehicle	South	Proceeding Straight	North	Proceeding Straight		
1015	6502381	2014	2015-03-12	2014-04-20	20:38	X-OAK	MERIDIAN AV	OAK ST	474 North	2	Rear End	Parked Motor Vehicle	North	Proceeding Straight	North	Parked		i
169	9026124	2020	2020-02-25	2020-01-17	08:33	X-PINE	MERIDIAN AV	PINE ST	87 North	2	Rear End	Other Motor Vehicle	South	Backing	South	Stopped		
492	8840024	2018	2019-04-23	2018-11-12	23:20	X-ROLLIN	MERIDIAN AV	ROLLIN ST	15 South	2	2 Sideswipe	Other Motor Vehicle	East	Proceeding Straight	East	Proceeding Straight		
1277	6370818	2013	2014-12-30	2013-12-20	00:00	X-ROLLIN	MERIDIAN AV	ROLLIN ST	12 North	1	Hit Object	Fixed Object	North	Proceeding Straight				
1564	5489124	2011	2013-06-20	2011-12-25	00:25	X-ROLLIN	MERIDIAN AV	ROLLIN ST	537 South	1	Head-On	Fixed Object	South	Other Unsafe Turning				

SWITRS(2010-2022)_v20220714.xlsx

Item 3 Attachment 2

2020 W. G. Zimmerman STOP Sign Analysis

MEMORANDUM

Shahid Abbas Director of Public Works City of South Pasadena 1414 Mission Street South Pasadena, CA 91030

Stop Sign Analysis: Meridian Avenue at Oak Street, Pine Street, and Maple Street

Dear Mr. Abbas:

The purpose of this memorandum is to present the findings of a Stop Sign Analysis related to the proposed installation of a Stop Sign at three (3) intersections along Meridian Avenue. The three intersections are at Oak Street, Pine Street, and Maple Street. An aerial map of the locations is provided as Exhibit A.

The stop sign analysis was based upon the Manual on Uniform Traffic Control Devices, 2009 Edition, produced by the Federal Highway Administration (FHWA) which was amended in 2014 by the California Department of Transportation and also considered street geometry, sight distance, safety, and traffic patterns.

California Manual of Uniform Traffic Control and Devices (CA MUTCD) Criteria:

The California Manual of Uniform Traffic Control Devices, 2014 Edition (CA MUTCD) provides guidance and criteria for Multi-Way STOP Applications in Section 2B.07. A stop sign should not be installed unless one or more of these criteria is met. Section 2B.07 of the CA MUTCD recommends that engineering judgment be used in the evaluation of the criteria to ensure that a stop sign will improve the overall safety and/or operation of the intersection. Typically, multi-way stop control is used where the volume of traffic on the minor road is approximately equal to the major road.

As per Section 2B.07 of the CA MUTCD, the decision to install a multi-way stop should be based on an engineering study and the following criteria should be considered for a multi-way stop sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:



- 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
- 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
- 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and, C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Methodology:

The CAMUTCD provides guidance for stop sign applications for traffic volume, sight distance, and accident history. On Wednesday, January 22, 2020, National Data & Surveying Services (NDS) collected peak hour traffic data at each of the intersections (Oak Street, Pine Street, and Maple Street) along with traffic volumes just north of the Meridian Avenue and Oak Street intersection.

Intersection vehicular volumes, major street volumes, and accident data were reviewed for each of the intersections. After further review, none of the intersections satisfy the conditions presented in points A-D of Section 2B.07 Multi-Way STOP Applications of the CA MUTCD.

Conclusions:

Meridian Avenue and Oak Street

The intersection of Meridian Avenue and Oak Street is a t-intersection as shown on the attached aerial photo. Approximately 150 feet north of Oak Street, Meridian Avenue is approximately 40 feet wide and then transitions to 35 feet. Prior to the transition, parking is allowed on both sides of Meridian north of the intersection, south of the intersection parking is allowed on both sides except for the easterly side of the street where there is 97 feet of red curb to prevent parked cars from blocking the line of sight for vehicles making a right turn onto Meridian from Oak. Along the west side of the intersection there is a driveway that serves a single-family residence. Oak Street is 30 feet wide which allows for parking along both sides of the street. Westbound Oak currently has a stop sign, while the north and southbound legs Meridian Avenue do not. The southerly leg of the intersection has a crosswalk with in-pavement lighting along with the appropriate signage.

Accident history obtained from SWITRS from January 31, 2019 – January 31, 2020 shows that there was only one (1) accident at the intersection which does not satisfy the requirement of five (5) accidents within a 12-month period. The summary of the accident(s) is presented in the Table 1 below:



Table 1: Meridian Avenue and Oak Street 12-Month Accident History								
Date of Collision	Date of Collision Type of Collision Collision Severity Motor Vehicle Involved With							
9/22/2019 Broadside Injury (Complaint of Pain) Bicycle								

Traffic volumes including pedestrian and bicycle volumes were analyzed for the intersection. Based on the data collected by NDS, the average daily volume (ADT) of Meridian Avenue is 9,620 vehicles per day where 4,767 vehicles head north and 4,853 vehicles go south. The data along Meridian Avenue shows that the vehicular volume from Meridian does average at least 300 vehicles per hour for any 8 hours of an average day. Although an ADT count was not conducted on Oak Street, the peak hours of the intersection was reviewed. Typically, the peak hour of an intersection experiences the heaviest amount of traffic during the day. The peak hour data which includes vehicles, pedestrians, and bicycles was tabulated for Oak Street is summarized in Table 2 below.

Table 2: Vehicles, Pedestrians, and Bicycles Entering from Oak Street During the Peak Hour(s)										
Intersection	AM Pe 7:30AM – 8		Noon P 11:30AM – 1		PM Peak 5:00PM – 6:00PM					
	Vehicles	114	Vehicles	30	Vehicles	49				
Meridian Avenue	Pedestrian	36	Pedestrian	14	Pedestrian	31				
and Oak Street	Bicycles	0	Bicycles	0	Bicycles	0				
	AM Total	150	Noon Total	44	PM Total	80				

Based on these numbers, this intersection does not satisfy the minimum of 200 units vehicular volume for a minor street. Therefore, this intersection does not meet the requirements for minimum volumes for a multi-way stop.

Meridian Avenue and Pine Street

The intersection of Meridian Avenue and Pine Street is a t-intersection. At this intersection, Meridian Avenue is 35 feet wide which allows for parking on both sides of Meridian north and south of Pine. Along the westerly side of Meridian there is an apartment complex. Pine Street is 45 feet wide, has a downward slope which meets Meridian Avenue, and parking is allowed on both sides of Pine Street. The westbound leg of Pine Street has a stop sign, while the north and southbound legs of Meridian Avenue does not.

Accident history obtained from SWITRS from January 31, 2019 – January 31, 2020 shows that there was only one (1) accident at the Meridian Avenue and Pine Street intersection, which does not satisfy the requirement of five (5) accidents within a 12-month period.

Table 3: Meridian Avenue and Pine Street 12-Month Accident History											
Date of Collision Type of Collision Collision Severity Motor Vehicle Involved With											
01/17/2020	Rear End	Injury (Complaint of Pain)	Other Motor Vehicle								

Traffic volumes including pedestrian and bicycle volumes were analyzed for the intersection. Based on the data collected by NDS, the average daily volume (ADT) of Meridian Avenue is 9,620 vehicles per day where 4,767 vehicles head north and 4,853 vehicles go south. The data along Meridian Avenue shows that the vehicular volume from Meridian does average at least 300 vehicles per hour for any 8 hours of an average day. Although an ADT count was not conducted on Pine Street, the peak hours of the intersection was reviewed. Typically, the peak hour of an intersection experiences the heaviest amount of traffic during the day. The peak hour data which includes vehicles, pedestrians, and bicycles was tabulated for Pine Street is summarized in Table 4 below.

Table 4: Vehicles, Pedestrians, and Bicycles Entering from Pine Street During the Peak Hour(s)													
Intersection	AM Pe	ak	Noon P	eak	PM Peak								
	7:30AM – 8	3:30AM	11:30AM – :	12:30PM	5:00PM – 6:00PM								
	Vehicles	77	Vehicles	28	Vehicles	51							
Meridian Avenue	Pedestrian	17	Pedestrian	1	Pedestrian	15							
and Pine Street	Bicycles	0	Bicycles	0	Bicycles	0							
	AM Total	94	Noon Total	29	PM Total	66							

Based on these numbers, this intersection does not satisfy the minimum of 200 units vehicular volume for a minor street. Therefore, this intersection does not meet the requirements for minimum volumes for a multi-way stop.

Meridian Avenue and Maple Street

The Meridian Avenue and Maple Street intersection is a t-intersection located south of the Pine Street intersection. Meridian Avenue is 36 feet wide while Maple Street is 48 feet wide which allows parking on both sides of the street. Maple Street slopes down to meet Meridian Avenue. The area surrounding the intersection consists mainly of single-family residences. On the north leg of the intersection there is a crosswalk. Maple Street is stop controlled while Meridian Avenue is not.

Accident history obtained from SWITRS from January 31, 2019 – January 31, 2020 shows that there were no accidents at the Meridian Avenue and Maple Street intersection, which does not satisfy the requirement of five (5) accidents within a 12-month period.

Traffic volumes including pedestrian and bicycle volumes were analyzed for the intersection. Based on the data collected by NDS, the average daily volume (ADT) of Meridian Avenue is 9,620 vehicles per day where 4,767 vehicles head north and 4,853 vehicles go south. The data along Meridian Avenue shows that the vehicular volume from Meridian does average at least 300 vehicles per hour for any 8 hours of an average day. Although an ADT count was not conducted on Maple Street, the peak hours of the intersection was reviewed. Typically, the peak hour of an intersection experiences the heaviest amount of traffic during the day. The peak hour data which includes vehicles, pedestrians, and bicycles was tabulated for Maple Street and present in Table 5 below.

Table 5: Vehicles, Pedestrians, and Bicycles Entering from Maple Street During the Peak Hour(s)													
Intersection	AM Pe 7:15AM – 8		Noon P 11:30AM – 1		PM Peak 5:00PM – 6:00PM								
	Vehicles	251	Vehicles	88	Vehicles	257							
Meridian Avenue	Pedestrian	27	Pedestrian	13	Pedestrian	46							
and Maple Street	Bicycles	2	Bicycles	2	Bicycles	1							
	AM Total	280	Noon Total	103	PM Total	304							

Although, the AM and PM peak reaches the required 200 unit threshold, the noon peak does not which indicates that during the non-peak hours the 200 unit minimum threshold is probably not met. Based on the data, any other 5 hours of the day of this intersection does not reach the minimum of 200 units needed to satisfy the minimum vehicular volume for a minor street. Therefore, this intersection does not meet the requirements for minimum volumes for a multi-way stop.

Recommendations:

Meridian Avenue and Oak Street: It is not recommended to install a STOP sign on the northbound and southbound leg of Meridian Avenue. It is recommended to continue to monitor the intersection for excessive speeds, pedestrians, and other traffic conditions. It is also recommended to install horizontal alignment warning signs (W1-4) with a 25 MPH speed advisory sign (W13-1P) along Meridian Avenue to help discourage speeding.

Meridian Avenue and Pine Street: It is not recommended to install a STOP sign on the northbound and southbound leg of Meridian Avenue. It is recommended to continue to monitor the intersection for excessive speeds, pedestrians, and other traffic conditions. It is also recommended to install horizontal alignment warning signs (W1-4) with a 25 MPH speed advisory sign (W13-1P) along Meridian Avenue to help discourage speeding along the corridor.

Meridian Avenue and Maple Street: It is not recommended to install a STOP sign on the northbound and southbound leg of Meridian Avenue. It is recommended to continue to monitor the intersection for excessive speeds, pedestrians, and other traffic conditions. It is also recommended to install a 25 MPH speed advisory sign (W13-1P) on the existing W1-5 sign on the northeast corner of the intersection to help discourage speeding along the corridor.

The existing crosswalk on the north leg of the intersection currently does not have adequate access for a pedestrian to enter the crosswalk. At the westerly side of the crosswalk, the crosswalk ends at the curb which forces the pedestrian to step up onto the sidewalk. On the easterly end of the crosswalk, the crosswalk ends at the north wing of the existing curb ramp. To enter the crosswalk, the pedestrian must step down into the crosswalk. This does not meet the minimum criteria for ADA access. Pedestrian data was collected during the AM, Noon, and PM peak hours to determine how many pedestrians use the crosswalk. During the peak hours there were 4 pedestrians in the morning, 4 at noon, and 4 during the PM peak. Based on the numbers and existing conditions, it is recommended to remove the crosswalk based on language provided in Section 21950.5 of the California Vehicle Code (CVC).

Sincerely,

W.G. Zimmerman Engineering, Inc.

Bill Zimmerman, PE, TE, PT DI

William

President

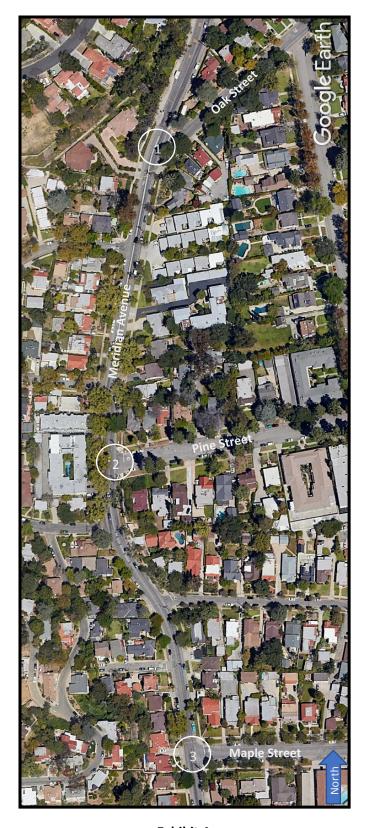


Exhibit A Aerial Photo

DATA

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020 City: South Pasadena
Project #: CA20_5029_002n

North Bound

North Bound														
Time	#1	# 2	# 3	# 4	# 5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15 0:30	0	5 3	0	0	0 1	0	0	0	0	0	0	0	0	5 4
0:45	0	1	0	ő	ō	0	ō	Ö	0	0	0	0	0	1
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 1:30	0	2	0 1	0	0 1	0	0	0	0	0	0	0	0	2
1:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00	0	0	0	0	ō	0	0	0	0	0	0	0	0	0
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 3:00	0	0	0 1	0	0	0	0	0	0	0	0	0	0	0 1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	1 0	1 0	0	0	0	0	0	0	0	0	0	0	2 0
4:15 4:30	0	5	0	ő	ő	0	0	0	0	0	0	0	0	5
4:45	0	6	2	ő	ő	0	ő	Ö	0	0	0	0	0	8
5:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:15	0	11	1 3	0	0	0	0	0	0	0	0	0	0	12 16
5:30 5:45	0	13 13	3	0	0	0	0	0	0	0	0	0	0	16
6:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
6:15	0	32	6	0	0	0	0	0	0	0	0	0	0	38
6:30	0	36	9	0	0	0	0	0	0	0	0	0	0	45
6:45 7:00	0	55 70	11 8	0	1 1	0	0	0	0	0	0	0	0	67 79
7:00 7:15	0	125	15	0	0	0	0	0	0	0	0	0	0	140
7:30	0	129	22	ő	1	0	0	0	0	0	0	0	0	152
7:45	0	137	24	1	3	0	0	0	0	0	0	0	0	165
8:00 9:15	0	100	13 9	0	1 0	0	0	0	0	0	0	0	0	114
8:15 8:30	0	78 98	9 17	0	2	0	0	0	0	0	0	0	0	87 118
8:45	0	85	17	0	0	0	0	0	0	0	0	0	0	102
9:00	0	83	5	0	1	0	0	0	0	0	0	0	0	89
9:15	0	60	11	0	0	0	0	0	0	0	0	0	0	71
9:30 9:45	0	54 55	14 19	0	1 2	0	0	0	0	0	0	0	0	69 76
10:00	0	39	15	0	0	0	0	0	0	0	0	0	0	54
10:15	0	47	7	0	0	0	0	0	0	0	0	0	0	54
10:30 10:45	0	38 49	8 9	0	0	0	0	0	0	0	0	0	0	46 62
11:00	0	49	8	0	1	0	0	0	0	0	0	0	0	52
11:15	0	41	11	o	1	0	0	0	0	0	0	0	0	53
11:30	0	41	10	0	0	0	0	0	0	0	0	0	0	51
11:45	0	49	11	0	0	0	0	0	0	0	0	0	0	60
12:00 PM 12:15	0	49 40	11 16	1	1 2	0	0	0	0	0	0	0	0	62 58
12:30	0	50	9	ő	0	0	0	0	0	0	0	0	0	59
12:45	0	46	7	Ö	3	0	0	Ö	0	Ö	Ö	0	Ö	56
13:00	1	48	8	0	1	0	0	0	0	0	0	0	0	58
13:15	0	55 56	6 7	0	0	0	0	0	0	0	0	0	0	61 65
13:30 13:45	1 0	67	9	0	1 1	0	0	0	0	0	0	0	0	77
14:00	0	63	16	0	2	0	0	0	0	0	0	0	0	81
14:15	0	64	8	0	0	0	0	0	0	0	0	0	0	72
14:30	1 0	70	13	0	1	0	0	0	0	0	0	0	0	85
14:45 15:00	1	98 90	18 17	0	0	0	0	0	0	0	0	0	0	116 109
15:15	0	59	20	0	1	0	0	0	0	0	0	0	0	80
15:30	0	55	14	0	1	0	0	0	0	0	0	0	0	70
15:45	1 0	65	12 15	0	1	0	0	0	0	0	0	0	0	79 100
16:00 16:15	0	83 84	13	0	2	0	0	0	0	0	0	0	0	100
16:30	0	76	12	ō	ó	0	ō	0	0	0	0	0	0	88
16:45	0	74	17	0	2	0	0	0	0	0	0	0	0	93
17:00	0	105	19	0	0	0	0	0	0	0	0	0	0	124
17:15 17:30	0 1	95 96	14 13	0	1 1	0	0	0	0	0	0	0	0	110 111
17:45	0	93	14	ő	ō	0	0	0	0	0	0	0	0	107
18:00	0	81	4	0	1	0	0	0	0	0	0	0	0	86
18:15	0	71	10	0	1	0	0	0	0	0	0	0	0	82
18:30 18:45	0	61 60	11 11	0	2 0	0	0	0	0	0	0	0	0	74 71
19:00	0	56	3	0	0	0	0	0	0	0	0	0	0	59
19:15	0	45	3	0	0	0	0	0	0	0	0	0	0	48
19:30 19:45	0	44	3	0	1 0	0	0	0	0	0	0	0	0	48
19:45 20:00	0	24 26	8 2	0	1	0	0	0	0	0	0	0	0	32 29
20:15	0	29	3	0	0	0	0	0	0	0	0	0	0	32
20:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26
20:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26
21:00 21:15	0	31 15	2	0	0	0	0	0	0	0	0	0	0	33 17
21:30	0	26	1	0	0	0	0	0	0	0	0	0	0	27
21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13
22:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
22:15 22:30	0	9	1 1	0	0	0	0	0	0	0	0	0	0	10 7
22:30 22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:45 Totals	0 8	4021	684	0	0 52	0	U	U	0	0	0	0	0	4767
% of Totals	0%	84%	14%	0%	1%									100%
AA41/-1														
AM Volumes % AM	2 0%	1646 35%	298 6%	1 0%	20 0%	0	0	0	0	0	0	0	0	1967 41%
AM Peak Hour	270	5570	270	270	270									
Volume PM Volumes	6	2375	386	1	32	0	0	0	0	0	0	0		2800
% PM	0%	50%	386 8%	0%	32 1%	0	0	0	0	0	0	0	0	2800 59%
PM Peak Hour														
Volume	rectional Pe	ak Daria d		AM 7-9			NOON 12-2			PM 4-6		2"	Poal: V-I	
l Dir		All Classes	Volume	AIVI /-9	%	Volume	NOUN 12-2	%	Volume	rivi 4-6	%	Volume	Peak Volun	nes %
		, un classes	957	\longleftrightarrow	20%	496	\longleftrightarrow	10%	834	\longleftrightarrow	17%	2480	←→	52%

Classification Definitions 7 >=4-Axle Single Units 8 <=4-Axle Single Trailers 9 5-Axle Single Trailers

- Motorcycles
 Passenger Cars
 2-Axle, 4-Tire Single Units
- 4 Buses
 5 2-Axle, 6-Tire Single Units
 6 3-Axle Single Units
- 10 >=6-Axle Single Trailers 11 <=5-Axle Multi-Trailers 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020 City: South Pasadena
Project #: CA20_5029_002s

South Bound														
Time	#1	# 2	#3	# 4	#5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
0:00 AM 0:15	0	4	0	0	0	0	0	0	0	0 0	0 0	0	0 0	4 4
0:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:45 1:00	0	5 2	1 0	0	0	0	0	0	0	0	0	0	0	6 2
1:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 2:00	0	1 3	0	0	0	0	0	0	0	0	0	0	0	1 4
2:15	0	3	1	0	1 0	0	0	0	0	0	0	0	0	4
2:30	0	1	0	Ö	0	0	0	0	0	0	0	0	0	1
2:45 3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2 0
3:15	0	1	0	ő	0	0	0	0	0	0	0	0	0	1
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 4:00	0	1 4	0	0	0	0	0	0	0	0	0	0	0	1 4
4:15	0	0	0	ő	ő	0	0	0	0	0	0	0	0	0
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 5:00	0	2	1 0	0	0	0	0	0	0	0	0	0	0	3 4
5:15	0	5	1	ő	ō	0	0	0	0	0	0	0	0	6
5:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 6:00	0	5 4	3 2	0	3 0	0	0	0	0	0	0	0	0	11 6
6:15	0	12	1	ō	ō	ō	0	0	0	0	0	0	0	13
6:30	0	36	4	0	0	0	0	0	0	0	0	0	0	40
6:45 7:00	0	46 60	8 7	0	0	0	0	0	0	0	0	0	0	54 71
7:15	0	62	6	1	0	1	0	0	0	0	0	0	0	70
7:30	0	87	23	0	0	0	0	0	0	0	0	0	0	110
7:45 8:00	0	128 92	34 27	0 1	3 1	0	0	0	0	0	0	0	0	165 122
8:15	0	98	22	0	2	0	0	0	0	0	0	0	0	122
8:30	0	70 F0	11	0	1	0	0	0	0	0	0	0	0	82
8:45 9:00	0	59 44	15 10	0	1 1	0	0	0	0	0	0	0	0	75 55
9:15	0	57	9	0	0	1	0	0	0	0	0	0	0	67
9:30	0	39	7	0	0	0	0	0	0	0	0	0	0	46
9:45 10:00	0	50 31	16 7	1	1	0	0	0	0	0	0	0	0	68 42
10:15	0	31	8	1	2	0	0	0	0	0	0	0	0	42
10:30	0	34	9	0	1	0	0	0	0	0	0	0	0	44
10:45 11:00	0	36 33	8 10	0	3 0	1 0	0	0	0	0	0	0	0	48 43
11:15	1	37	6	0	0	0	0	0	0	0	0	0	0	44
11:30	1 0	47	15 3	0	0	1	0	0	0	0	0	0	0	64
11:45 12:00 PM	0	40 38	5	0	0	0	0	0	0	0	0	0	0	43 43
12:15	0	46	11	1	1	0	0	0	0	0	0	0	0	59
12:30 12:45	0	39 47	12 11	0	0	0	0	0	0	0	0	0	0	51 58
13:00	0	48	8	0	0	0	0	0	0	0	0	0	0	56
13:15	0	40	5	0	2	0	0	0	0	0	0	0	0	47
13:30 13:45	0 1	46 44	12 9	0	0 2	0	0	0	0	0	0	0	0	58 56
14:00	0	48	11	0	0	1	0	0	0	0	0	0	0	60
14:15	1	50	11	0	4	0	0	0	0	0	0	0	0	66
14:30 14:45	0	56 69	18 21	0	0 1	0	0	0	0	0	0	0	0	74 92
15:00	0	85	15	0	1	0	0	0	0	0	0	0	0	101
15:15	0	90	21	0	1	0	0	0	0	0	0	0	0	112
15:30 15:45	1 0	89 78	18 15	0	1 1	0	0	0	0	0	0	0	0	109 95
16:00	0	91	24	o	ō	0	0	0	0	0	0	0	0	115
16:15	1	81	18	0	1	1	0	0	0	0	0	0	0	102
16:30 16:45	0	80 84	17 23	0	0 2	0	0	0	0	0	0	0	0	97 111
17:00	1	135	15	0	1	0	0	0	0	0	0	0	0	152
17:15	1	131	17	0	3	0	0	0	0	0	0	0	0	152
17:30 17:45	1 0	126 112	26 24	0	2 1	0	0	0	0	0	0 0	0	0	155 137
18:00	0	118	16	0	0	0	0	0	0	0	0	0	0	134
18:15	0	84	12	0	0	0	0	0	0	0	0	0	0	96
18:30 18:45	0	68 81	12 14	0	0 1	0	0	0	0	0	0	0	0	80 96
19:00	0	63	7	0	0	0	0	0	0	0	0	0	0	70
19:15 19:30	0	64 43	8 1	0	0	0	0	0	0	0	0	0	0	72 44
19:30	0	43	4	0	1	0	0	0	0	0	0	0	0	53
20:00	0	47	4	0	0	0	0	0	0	0	0	0	0	51
20:15 20:30	0	49 51	6 1	0	0	0	0	0	0	0	0	0	0	55 52
20:30	0	31	2	0	0	0	0	0	0	0	0	0	0	33
21:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40
21:15 21:30	0	31 32	3 1	0	0	0	0	0	0	0	0	0	0	34 33
21:30 21:45	0	20	2	0	0	0	0	0	0	0	0	0	0	33 22
22:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
22:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22
22:30 22:45	0	12 15	2 2	0	0	0	0	0	0	0	0	0	0	14 17
23:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13
23:15 23:30	0	11 9	0 1	0	0	0	0	0	0	0	0	0	0	11 11
23:30 23:45	0	5	2	0	0	0	0	0	0	0	0	0	0	11 7
Totals	16	4019	754	5	51	8	3	J				3		4853
% of Totals	0%	83%	16%	0%	1%	0%								100%
AM Volumes	6	1295	278	4	25	4	0	0	0	0	0	0	0	1612
% AM AM Peak Hour	0% 6:15	27% 7:30	6% 7:30	0% 7:15	1% 10:00	0% 10:45								33% 7:30
Volume	2	405	106	2	9	2								519
PM Volumes % PM	10 0%	2724 56%	476 10%	1 0%	26 1%	4 0%	0	0	0	0	0	0	0	3241 67%
PM Peak Hour	16:45	17:00	17:15	12:00	16:45	15:30								17:00
Volume	5 roctional Bo	504 Poriods	83	1	8	2	NOON 13 3			D84.4.C			Deal: V	596
Dir	ectional Pe	All Classes	Volume	AM 7-9	%	Volume	NOON 12-2	%	Volume	PM 4-6	%	Off Volume	Peak Volun	nes %
			817	\longleftrightarrow	17%	428	\longleftrightarrow	9%	1021	←→	21%	2587	\longleftrightarrow	53%
	_		_	_		_				_				

Classification Definitions 7 >=4-Axle Single Units 8 <=4-Axle Single Trailers 9 5-Axle Single Trailers

- Motorcycles
 Passenger Cars
 2-Axle, 4-Tire Single Units
- 4 Buses
 5 2-Axle, 6-Tire Single Units
 6 3-Axle Single Units
- 10 >=6-Axle Single Trailers 11 <=5-Axle Multi-Trailers 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020 City: South Pasadena
Project #: CA20_5029_002

Summary

Summary														
Time	#1	# 2	#3	# 4	# 5	#6	#7	#8	#9	# 10	# 11	# 12	# 13	Total
0:00 AM 0:15	0	5 9	0	0	0	0	0	0	0	0	0	0	0	5 9
0:30	0	6	1	0	1	0	0	0	0	0	Ö	0	0	8
0:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30 1:45	0	2	2 1	0	1 0	0	0	0	0	0	0	0	0	5 5
2:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:15	0	4	1	0	0	Ö	Ö	Ö	0	0	Ö	0	Ö	5
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 3:15	0	0	1 0	0	0	0	0	0	0	0	0	0	0	1 2
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	2	0	ō	ō	0	0	0	0	0	0	0	0	2
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 4:45	0	7 8	0	0	0	0	0	0	0	0	0	0	0	7 11
5:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
5:15	0	16	2	ő	ő	ő	ő	ő	ő	0	Ö	0	ő	18
5:30	0	17	3	0	0	0	0	0	0	0	0	0	0	20
5:45	0	18	6	0	3	0	0	0	0	0	0	0	0	27
6:00	0	30 44	6 7	0	0	0	0	0	0	0	0	0	0	36
6:15 6:30	0	72	13	0	0	0	0	0	0	0	0	0	0	51 85
6:45	0	101	19	ő	1	0	o	0	0	0	Ö	0	0	121
7:00	2	130	15	0	3	0	0	0	0	0	0	0	0	150
7:15	0	187	21	1	0	1	0	0	0	0	0	0	0	210
7:30	0	216	45	0	1	0	0	0	0	0	0	0	0	262
7:45 8:00	0	265 192	58 40	1	6 2	0	0	0	0	0	0	0	0	330 236
8:00 8:15	0	176	31	0	2 2	0	0	0	0	0	0	0	0	236
8:30	1	168	28	0	3	0	0	0	0	0	0	0	0	200
8:45	0	144	32	0	1	0	0	0	0	0	0	0	0	177
9:00	0	127	15	0	2	0	0	0	0	0	0	0	0	144
9:15 9:30	0	117 93	20 21	0	0 1	1 0	0	0	0	0	0	0	0	138 115
9:30	0	105	35	1	3	0	0	0	0	0	0	0	0	115
10:00	1	70	22	0	3	0	0	0	0	0	0	0	0	96
10:15	0	78	15	1	2	0	0	0	0	0	0	0	0	96
10:30 10:45	0	72 85	17 17	0	1 6	0 1	0	0	0	0	0	0	0	90 110
11:00	0	76	18	0	1	0	0	0	0	0	0	0	0	95
11:15	1	78	17	ō	1	0	0	0	0	0	0	0	0	97
11:30	1	88	25	0	0	1	0	0	0	0	0	0	0	115
11:45	0	89	14	0	0	0	0	0	0	0	0	0	0	103
12:00 PM 12:15	0	87 86	16 27	1	1	0	0	0	0	0	0	0	0	105 117
12:30	0	89	21	0	3 0	0	0	0	0	0	0	0	0	110
12:45	0	93	18	ő	3	Ö	ő	Ö	0	0	0	0	0	114
13:00	1	96	16	0	1	0	0	0	0	0	0	0	0	114
13:15	0	95	11	0	2	0	0	0	0	0	0	0	0	108
13:30	1	102	19	0	1	0	0	0	0	0	0	0	0	123
13:45 14:00	1 0	111 111	18 27	0	3	0	0	0	0	0	0	0	0	133 141
14:15	1	114	19	0	4	0	0	0	0	0	0	0	0	138
14:30	1	126	31	ō	1	ō	ō	0	0	0	0	0	0	159
14:45	1	167	39	0	1	0	0	0	0	0	0	0	0	208
15:00	1	175	32	0	2	0	0	0	0	0	0	0	0	210
15:15 15:30	0	149 144	41 32	0	2	0	0	0	0	0	0	0	0	192 179
15:45	1	143	27	0	2	1	0	0	0	0	0	0	0	174
16:00	0	174	39	0	2	0	0	0	0	0	0	0	0	215
16:15	1	165	31	0	5	1	0	0	0	0	0	0	0	203
16:30	0	156	29	0	0	0	0	0	0	0	0	0	0	185
16:45 17:00	2	158 240	40 34	0	4	0	0	0	0	0	0	0	0	204 276
17:00	1	240	34	0	4	0	0	0	0	0	0	0	0	262
17:30	2	222	39	0	3	0	0	0	0	0	0	0	0	266
17:45	0	205	38	0	1	0	0	0	0	0	0	0	0	244
18:00	0	199 155	20 22	0	1	0	0	0	0	0	0	0	0	220 178
18:15 18:30	0	155 129	22	0	2	0	0	0	0	0	0	0	0	178
18:45	0	141	25	ő	1	0	ő	0	0	0	0	0	0	167
19:00	0	119	10	0	0	0	0	0	0	0	0	0	0	129
19:15	0	109	11	0	0	0	0	0	0	0	0	0	0	120
19:30 19:45	0	87 72	4 12	0	1	0	0	0	0	0	0	0	0	92 85
20:00	0	72	6	0	1	0	0	0	0	0	0	0	0	80
20:15	0	78	9	0	0	0	0	0	0	0	0	0	0	87
20:30	0	74	4	0	0	0	0	0	0	0	0	0	0	78
20:45	0	56	3	0	0	0	0	0	0	0	0	0	0	59
21:00 21:15	0	69 46	4 5	0	0	0	0	0	0	0	0	0	0	73 51
21:15	0	58	2	0	0	0	0	0	0	0	0	0	0	60
21:45	0	32	3	ō	ō	0	0	0	0	0	0	0	0	35
22:00	0	42	6	0	0	0	0	0	0	0	0	0	0	48
22:15	0	28	4	0	0	0	0	0	0	0	0	0	0	32
22:30 22:45	0	18 23	3	0	0	0	0	0	0	0	0	0	0	21 27
22:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:30	0	13	2	0	0	1	0	0	0	0	0	0	0	16
23:45 Totals	0	8040	1/128	7	102	0	0	0	0	0	0	0	0	9620
% of Totals	24 0%	8040 84%	1438 15%	0%	103 1%	0%								9620 100%
AM Volumes % AM	8 0%	2941 31%	576 6%	5 0%	45 0%	4 0%	0	0	0	0	0	0	0	3579 37%
AM Peak Hour	10:45	7:15	7:30	7:15	7:45	10:45								7:15
Volume PM Volumes	3	860	174	3	13	2								1038
PM Volumes % PM	16 0%	5099 53%	862 9%	2 0%	58 1%	4 0%	0	0	0	0	0	0	0	6041 63%
PM Peak Hour	16:45	17:00	14:45	12:00	16:45	15:30								17:00
Volume	6	893	144	2 AM 7-9	12	2	NOON 12-2			PM 4-6			Deal: V. 1	1048
	rectional Pe	All Classes	Volume	AIVI /-9	%	Volume	UUN 12-2	%	Volume	F 1VI 4-0	%	Volume	Peak Volun	nes %
l		. an Classes	1774	←→	18%	924	←→	10%	1855	←→	19%	5067	←→	53%
1														

Classification Definitions 7 >=4-Axle Single Units 8 <=4-Axle Single Trailers 9 5-Axle Single Trailers

- Motorcycles
 Passenger Cars
 2-Axle, 4-Tire Single Units
- 4 Buses5 2-Axle, 6-Tire Single Units6 3-Axle Single Units
- 10 >=6-Axle Single Trailers 11 <=5-Axle Multi-Trailers 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020 Project #: CA20_5029_002n

North Bound

North Bound														
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
1:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
5:00	0	43	9	0	0	0	0	0	0	0	0	0	0	52
6:00	0	149	30	0	1	0	0	0	0	0	0	0	0	180
7:00	0	461	69	1	5	0	0	0	0	0	0	0	0	536
8:00	1	361	56	0	3	0	0	0	0	0	0	0	0	421
9:00	0	252	49	0	4	0	0	0	0	0	0	0	0	305
10:00	1	173	39	0	3	0	0	0	0	0	0	0	0	216
11:00	0	174	40	0	2	0	0	0	0	0	0	0	0	216
12:00 PM	0	185	43	1	6	0	0	0	0	0	0	0	0	235
13:00	2	226	30	0	3	0	0	0	0	0	0	0	0	261
14:00	1	295	55	0	3	0	0	0	0	0	0	0	0	354
15:00	2	269	63	0	4	0	0	0	0	0	0	0	0	338
16:00	0	317	57	0	8	0	0	0	0	0	0	0	0	382
17:00	1	389	60	0	2	0	0	0	0	0	0	0	0	452
18:00	0	273	36	0	4	0	0	0	0	0	0	0	0	313
19:00	0	169	17	0	1	0	0	0	0	0	0	0	0	187
20:00	0	103	9	0	1	0	0	0	0	0	0	0	0	113
21:00	0	84	6	0	0	0	0	0	0	0	0	0	0	90
22:00	0	46	6	0	0	0	0	0	0	0	0	0	0	52
23:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Totals	8	4021	684	2	52									4767
% of Totals	0%	84%	14%	0%	1%		<u>l</u>							100%
AM Volumes	2	1646	298	1	20	0	0	0	0	0	0	0	0	1967
% AM	0%	35%	6%	0%	0%									41%
AM Peak Hour	8:00	7:00	7:00	7:00	7:00									7:00
Volume	1	461	69	1	5									536
PM Volumes	6	2375	386	1	32	0	0	0	0	0	0	0	0	2800
% PM	0%	50%	8%	0%	1%									59%
PM Peak Hour	13:00	17:00	15:00	12:00	16:00									17:00
Volume	2	389	63	1	8									452
Dir	Directional Peak Periods			AM 7-9			NOON 12-2		PM 4-6			Off Peak Volumes		
	All Classes		Volume		%	Volume		%	Volume		%	Volume		%
	All classes		957	\longleftrightarrow	20%	496	\longleftrightarrow	10%	834	\longleftrightarrow	17%	2480	\longleftrightarrow	52%

Classification Definitions

- 1 Motorcycles
- 2 Passenger Cars
- 3 2-Axle, 4-Tire Single Units
- 4 Buses
- 5 2-Axle, 6-Tire Single Units

6 3-Axle Single Units

- 7 > =4-Axle Single Units
- 8 <=4-Axle Single Trailers 9 5-Axle Single Trailers
 - 11 <=5-Axle Multi-Trailers
 - 12 6-Axle Multi-Trailers

10 >=6-Axle Single Trailers

13 >=7-Axle Multi-Trailers

City: South Pasadena

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020

South Bound	uth Bound													
Time	# 1	# 2	#3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:00	0	18	4	0	3	0	0	0	0	0	0	•	0	25
6:00	0	98	15	0	0	0	0	0	0	0	0	_	0	113
7:00	2	337	70	1	5	1	0	0	0	0	0		0	416
8:00	1	319	75	1	5	0	0	0	0	0	0	_	0	401
9:00	0	190	42	1	2	1	0	0	0	0	0	_	0	236
10:00	1	132	32	1	9	1	0	0	0	0	0	_	0	176
11:00	2	157	34	0	0	1	0	0	0	0	0	_	0	194
12:00 PM	0	170	39	1	1	0	0	0	0	0	0	_	0	211
13:00	1	178	34	0	4	0	0	0	0	0	0	_	0	217
14:00	2	223	61	0	5	1	0	0	0	0	0	_	0	292
15:00	1	342	69	0	4	1	0	0	0	0	0	_	0	417
16:00	3	336	82	0	3	1	0	0	0	0	0		0	425
17:00	3	504	82	0	7	0	0	0	0	0	0		0	596
18:00	0	351	54	0	1	0	0	0	0	0	0	_	0	406
19:00	0	218	20	0	1	0	0	0	0	0	0	_	0	239
20:00	0	178	13 8	0	0	0	0	0	0	0 0	0	_	0	191 129
21:00 22:00	0	121 65		0	0	0	0	0	0	0	0		0	76
23:00	0	38	11 3	0	0	1	0	0	0	0	0	_	0	42
Totals	16	4019	754	5	51	8	U	U	U	U	U	U	U	4853
% of Totals	0%	83%	16%	0%	1%	0%								100%
				• • •										
AM Volumes	6	1295	278	4	25	4	0	0	0	0	0	0	0	1612
% AM	0%	27%	6%	0%	1%	0%								33%
AM Peak Hour	7:00	7:00	8:00	7:00	10:00	7:00								7:00
Volume	2	337	75	1	9	1								416
PM Volumes	10	2724	476	1	26	4	0	0	0	0	0	0	0	3241
% PM	0%	56%	10%	0%	1%	0%								67%
PM Peak Hour	16:00	17:00	16:00	12:00	17:00	14:00								17:00
Volume	3	504	82	1	7	1								596
Dir	Directional Peak Periods		Volume	AM 7-9			NOON 12-2		PM 4-6			Off Peak Volumes		
	All Classes				%	Volume		%	Volume		%	Volume		%
				\longrightarrow	17%	428	→	9%	1021	<u> </u>	21%	2587	<u> </u>	53%

1 Motorcycles

2 Passenger Cars

- 4 Buses
- 5 2-Axle, 6-Tire Single Units
- 3 2-Axle, 4-Tire Single Units 6 3-Axle Single Units
- 7 > =4-Axle Single Units

Classification Definitions

- 8 <=4-Axle Single Trailers
- **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

City: South Pasadena

Project #: CA20_5029_002s

CLASSIFICATION

Meridian Ave N/O Oak St

Day: Wednesday Date: 1/22/2020

Summary

Summary														
Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	#8	# 9	# 10	# 11	# 12	# 13	Total
0:00 AM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
1:00	0	= -	4	0	1	0	0	0	0	0	0	0	0	
2:00	0	11	1	0	1	0	0	0	0	0	0	0	_	13
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	
4:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
5:00	0		13	0	3	0	0	0	0	0	0	0	_	
6:00	0	247	45	0	1	0	0	0	0	0	0	0	-	
7:00	2	798	139	2	10	1	0	0	0	0	0	0		
8:00	2	680	131	1	8	0	0	0	0	0	0	0	_	_
9:00	0	442	91	1	6	1	0	0	0	0	0	0	_	_
10:00	2	305	71	1	12	1	0	0	0	0	0	0	_	392
11:00	2	331	74	0	2	1	0	0	0	0	0	0	_	_
12:00 PM	0	355	82	2	7	0	0	0	0	0	0	0	-	446
13:00	3	404	64	0	7	0	0	0	0	0	0	0		
14:00	3	518	116	0	8	1	0	0	0	0	0	0	_	646
15:00	3	611	132	0	8	1	0	0	0	0	0	0		
16:00	3	653	139	0	11	1	0	0	0	0	0	0	-	
17:00	4	893	142	0	9	0	0	0	0	0	0	0	_	
18:00	0	624	90	0	5	0	0	0	0	0	0	0	_	
19:00	0		37	0	2	0	0	0	-	0	0	0	_	
20:00	0	281	22	0	1	0	0	0	0	0	0	0	_	304
21:00	0	205	14	0	0	0	0	0	0	0	0	0	_	_
22:00	0	111	17	0	0	0	0	0	0	0	0	0	-	128
23:00	0	57	7	0	0	1	0	0	0	0	0	0	0	65
Totals	24	8040	1438	7	103	8								9620
% of Totals	0%	84%	15%	0%	1%	0%								100%
AM Volumes	8	2941	576	5	45	4	0	0	0	0	0	0	0	3579
% AM	0%	31%	6%	0%	0%	0%								37%
AM Peak Hour	7:00		7:00	7:00	10:00	7:00								7:00
Volume	2	798	139	2	12	1								952
PM Volumes	16	5099	862	2	58	4	0	0	0	0	0	0	0	6041
% PM	0%	53%	9%	0%	1%	0%								63%
PM Peak Hour	17:00	17:00	17:00	12:00	16:00	14:00								17:00
Volume	4	893	142	2	11	1								1048
Dir	ectional Pe	ak Periods		AM 7-9			NOON 12-2			PM 4-6		Off	Peak Volur	nes
]		All Classes	Volume		%	Volume	-	%	Volume		%	Volume		%
			1774	\longleftrightarrow	18%	924	\longleftrightarrow	10%	1855	\longleftrightarrow	19%	5067	\longleftrightarrow	53%
			±,,,		10/0	J = -		10/0	1000		±3/0	5507		33/0

1 Motorcycles

- 2 Passenger Cars
- 3 2-Axle, 4-Tire Single Units
- 4 Buses
- 5 2-Axle, 6-Tire Single Units
- 6 3-Axle Single Units

7 > =4-Axle Single Units

Classification Definitions

- 8 <=4-Axle Single Trailers **9** 5-Axle Single Trailers
- 10 >=6-Axle Single Trailers
- 11 <=5-Axle Multi-Trailers 12 6-Axle Multi-Trailers
- 13 >=7-Axle Multi-Trailers

City: South Pasadena

Project #: CA20_5029_002

Prepared by NDS/ATD Prepared by National Data & Surveying Services

VOLUME

Meridian Ave N/O Oak St

 Day: Wednesday
 City: South Pasadena

 Date: 1/22/2020
 Project #: CA20_5029_002

	D.	AILY T	OTA	ALS		NB 4,767		SB 4,853		EB 0		WB 0							tal 520
AM Period	NB		SB		EB	WB			TAL	PM Period	NB		SB		ЕВ	V	/B	ТО	TAL
0:00	1		4		0	0		5		12:00	62		43		0		0	105	
0:15	5		4		0	0		9		12:15 12:30	58		59		0		0	117	
0:30 0:45	4	11	4 6	18	0 0	0 0		8 7	29	12:30	59 56	235	51 58	211	0		0 0	110 114	446
1:00	2		2	10	0	0		4		13:00	58	233	56		0		0	114	110
1:15	2		3		0	0		5		13:15	61		47		0		0	108	
1:30 1:45	2 4	10	3 1	9	0 0	0 0		5 5	19	13:30 13:45	65 77	261	58 56	217	0 0		0 0	123 133	478
2:00	0	10	4		0	0		4	13	14:00	81	201	60	217	0		0	141	470
2:15	1		4		0	0		5		14:15	72		66		0		0	138	
2:30 2:45	1 0	2	1 2	11	0 0	0 0		2	13	14:30 14:45	85 116	354	74 92	292	0 0		0 0	159 208	646
3:00	1		0	11	0	0		1	13	15:00	109	334	101	232	0		0	210	040
3:15	1		1		0	0		2		15:15	80		112		0		0	192	
3:30	0 1	2	2 1	4	0 0	0 0		2 2	7	15:30 15:45	70 79	220	109 95	417	0 0		0 0	179	755
3:45 4:00	2	3	4	4	0	0		6		16:00	100	338	115	417	0		0	174 215	755
4:15	0		0		0	0				16:15	101		102		0	(0	203	
4:30	5	4-	2	_	0	0		7	2.	16:30	88	200	97	42-	0		0	185	007
4:45 5:00	8 8	15	<u>3</u>	9	0	0		11 12	24	16:45 17:00	93 124	382	111 152	425	0		0 0	204 276	807
5:15	12		6		0	0		18		17:15	110		152		0		0	262	
5:30	16		4		0	0		20		17:30	111		155		0	(0	266	
5:45	16	52	11	25	0	0		27	77	17:45	107	452	137	596	0		0	244	1048
6:00 6:15	30 38		6 13		0 0	0 0		36 51		18:00 18:15	86 82		134 96		0		0 0	220 178	
6:30	45		40		Ö	0		85		18:30	74		80		0		0	154	
6:45	67	180	54	113	0	0		121	293	18:45	71	313	96	406	0		0	167	719
7:00	79 140		71 70		0 0	0 0		150 210		19:00 19:15	59 48		70 72		0		0 0	129 120	
7:15 7:30	152		110		0	0		262		19:30	48		44		0		0	92	
7:45	165	536	165	416	0	0		330	952	19:45	32	187	53	239	0	(0	85	426
8:00	114		122		0	0		236		20:00	29		51		0		0	80	
8:15 8:30	87 118		122 82		0 0	0 0		209 200		20:15 20:30	32 26		55 52		0		0 0	87 78	
8:45	102	421	75	401	Ö	0		177	822	20:45	26	113	33	191	0		0	59	304
9:00	89		55		0	0		144		21:00	33		40		0		0	73	
9:15 9:30	71 69		67 46		0 0	0 0		138 115		21:15 21:30	17 27		34 33		0		0 0	51 60	
9:45	76	305	68	236	0	0		144	541	21:45	13	90	22	129	0		0	35	219
10:00	54		42		0	0		96		22:00	25		23		0		0	48	
10:15	54		42		0	0		96		22:15	10		22		0		0	32	
10:30 10:45	46 62	216	44 48	176	0 0	0 0		90 110	392	22:30 22:45	7 10	52	14 17	76	0		0 0	21 27	128
11:00	52		43		0	0		95	552	23:00	11		13		0		0	24	
11:15	53		44		0	0		97		23:15	4		11		0		0	15	
11:30 11:45	51 60	216	64 43	194	0 0	0 0		115 103	410	23:30 23:45	5 3	23	11 7	42	0 0		0 0	16 10	65
TOTALS	- 50	1967	7.5	1612		<u> </u>		100	3579	TOTALS	, ,	2800	,	3241	<u> </u>		_	10	6041
SPLIT %		55.0%		45.0%					37.2%	SPLIT %		46.3%		53.7%					62.8%
						NB		SB		EB		WB						To	tal
	D.	AILY 1	OTA	ILS		4,767		4,853		0		0							520
		7.45		7.00						-				47.00					
AM Peak Hour AM Pk Volume		7:15 571		7:30 519					7:15 1038	PM Peak Hour PM Pk Volume		17:00 452		17:00 596					17:00 1048
Pk Hr Factor		0.865		0.786					0.786	Pk Hr Factor		0.911		0.961					0.949
7 - 9 Volume		957		817		0	0		1774	4 - 6 Volume		834		1021		0	0		1855
7 - 9 Peak Hour		7:15		7:30					7:15	4 - 6 Peak Hour		17:00		17:00					17:00
7 - 9 Pk Volume		571		519					1038	4 - 6 Pk Volume		452		596					1048
Pk Hr Factor		0.865		0.786	0	0.000	0.000		0.786	Pk Hr Factor		0.911		0.961		0.000	0.000		0.949

Intersection Turning Movement Count

Location: Meridian Ave & Oak St City: South Pasadena

	South Pasa 1-Way Stop												Pre		20-05030-0 1/22/2020	01	
Control:	1-way Stop) (WB)						То	tal					Date:	1/22/2020		
NS/EW Streets:		Meridia	n Ave			Meridia	n Ave			Oak	St			Oak	St		
			BOUND			SOUTH					BOUND			WESTE			
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM 7:15 AM	0	79 121	5 6	0	3 2	69 57	0	0	0	0	0	0	4 2	0	7 10	0	167 198
7:30 AM	0	137	28	0	19	84	0	0	0	0	0	0	2	0	17	0	287
7:45 AM 8:00 AM	0	131 87	71 22	0	61 13	112 113	0	0	0	0	0	0	6 12	0	32 35	0	414 282
8:15 AM 8:30 AM	0	78 109	6	0	9 5	115 87	0	0	0	0	0	0	2 2	0	8 5	0	218 217
8:45 AM	0	98	4	0	3	73	0	0	0	0	0	0	0	0	9	0	187
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	840 84.76%	151 15.24%	0 0.00%	115 13.94%	710 86.06%	0 0.00%	0 0.00%	1 100.00%	0 0.00%	0 0.00%	0 0.00%	30 19.61%	0 0.00%	123 80.39%	0 0.00%	1970
PEAK HR:		07:30 AM -	08:30 AM						100.00%			0.00%					TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	433 0.790	127 0.447	0.000	102 0.418	424 0.922	0.000	0.000	1 0.250	0.000	0.000	0.000	22 0.458	0.000	92 0.657	0.000	1201
TEARTIRTAGION .	0.000	0.6		0.000	0.410	0.722		0.000	0.230	0.00		0.000	0.430	0.6		0.000	0.725
No.			BOUND			SOUTH					BOUND			WESTE			
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	0	50	4	0	2	45	0	0	0	0	0	0	2	0	3	0	106
11:15 AM 11:30 AM	0	49 41	5 2	0	1 7	42 45	0 0	0	0 0	0 0	0	0	3 2	0	6 5	0	106 102
11:45 AM 12:00 PM	0	61 50	6 5	0	3 2	50 33	0	0	0	0	0	0	1 3	0	9	0	121 102
12:15 PM	0	51	1	0	5	55	0	0	0	0	0	0	2	0	4	0	118
12:30 PM 12:45 PM	0	56 55	3 4	0	3	52 54	0 0	0	0 0	0 0	0	0	1 5	0 0	3	0	118 124
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	413 93.23%	30 6.77%	0 0.00%	26 6.47%	376 93.53%	0 0.00%	0 0.00%	0	0	0	0	19 36.54%	0 0.00%	33 63.46%	0 0.00%	897
PEAK HR:		93.23 % 12:00 PM -		0.00%	0.47%	93.3376	0.00%	0.00%					30.34 %	0.00%	03.40%	0.00%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	212 0.946	13 0.650	0.000	13 0.650	194 0.882	0.000	0.000	0 0.000	0.000	0.000	0.000	11 0.550	0.000	19 0.528	0.000	462
T ETHE THE THE T	0.000	0.9		0.000	0.000	0.86		0.000	0.000	0.000	0.000	0.000	0.000	0.6		0.000	0.931
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE			
PM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
2:00 PM 2:15 PM	0	67 54	5 7	0	8 2	51 65	0	0	0	0	0	0	3 6	0	21 20	0	155 154
2:30 PM	0	77	3	0	11	63	0	0	0	0	0	0	3	0	4	1	162
2:45 PM 3:00 PM	0	94 81	15 9	0	19 16	69 80	0	0	0	0	0	0	9 5	0	19 25	0	225 216
3:15 PM	0	76	3	0	8	107	0	0	0	0	0	0	6	0	16	0	216
3:30 PM 3:45 PM	0	64 72	5 1	0	6 8	97 84	0	0	0 0	0	0	0	4 3	0	6	0	182 174
4:00 PM 4:15 PM	0	85 100	3 4	0	9 5	94 110	0	0	0	0	0	0	4 6	0	10 10	0	205 235
4:30 PM	0	81	7	0	2	88	0	0	0	Ō	0	0	6	0	6	0	190
4:45 PM 5:00 PM	0	90 111	6	0	6 8	106 134	0	0	0	0	0	0	4 6	0	4 11	0 1	212 277
5:15 PM 5:30 PM	0	111 106	4	0	17 12	147 139	0	0	0	0	0	0	7 3	0	5 4	0	291 268
5:45 PM	0	95	7	0	9	134	0	0	0	0	0	0	6	0	7	0	258
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	1364 94.13%	85 5.87%	0 0.00%	146 8.52%	1568 91.48%	0 0.00%	0 0.00%	0	0	0	0	81 31.52%	0 0.00%	174 67.70%	2 0.78%	3420
PEAK HR :	(05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	423 0.953	21 0.750	0 0.000	46 0.676	554 0.942	0.000	0.000	0 0.000	0.000	0.000	0.000	22 0.786	0.000	27 0.614	1 0.250	1094
		0.9				0.91								0.6			0.940

Intersection Turning Movement Count

Location: Meridian Ave & Oak St

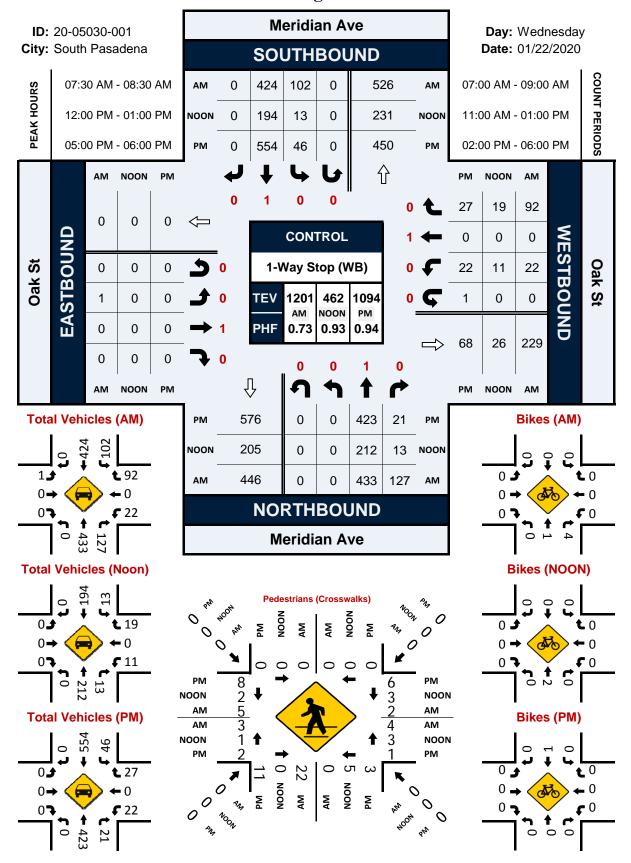
City:	Meridian Av South Pasa 1-Way Stop							Bil	ces				Pr		20-05030-0 1/22/2020	01	
NS/EW Streets:		Meridia	ın Ave			Meridia	n Ave		103	Oal	k St			Oak	: St		
AM	0	NORTH 1	BOUND 0	0	0	SOUTH 1	0	0	0	EAST 1	BOUND	0	0	WESTI 1	BOUND 0	0	
7:00 AM 7:15 AM 7:30 AM 7:45 AM	0 0 0 0	NT 1 0 1 0	NR 0 0 1 2	0 0 0 0	0 0 0 0	ST 0 0 0 0	SR 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	1 0 2 2
8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 1 0 1
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 0 0.00%	NT 2 33.33% D7:30 AM -	NR 4 66.67%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0 0.00%	WT 0 0.00%	WR 1 100.00%	WU 0 0.00%	TOTAL 7
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	1 0.250 0.6	4 0.500	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0.000	0.000	0.000	0 0.000	0.000	0.000	0.000	5 0.625
NOON			BOUND			SOUTH					BOUND				BOUND		
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM 11:15 AM 11:30 AM 11:45 AM	0 0 0	1 0 0	0 0 0	0 0 0	0 0 0	0 1 0 1	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	1 1 0 1
12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL 0 0.00%	NT 3 100.00%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 2 100.00%	SR 0 0.00%	SU 0 0.00%	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 5
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.00	2 0.500 0.5	0 0.000	0.000	0 0.000	0.000	0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	0.000	2 0.500
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
PM 2:00 PM	0 NL 0	1 NT 0	0 NR 0	NU 0	0 SL 0	1 ST 0	0 SR 0	0 SU 0	0 EL 0	1 ET 0	O ER O	EU 0	0 WL	1 WT 0	WR 0	0 WU 0	TOTAL 0
2:15 PM 2:30 PM 2:45 PM	0	0 0 0	0 0	0 0	0	1 0 0	0 0 0	0	0	0 0 0	0 0	0	0 1	0 0	0 0 0	0	1 1 1
3:00 PM 3:15 PM	0	1 0	0	0	0	1 0	0	0	0	0	0 0	0	0	0	0 0	0	2
3:30 PM 3:45 PM	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM 4:15 PM	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0 0	0 0	0	0	0 0	0	0
4:30 PM 4:45 PM	0	0 1	0	0	0 0	0	0	0	0	0	0	0	0 1	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	1 0
5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :		NT 2 100.00%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 3 100.00%	SR 0 0.00%	SU 0 0.00%	EL 0	ET 0	ER 0	EU 0	WL 3 100.00%	WT 0 0.00%	WR 0 0.00%	WU 0 0.00%	TOTAL 8
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.00	0 0 0.000	0 0 0.000	0.000	0 0.000	1 0.250 0.2	0 0.000 50	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	TOTAL 1 0.250

Intersection Turning Movement Count City: South Pasadena Turning Movement Date: 1/22/2020

			Pede	estrians	(Crossw	alks)			_
NS/EW Streets:	Meridi	an Ave	Meridi	an Ave	Oa	k St	Oak	c St	
AM	NORT EB	H LEG WB	SOUT EB	H LEG WB	EAST NB	T LEG SB	WEST NB	Γ LEG SB	TOTAL
7:00 AM	0	0	1	1	0	0	0	3	5
7:15 AM	0	0	1	0	0	0	2	0	3
7:30 AM 7:45 AM	0 0	0 0	12 8	0 0	1	1 0	1 2	3 0	18 11
7:45 AW 8:00 AM	0	0	2	0	1	0	0	2	5
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	1	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	24	2	4	3	5	8	46
APPROACH %'s :	07.00.414	00.00.444	92.31%	7.69%	57.14%	42.86%	38.46%	61.54%	TOTAL
PEAK HR : PEAK HR VOL :	07:30 AM	- 08:30 AM 0	22	0	4	2	3	5	TOTAL 36
PEAK HR FACTOR :	0	U	0.458	O	1.000	0.500	0.375	0.417	
			0.4	458	0.	750	0.5	00	0.500
	NODT	TH LEG	COLIT	H LEG	FAC	Γ LEG	WEST		
NOON	EB	WB	EB	MB KEG	NB	SB	NB	SB	TOTAL
11:00 AM	0	0	0	0	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM 11:45 AM	0 0	0 0	0	0 0	0	1 0	1	0 2	2 4
12:00 PM	0	0	0	2	2	0	0	1	5
12:15 PM	0	0	0	2	0	1	0	0	3
12:30 PM	0	0	0	0	1	2	0	0	3
12:45 PM	0	0	0	1	0	0	1	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	5	3	5	3	4	21
APPROACH %'s : PEAK HR :	12:00 DM	- 01:00 PM	16.67%	83.33%	37.50%	62.50%	42.86%	57.14%	TOTAL
PEAK HR VOL :	0	0	0	5	3	3	1	2	14
PEAK HR FACTOR :				0.625	0.375	0.375	0.250	0.500	0.700
			0.0	525	0.8	500	0.3	75	0.700
200	NORT	'H LEG	SOUT	H LEG	FAST	T LEG	WEST	LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	3	0	1	1	0	5
2:15 PM 2:30 PM	0 0	0 0	0	2 1	0 1	1 0	1 2	1 0	5 4
2:45 PM	0	0	1	1	2	1	1	0	6
3:00 PM	0	0	0	5	1	3	1	1	11
3:15 PM 3:30 PM	0 0	0 0	0	6 0	3 0	2 0	1 0	1 0	15 0
3:45 PM	0	0	2	1	3	0	0	1	7
4:00 PM	0	0	3	3	1	0	0	0	7
4:15 PM	0	0	2	0	0	0	0	0	2
4:30 PM 4:45 PM	0 0	0 0	0	2	1 0	1 2	1 2	3 2	8 10
5:00 PM	0	0	3	2	1	2	1	1	10
5:15 PM	0	0	4	0	0	0	0	3	7
5:30 PM 5:45 PM	0 0	0 0	3 1	1 0	0	3 1	1 0	3 1	11 3
5:45 PIVI	U	U	'	U	U	ı	U	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	22	30	13	17	12	17	111
APPROACH %'s : PEAK HR :	05:00 PM	- 06:00 PM	42.31%	57.69%	43.33%	56.67%	41.38%	58.62%	TOTAL
PEAK HR :	05:00 PIVI	0 06:00 PIVI	11	3	1	6	2	8	31
PEAK HR FACTOR :			0.688	0.375	0.250	0.500	0.500	0.667	0.705
			0.	700	0 '	583	0.6	25	0.703

Meridian Ave & Oak St

Peak Hour Turning Movement Count



Intersection Turning Movement Count

Location: Meridian Ave & Maple St City: South Pasadena Control: 1-Way Stop (WB)

Project ID: 20-05030-002
Date: 1/22/2020

control.	1-way 3to) (WB)						То	tal					Date.	1/22/2020		_
NS/EW Streets:		Meridia	n Ave			Meridia	n Ave			Maple	e St			Maple	e St		
		NORTH				SOUTH				EASTB		'		WESTE			
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	32	1	0	25	45	0	0	0	0	0	0	1	0	39	0	143
7:15 AM	0	56	2	0	23	45	0	0	0	0	1	0	0	0	69	0	196
7:30 AM 7:45 AM	0	86 94	1 3	0	28 39	61 95	0	0	0 1	0	0	0	2 14	0	61 54	0	239 300
8:00 AM	0	38	11	0	46	89	0	0	0	0	0	0	11	0	40	0	235
8:15 AM	0	46	6	0	54	40	0	0	0	0	Ō	Ō	2	0	37	0	185
8:30 AM	0	55 36	1	0	38 31	36 39	0	0	0	0	0	0	3 2	0	56 43	0	189 157
8:45 AM	U	30	6	U	31	39	U	U	U	U	U	U	2	U	43	U	157
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	443 93.46%	31 6.54%	0 0.00%	284 38.69%	450 61.31%	0 0.00%	0 0.00%	1 50.00%	0 0.00%	1 50.00%	0 0.00%	35 8.06%	0 0.00%	399 91.94%	0 0.00%	1644
PEAK HR :		07:15 AM -		0.0076	30.0770	01.3170	0.0078	0.0078	30.0078	0.0076	30.0078	0.0076	0.0076	0.0078	71.7470	0.0078	TOTAL
PEAK HR VOL :	0	274	17	0	136	290	0	0	1	0	1	0	27	0	224	0	970
PEAK HR FACTOR :	0.000	0.729	0.386	0.000	0.739	0.763	0.000	0.000	0.250	0.000	0.250	0.000	0.482	0.000	0.812	0.000	0.808
		0.75	JO			0.70	17			0.30	50			0.50	J7		
NOON		NORTH		_		SOUTH		_		EASTB				WESTE			
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	0	17	6	0	10	29	0	0	0	0	0	0	3	0	29	0	94
11:15 AM	0	26	5	1	9	32	0	0	0	0	0	0	1	0	18	0	92
11:30 AM 11:45 AM	0	31 30	2	0	11 7	40 38	0	0	0	0	0	0	0 1	0	15 27	0	99 106
12:00 PM	0	29	3	0	9	26	0	0	0	0	0	0	0	0	22	1	90
12:15 PM	0	39 25	0	0	11	44 37	0	0	0 0	0	0	0	2	0	20	0	116
12:30 PM 12:45 PM	0	31	1 1	0	5 10	37 41	0	0	0	0	0	0	2 1	0	16 25	0	86 109
TOTAL VOLUMES :	NL 0	NT 228	NR 21	NU 1	SL 72	ST 287	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 10	WT 0	WR 172	WU 1	TOTAL 792
APPROACH %'s :	0.00%	91.20%	8.40%	0.40%	20.06%	79.94%	0.00%	0.00%	U	U	U	O	5.46%	0.00%	93.99%	0.55%	172
PEAK HR :		11:30 AM -									_		_	_			TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	129 0.827	8 0.667	0.000	38 0.864	148 0.841	0.000	0.000	0.000	0.000	0.000	0 0.000	3 0.375	0.000	84 0.778	1 0.250	411
- Exact inclination of	0.000	0.87		0.000	0.001	0.84		0.000	0.000	0.000	0.000	0.000	0.070	0.78		0.200	0.886
		NORTHI	DOLIND			COLITIU	OUND			EASTB	OLIND			WESTE	OUND		
PM	0	1 NORTHI	OUND	0	0	SOUTH!	0	0	0	1	00ND 0	0	0	1 WESTE	OUND	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM 2:15 PM	0	23 30	3 2	0	14 13	42 58	0	0	0 1	0	0	0	4 2	0	23 28	0	109 134
2:30 PM	0	38	5	0	22	36	0	0	0	0	0	0	5	0	41	0	147
2:45 PM	0	55	3	0	22	56	0	0	0	0	0	0	7	0	39	0	182
3:00 PM 3:15 PM	0	48 19	3 0	0	18 30	65 58	0 1	0	0	0	0	0	2 1	0	38 41	0	174 150
3:30 PM	0	33	1	0	25	66	0	0	0	0	0	0	0	0	25	0	150
3:45 PM 4:00 PM	0	37 37	3	0	19 25	50 65	0	0	0	0	0	0	3	0	39 37	0	149 170
4:00 PM 4:15 PM	0	48	0	0	35	61	0	0	0	0	0	0	2	0	48	0	194
4:30 PM	0	37	1	0	32	55	0	0	0	0	0	0	2	0	44	0	171
4:45 PM 5:00 PM	0	44	0	0	35 42	49 96	0	0	0	0	0	0	3	0	38 61	0	171 241
5:15 PM	0	46	2	0	34	87	0	0	0	0	0	0	1	0	56	0	226
5:30 PM	0	34	1	0	30	86	0	0	0	0	0	0	5	1	71	0	228
5:45 PM	0	43	0	0	30	84	0	0	0	0	0	0	2	0	58	0	217
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	612	29	0	426	1014	1	0	1	0	0	0	42	1	687	0	2813
ADDDOACH O/ In .	0.000/	QE 490/	4 E 20/	0.000/													
APPROACH %'s : PEAK HR :	0.00%	95.48% 05:00 PM -	4.52% 06:00 PM	0.00%	29.56%	70.37%	0.07%	0.00%	100.00%	0.00%	0.00%	0.00%	5.75%	0.14%	94.11%	0.00%	TOTAL
				0.00% 0 0.000	29.56% 136 0.810	353 0.919	0.000	0 0.000	0 0.000	0.00% 0 0.000	0.00%	0 0.000	10 0.500	1 0.250	94.11% 246 0.866	0 0.000	TOTAL 912

Intersection Turning Movement Count

Location: Meridian Ave & Maple St

	South Pasa 1-Way Sto												Pr		20-05030-0 1/22/2020	102	
control.	1-way 5to	p (WD)						Bil	ces					Date.	172272020		
NS/EW Streets:		Meridia	ın Ave			Meridia	n Ave			Мар	ole St			Mapl	e St		
AM	0	NORTH 1	BOUND 0	0	0	SOUTH 1	BOUND	0	0	EAST 1	BOUND	0	0	WESTI 1	BOUND	0	
7:00 AM	NL 0	NT 2	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU	TOTAL 2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM 7:45 AM	0	0 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 1
8:30 AM	0	0	0	0	0	0	0	0	0	0	Ō	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 3	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 2	WU 0	TOTAL 6
APPROACH %'s : PEAK HR :	0.00%		0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
PEAK HR FACTOR :	0.000	0.250 0.2	0.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000 0.2	0.250 50	0.000	0.500
		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM 12:00 PM	0	<u>0</u> 1	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	Ō	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 2	NR 0	NU 0	SL 0	ST 2	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 1	WU 0	TOTAL 5
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	Ů				0.00%	0.00%	100.00%	0.00%	
PEAK HR : PEAK HR VOL :	0	11:30 AM - 1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	TOTAL 2
PEAK HR FACTOR :	0.00	0.250	0.000 50	0.000	0.000	0.250	0.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		NORTH	BOUND			SOUTH	BOUND			FAST	BOUND			WESTI	BOUND		
PM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 PM 2:30 PM	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM 3:00 PM	0	1 0	0	0	0	0 1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM 3:30 PM	0	0	0	0	0	0 1	0	0	0	0	0	0	0	0	0	0	0
3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 0	0	1 0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM 4:45 PM	0 0	1 1	0 0	0 0	0	0 1	0 0	0 0	0	0 0	0 0	0 0	1 0	0 0	0 0	0 0	2 2
5:00 PM 5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1 0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM																	
TOTAL VOLUMES :	NL O	NT 3	NR 0	NU 0	SL 0	ST 5	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 1	WT 0	WR 1	O OM	TOTAL 10
APPROACH %'s : PEAK HR :		100.00% 05:00 PM -	0.00% 06:00 PM	0.00%	0.00%	100.00%	0.00%	0.00%					50.00%	0.00%	50.00%	0.00%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.00	0	0.000	0.000	0 0.000	1 0.250	0,000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	0	0 0.000	0 0.000	0 0.000	1
PEAK FIR FACIOR :	0.00	0.000	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

0 1 0 0 0.000 0.250 0.000 0.000 0.250

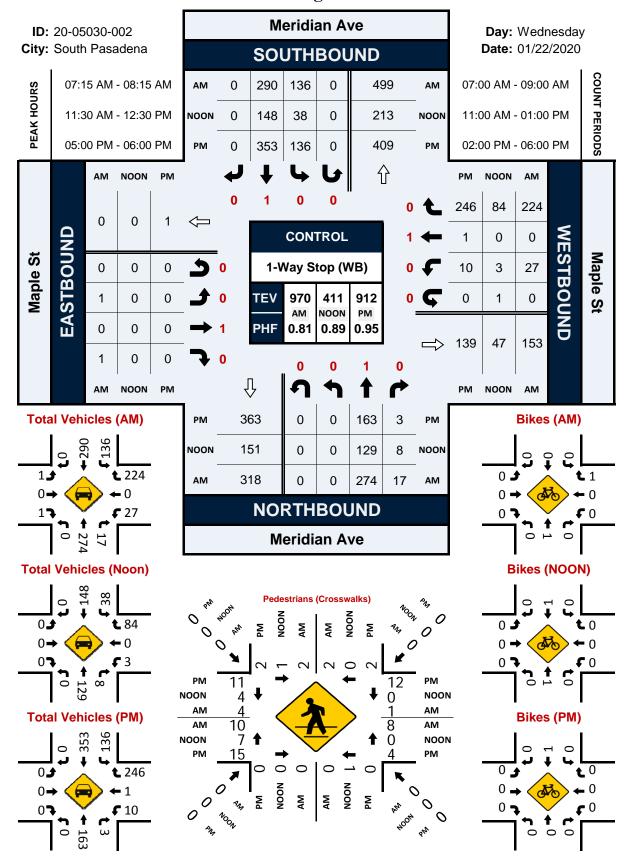
Intersection Turning Movement Count City: South Pasadena Turning Movement Date: 1/22/2020

Pedestrians (Crosswalks)

			Peac	estrians	(Crossw	aiks)			_
NS/EW Streets:	Meridi	an Ave	Merid	ian Ave	Мар	le St	Мар	le St	
A D 4	NORT	H LEG	SOUT	TH LEG	EAS ⁻	Γ LEG	WES	Γ LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	3	3
7:15 AM	0	0	0	0	0	0	3	0	3
7:30 AM	1	0	0	0	6	1	3	0	11
7:45 AM	1	0	0	0	0	0	3	1	5
8:00 AM	0	2	0	0	2	0	1	3	8
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	3	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	2	2	0	0	9	1	10	10	34
APPROACH %'s:	50.00%	50.00%			90.00%	10.00%	50.00%	50.00%	
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL:	2	2	0	0	8	1	10	4	27
PEAK HR FACTOR :	0.500	0.250			0.333	0.250	0.833	0.333	0 (44
	0.5	500			0.:	321	0.8	375	0.614
							-		
NOON	NORT	H LEG	SOUT	ΓH LEG	EAS ⁻	Γ LEG	WES	ΓLEG	
NOON	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
11:00 AM	2	0	0	0	1	1	1	0	5
11:15 AM	0	1	0	0	0	1	0	3	5
11:30 AM	1	0	0	0	0	0	5	0	6
11:45 AM	0	0	0	1	0	0	1	1	3
12:00 PM	0	0	0	0	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	1	2	3
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	1	0	1	1	2	8	7	23
APPROACH %'s:	75.00%	25.00%	0.00%	100.00%	33.33%	66.67%	53.33%	46.67%	
PEAK HR:	11:30 AM	- 12:30 PM							TOTAL
PEAK HR VOL:	1	0	0	1	0	0	7	4	13
PEAK HR FACTOR :	0.250			0.250			0.350	0.500	0.542
	0.2	250	0.	250			0.5	550	0.542
-							-		
PM		H LEG		TH LEG		ΓLEG	WES ⁻	ΓLEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	2	0	0	2
2:15 PM	0	1	0	0	1	0	1	0	3
2:30 PM	0	0	0	0	0	0	1	1	2
2:45 PM	0	0	0	0	4	0	1	1	6
3:00 PM	1	0	0	0	1	3	1	2	8
3:15 PM	2	1	0	0	1	1	2	4	11
3:30 PM	1	0	0	0	1	4	2	0	8
3:45 PM	0	0	0	0	0	0	0	11	1
4:00 PM	0	0	0	0	0	1	4	1	6
4:15 PM	(1)	1	0	0	2	3	2	1	9
	0		_			_	_		0
4:30 PM	0	0	0	0	0	3	2	3	8
4:45 PM	0 0	0 0	0	0	2	0	3	0	5
4:45 PM 5:00 PM	0 0 0	0 0 0	0	0	0	3	3 2	0 6	5 11
4:45 PM 5:00 PM 5:15 PM	0 0 0 0	0 0 0 1	0 0 0	0 0 0	2 0 0	0 3 4	3 2 5	0 6 1	5 11 11
4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0	0 0 0 1 0	0 0 0 0	0 0 0 0	2 0 0 3	0 3 4 0	3 2 5 5	0 6 1 3	5 11 11 11
4:45 PM 5:00 PM 5:15 PM	0 0 0 0	0 0 0 1	0 0 0	0 0 0	2 0 0	0 3 4	3 2 5	0 6 1	5 11 11
4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 2	0 0 0 1 0 1	0 0 0 0	0 0 0 0 0	2 0 0 3 1	0 3 4 0 5	3 2 5 5 3	0 6 1 3 1	5 11 11 11 13
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 2	0 0 0 1 0 1	0 0 0 0 0	0 0 0 0 0	2 0 0 3 1	0 3 4 0 5	3 2 5 5 3	0 6 1 3 1	5 11 11 11 13
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 2 EB 6	0 0 0 1 0 1	0 0 0 0	0 0 0 0 0	2 0 0 3 1 NB 16	0 3 4 0 5 SB 29	3 2 5 5 3 NB 34	0 6 1 3 1	5 11 11 11 13
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 2 EB 6 54.55%	0 0 1 0 1 WB 5 45.45%	0 0 0 0 0	0 0 0 0 0	2 0 0 3 1	0 3 4 0 5	3 2 5 5 3	0 6 1 3 1	5 11 11 11 13 TOTAL 115
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 2 EB 6 54.55%	0 0 0 1 0 1 WB 5 45.45%	0 0 0 0 0 0	0 0 0 0 0 0	2 0 0 3 1 NB 16 35.56%	0 3 4 0 5 SB 29 64.44%	3 2 5 5 3 NB 34 57.63%	0 6 1 3 1 SB 25 42.37%	5 11 11 11 13 TOTAL 115
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s: PEAK HR:	0 0 0 0 0 2 EB 6 54.55% 05:00 PM	0 0 0 1 0 1 1 WB 5 45.45%	0 0 0 0 0	0 0 0 0 0	2 0 0 3 1 NB 16 35.56%	0 3 4 0 5 SB 29 64.44%	3 2 5 5 3 NB 34 57.63%	0 6 1 3 1 SB 25 42.37%	5 11 11 11 13 TOTAL 115
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES: APPROACH %'s:	0 0 0 0 0 2 EB 6 54.55% 05:00 PM 2 0.250	0 0 0 1 0 1 WB 5 45.45%	0 0 0 0 0 0	0 0 0 0 0 0	2 0 0 3 1 NB 16 35.56%	0 3 4 0 5 SB 29 64.44%	3 2 5 5 3 NB 34 57.63%	0 6 1 3 1 SB 25 42.37%	5 11 11 11 13 TOTAL 115

Meridian Ave & Maple St

Peak Hour Turning Movement Count



Intersection Turning Movement Count

| Coation: Meridian Ave & Pine St City: South Pasadena Control: 1-Way Stop (WB) | City: Meridian Ave & Pine St City: South Pasadena | City: South Pasadena

<u>-</u>									tal								
NS/EW Streets:		Meridian	n Ave			Meridia	n Ave			Pine	e St			Pine	St		
		NORTHE	BOUND			SOUTH	BOUND			FAST	BOUND			WESTB	OUND		
AM	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	O ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	69	2	0	1	69	0	0	0	0	0	0	2	0	9	0	152
7:15 AM	0	128	2	0	0	65	0	0	0	0	0	0	0	0	9	0	204
7:30 AM	0	160	1	0	4	84	0	0	0	0	0	0	2	0	10	0	261
7:45 AM 8:00 AM	0	155 85	4 5	0	12 8	119 121	0	0	0	0	0	0	12 11	0	23 10	0	325 240
8:15 AM	0	75	8	0	18	96	0	0	0	0	0	0	0	0	9	0	206
8:30 AM	0	111	2	0	7	73	0	0	0	0	0	0	3	0	12	0	208
8:45 AM	0	84	1	0	7	69	0	0	0	0	0	0	0	0	10	0	171
	NL 0	NT 867	NR 25	NU	SL 57	ST	SR 0	SU	EL 0	ET 0	ER	EU	WL	WT	WR 92	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0.00%	97.20%	2.80%	0 0.00%	7.57%	696 92.43%	0.00%	0 0.00%	U	U	0	0	30 24.59%	0 0.00%	75.41%	0 0.00%	1767
PEAK HR :		7:30 AM - (0.0070	7.0770	72.1070	0.0070	0.0070					21.0770	0.0070	70.1170	0.0070	TOTAL
PEAK HR VOL :	0	475	18	0	42	420	0	0	0	0	0	0	25	0	52	0	1032
PEAK HR FACTOR :	0.000	0.742	0.563	0.000	0.583	0.868	0.000	0.000	0.000	0.000	0.000	0.000	0.521	0.000	0.565	0.000	0.794
		0.76	16			0.88	12							0.55	50		0.771
NOON		NORTHE				SOUTH					BOUND			WESTB			
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	0	46	1	0	1	40	0	1	0	0	0	0	0	0	4	0	93
11:15 AM	0	46	3 0	0	3	40 50	0	0	0	0	0	0	2	0	5 9	0	99 109
11:30 AM 11:45 AM	0	45 59	1	0	3	43	0	0	0	0	0	0	2	0	7	0	115
12:00 PM	0	49	2	0	2	35	0	0	0	0	0	0	0	0	3	0	91
12:15 PM	0	61	0	0	2	54	0	0	0	0	0	0	0	0	5	0	122
12:30 PM	0	47	3	0	1	46	0	0	0	0	0	0	2	0	6	0	105
12:45 PM	0	52	1	0	6	50	0	0	0	0	0	0	1	0	6	0	116
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	405	11	0	21	358	0	1	0	0	0	0	9	0	45	0	850
APPROACH %'s : PEAK HR :	0.00%	97.36% I1:30 AM -	2.64%	0.00%	5.53%	94.21%	0.00%	0.26%					16.67%	0.00%	83.33%	0.00%	TOTAL
PEAK HR VOL :	0	214	3	0	10	182	0	0	0	0	0	0	4	0	24	0	437
PEAK HR FACTOR :	0.000	0.877	0.375	0.000	0.833	0.843	0.000	0.000			0.000	0.000	0.500			0.000	
								0.000	0.000	0.000				0.000	0.667	0.000	
		0.88				0.85		0.000	0.000	0.000		0.000	0.300	0.000		0.000	0.895
		0.88 NORTHE	19			0.85 SOUTH	i7	0.000	0.000		BOUND	0.000	0.300		36	0.000	0.895
PM	0	NORTHE 1	BOUND 0	0	0	SOUTHI 1	BOUND 0	0	0	EASTI 0	BOUND 0	0	0	0.63 WESTB	BOUND 0	0	
	NL	NORTHE 1 NT	BOUND	O NU	SL	SOUTHE 1 ST	BOUND 0 SR	0 SU	0 EL	EASTI 0 ET	BOUND 0 ER	0 EU	0 WL	0.63 WESTB 1 WT	BOUND 0 WR	0 WU	TOTAL
2:00 PM	NL 0	NORTHE 1 NT 50	BOUND 0 NR 1	0 NU 0	SL 3	SOUTHE 1 ST 56	BOUND 0 SR 0	0 SU 0	0 EL 0	EASTI 0 ET 0	BOUND 0 ER 0	0 EU 0	0 WL 4	0.63 WESTB 1 WT	36 SOUND 0 WR 13	0 WU 0	TOTAL 127
	NL	NORTHE 1 NT	BOUND 0	O NU	SL	SOUTHE 1 ST	BOUND 0 SR	0 SU	0 EL	EASTI 0 ET	BOUND 0 ER	0 EU	0 WL	0.63 WESTB 1 WT	BOUND 0 WR	0 WU	TOTAL
2:00 PM 2:15 PM 2:30 PM 2:45 PM	NL 0 0 0 0	NORTHE 1 NT 50 55 74 94	BOUND 0 NR 1 2 0 5	0 NU 0 0 0	SL 3 2 6 7	SOUTHE 1 ST 56 69 56 73	80UND 0 SR 0 0	0 SU 0 0 0	0 EL 0 0 0	EASTI 0 ET 0 0 0	BOUND 0 ER 0 0 0	0 EU 0 0 0	0 WL 4 5 1	0.63 WESTB 1 WT 0 0 0	36 SOUND 0 WR 13 6 11 13	0 WU 0 0 0	TOTAL 127 139 148 199
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	NL 0 0 0 0	NORTHE 1 NT 50 55 74 94 78	BOUND 0 NR 1 2 0 5 6	0 NU 0 0 0	SL 3 2 6 7	SOUTHI 1 ST 56 69 56 73 82	80UND 0 SR 0 0 0	0 SU 0 0 0	0 EL 0 0 0	EASTI 0 ET 0 0 0 0	BOUND 0 ER 0 0 0	0 EU 0 0 0 0	0 WL 4 5 1 7	0.63 WESTB 1 WT 0 0 0 0 0	36 SOUND 0 WR 13 6 11 13 6	0 WU 0 0 0	TOTAL 127 139 148 199 182
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM	NL 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 78 61	BOUND 0 NR 1 2 0 5 6 1	0 NU 0 0 0 0	SL 3 2 6 7 5 7	SOUTHI 1 ST 56 69 56 73 82 93	80UND 0 SR 0 0 0 0	0 SU 0 0 0 0	0 EL 0 0 0 0	EASTI 0 ET 0 0 0 0 0	BOUND 0 ER 0 0 0 0	0 EU 0 0 0 0	0 WL 4 5 1 7 5 0	0.63 WESTB 1 WT 0 0 0 0 0	36 SOUND 0 WR 13 6 11 13 6 15	0 WU 0 0 0	TOTAL 127 139 148 199 182 177
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	NL 0 0 0 0	NORTHE 1 NT 50 55 74 94 78	BOUND 0 NR 1 2 0 5 6	0 NU 0 0 0	SL 3 2 6 7	SOUTHI 1 ST 56 69 56 73 82	80UND 0 SR 0 0 0	0 SU 0 0 0	0 EL 0 0 0	EASTI 0 ET 0 0 0 0	BOUND 0 ER 0 0 0	0 EU 0 0 0 0	0 WL 4 5 1 7	0.63 WESTB 1 WT 0 0 0 0 0	36 SOUND 0 WR 13 6 11 13 6	0 WU 0 0 0	TOTAL 127 139 148 199 182
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM	NL 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 78 61 62 75 74	BOUND 0 NR 1 2 0 5 6 1 2 1	0 NU 0 0 0 0 0 0	SL 3 2 6 7 5 7	SOUTHI 1 ST 56 69 56 73 82 93 68	37 30UND 0 SR 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0	0 EL 0 0 0 0 0	EASTI 0 ET 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 WL 4 5 1 7 5 0	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0	36 BOUND 0 WR 13 6 11 13 6 15 6	0 WU 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:45 PM 4:00 PM 4:15 PM	NL 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 61 62 75 74 93	BOUND 0 NR 1 2 0 5 6 1 2 1 2	0 NU 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4	SOUTHI 1 ST 56 69 56 73 82 93 93 68 94 95	80UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0	EASTI 0 ET 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0	36 30UND 0 WR 13 6 11 13 6 15 6 4 12 14	0 WU 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 78 61 62 75 74 93 90	30UND 0 NR 1 2 0 5 6 1 2 1 1 1 2 2 2	0 NU 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3	SOUTHE 1 ST 56 69 56 73 82 93 93 68 94 95 85	80UND 0	0 SU 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0	EASTI 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 3 4	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	36 30UND 0 WR 13 6 11 13 6 15 6 4 12 14 5	0 WU 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:05 PM 3:45 PM 4:15 PM 4:30 PM 4:30 PM	NL 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 78 61 62 75 74 93 90 79	BOUND 0 NR 1 2 0 5 6 6 1 2 1 1 1 2 2 2 2 2	0 NU 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3 9	SOUTHE 1 ST 56 69 56 73 82 93 93 68 94 95 85	30UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0	EASTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 3 4 2	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	336 30UND 0 WR 13 6 11 13 6 15 6 4 12 14 15 2	0 WU 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:15 PM 3:15 PM 3:30 PM 4:00 PM 4:15 PM 4:30 PM	NL 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 78 61 62 75 74 93 90	30UND 0 NR 1 2 0 5 6 1 2 1 1 1 2 2 2	0 NU 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3	SOUTHE 1 ST 56 69 56 73 82 93 93 68 94 95 85	80UND 0	0 SU 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0	EASTI 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 3 4	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	36 30UND 0 WR 13 6 11 13 6 15 6 4 12 14 5	0 WU 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 61 62 75 74 93 90 79 104 106 104	BOUND 0 NR 1 2 0 5 6 1 1 2 2 2 0 0 5 5 2	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3 9 5 11 13	SOUTHI 1 ST 56 69 55 73 82 93 68 94 95 95 92 142 120 121	80UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 0 2 2 3 4 4 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	336 300UND 0 WR 13 6 11 13 6 15 6 4 12 14 5 2 12 8 9	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253 252
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 55 74 94 78 61 62 75 74 93 90 79 104 106	BOUND 0 NR 1 2 0 5 6 1 2 1 1 2 2 2 0 5 5	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3 9 5 11	SOUTHI 1 ST 56 69 73 82 93 68 94 95 85 92 142	30UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 7 5 0 0 0 0 2 2 3 4 2 2 3 3 3 3 3 4 3 3 3 3 3 3 3 3	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	336 30UND 0 WR 13 6 11 13 6 4 12 14 5 2 12 8	0 WU 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253
2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 55 74 94 61 62 75 74 93 90 79 104 106 104	BOUND 0 NR 1 2 0 5 6 1 1 2 2 2 0 0 5 5 2	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 5 7 6 3 6 4 3 9 5 11 13	SOUTHI 1 ST 56 69 55 73 82 93 68 94 95 95 92 142 120 121	80UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 0 2 2 3 4 4 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	336 300UND 0 WR 13 6 11 13 6 15 6 4 12 14 5 2 12 8 9	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253 252
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 1 NT 50 50 55 74 78 61 62 75 74 93 90 79 104 106 104 102 NT	30UND 0 NR 1 2 0 5 6 6 1 1 2 2 1 1 1 2 2 2 0 0 5 5 2 0 0 NR 32	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 7 5 7 6 6 3 3 6 4 4 3 9 9 5 111 13 8 SL 98	SOUTHI 1 ST 56 69 56 73 82 93 93 93 94 95 85 92 120 121 121	30UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 2 3 4 4 2 2 3 3 3 2 2 WL	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 WT 0	36 SOUND 0 WR 13 6 11 13 6 15 6 4 12 14 5 2 11 WR 147	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253 252 244
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:05 PM 3:45 PM 4:30 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 50 55 74 78 61 62 75 74 93 90 104 106 104 102 NT 1301 97.60%	30UND 0 NR 1 2 0 5 6 1 1 2 2 1 1 2 2 0 0 5 5 2 0 0 NR 32 2.40%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 2 6 7 7 5 7 6 3 3 6 4 4 3 3 9 5 5 111 13 8 8 SL	SOUTHI 1 ST 56 69 56 73 82 93 93 93 93 98 94 95 92 142 120 121	37 30 30 30 30 30 30 30 30 30 30 30 30 30	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 7 5 0 0 0 0 2 2 3 3 4 4 2 2 3 3 3 3 2 2 WL	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	36 SOUND O WR 13 6 11 13 6 15 6 4 12 12 8 9 11 WR	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253 252 244 TOTAL 3084
2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:30 PM 3:00 PM 3:00 PM 3:30 PM 3:30 PM 4:00 PM 4:15 PM 4:15 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM 5:45 PM 5:45 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 50 55 74 94 78 61 62 75 74 93 90 90 79 104 106 104 102 NT 1301 97.60%	30UND 0 NR 1 2 0 5 6 6 1 1 2 2 1 1 1 2 2 2 0 0 5 2 0 0 NR 32 2 .40% 606:00 PM	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 2 6 7 7 5 7 7 6 3 3 6 4 4 3 9 9 5 11 13 8 SL 98 6.28%	SOUTHI 1 ST 56 69 69 56 67 33 82 93 93 93 95 85 95 92 142 120 121 121 121 ST 1460 93.59%	30UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 2 3 4 2 2 3 3 3 2 2 WL 44 23.04%	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	36 SOUND 0 WR 13 6 11 13 6 6 4 12 14 5 2 12 18 9 11 WR 147 76.96%	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 266 253 252 244 TOTAL 3084
2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:05 PM 3:45 PM 4:30 PM 4:15 PM 4:30 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM	NL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	NORTHE 1 NT 50 50 55 74 78 61 62 75 74 93 90 104 106 104 102 NT 1301 97.60%	30UND 0 NR 1 2 0 5 6 1 1 2 2 1 1 2 2 0 0 5 5 2 0 0 NR 32 2.40%	0 NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 3 2 6 7 7 5 7 6 6 3 3 6 4 4 3 9 9 5 111 13 8 SL 98	SOUTHI 1 ST 56 69 56 73 82 93 93 93 94 95 85 92 120 121 121	30UND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	0 EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EASTI 0 ET 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOUND 0 ER 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WL 4 5 1 7 5 0 0 0 2 2 3 4 4 2 2 3 3 3 2 2 WL	0.63 WESTB 1 WT 0 0 0 0 0 0 0 0 0 0 0 WT 0	36 SOUND 0 WR 13 6 11 13 6 15 6 4 12 14 5 2 11 WR 147	0 WU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 127 139 148 199 182 177 169 152 189 211 190 186 266 253 252 244 TOTAL 3084

Intersection Turning Movement Count

Location: Meridian Ave & Pine St

	South Pasa 1-Way Sto												P		20-05030- 1/22/2020		
	. way olo	p (115)						Bil	ces					Date.	172272020	·	
NS/EW Streets:		Meridia				Meridia					e St				e St		
AM	0	NORTH 1	IBOUND 0	0	0	SOUTH 1	BOUND 0	0	0	EAST 0	BOUND	0	0	WEST	BOUND 0	0	
7:00 AM	NL 0	NT 1	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT	WR 0	WU	TOTAL 1
7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM 7:45 AM	0 0	1 1	0	0	0	0	0	0 0	0 0	0	0	0 0	0	0 0	0 0	0	1
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 4	NR 1	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 5
APPROACH %'s : PEAK HR :	0.00%	80.00% 07:30 AM -	20.00%	0.00%													TOTAL
PEAK HR VOL :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.500 0.5	0.000 00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		NORTH	IBOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
NOON	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	<mark>0</mark> EU	0 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM 11:30 AM	0 0	0	0	0 0	0	1 0	0	0 0	0 0	0	0	0 0	0	0	0 0	0 0	1 0
11:45 AM 12:00 PM	0	0	0	0	0	1 0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM 12:45 PM	0	0 1	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 1
	NL 0	NT 3	NR 0	NU 0	SL 0	ST	SR 0	SU 0	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	2 100.00%	0.00%	0.00%	0	0	0	0	0	0	0	0	5
PEAK HR : PEAK HR VOL :	0	11:30 AM -	12:30 PM 0	0	0	1	0	0	0	0	0	0	0	0	0	0	TOTAL 2
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
PM	0	1	IBOUND 0	0	0	SOUTH 1	0	0	0	EAST 0	BOUND 0	0	0	1	BOUND 0	0	
2:00 PM	NL 0	NT 0	NR 0	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1
2:15 PM 2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM 3:15 PM	0	0	0	0	0	2 0	0	0	0 0	0 0	0	0	0	0	0	0	2
3:30 PM 3:45 PM	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM 4:30 PM	0 0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0 0	0 0	0
4:45 PM 5:00 PM	0	1 0	1 0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	Ö	0	0	0	Ö	ó	Ō	Ō	0	0	0	Ö	0	0	Ō	0	0
5:30 PM 5:45 PM	0	0	0	0	0	0	0 0	0	0 0	0	0	0 0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0 0.00%	2 66.67%	1 33.33%	0 0.00%	0 0.00%	6 100.00%	0 0.00%	0 0.00%	0	0	0	0	0	0	0	0	9
PEAK HR : PEAK HR VOL :		05:00 PM - 0		0	0	1	0	0	0	0	0	0	0	0	0	0	TOTAL 1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.2	50										

0 1 0 0 0.000 0.250 0.000 0.000 0.250

Intersection Turning Movement Count City: South Pasadena Turning Movement Date: 1/22/2020

Pedestrians (Crosswalks)

			Pede	estrians	(Crossw	alks)			_
NS/EW Streets:	Meridi	an Ave	Meridi	an Ave	Pin	e St	Pine	e St	
A B //	NORT	H LEG	SOUT	H LEG	EAST	Γ LEG	WEST	Γ LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	1	0	0	0	2
7:30 AM	0	0	0	0	5	1	0	0	6
7:45 AM	1	1	0	0	4	0	0	0	6
8:00 AM 8:15 AM	0 0	0	0	0 0	3 1	0 1	0	0	3 2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	0	2
0.107111	o o		Ü	· ·	Ü	•	, and the second	· ·	_
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	3	0	0	14	3	0	0	21
APPROACH %'s:	25.00%	75.00%			82.35%	17.65%			
PEAK HR:	07:30 AM	- 08:30 AM							TOTAL
PEAK HR VOL :	1	1	0	0	13	2	0	0	17
PEAK HR FACTOR :	0.250	0.250			0.650	0.500			0.708
	0.:	250			0.6	525			
	MODT	TH LEG	SOLIT.	H LEG	EACT	T LEG	\\/ECT	Γ LEG	
NOON	EB	WB	EB	H LEG WB	NB	SB	NB	SB	TOTAL
11:00 AM	0	2	0	0	1	1	0	0	4
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0 0	1 0	1 0	0	0	2
12:45 PM	0	U	0	U	U	U	0	U	U
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	2	0	0	3	2	0	0	7
APPROACH %'s:	0.00%	100.00%			60.00%	40.00%			
PEAK HR:	11:30 AM	- 12:30 PM							TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250	250			0.250
					0.2	250			
D0.4	NORT	TH LEG	SOUT	'H LEG	EAS	T LEG	WES	Γ LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	1	0	0	1
2:15 PM	0	0	0	0	1	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	1	0	0	2	1	0	0	4 15
3:00 PM	0 0	2 2	0	3 0	5 2	5 6	0	0	15 10
3:15 PM 3:30 PM	0	0	1	0	2	0	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	1	5	0	0	7
4:15 PM	0	0	0	0	1	1	0	0	2
4:30 PM	1	1	0	1	1	1	0	0	5
4:45 PM	0	1	0	0	1	2	0	0	4
5:00 PM	0	0	0	0	0	4	0	0	4
5:15 PM 5:30 PM	0 0	0	0	0 1	1 1	1 5	0	0	2 7
5:30 PM 5:45 PM	0	0	2	0	0	0	0	0	2
3.43 FW	J	U	_	U		J		U	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	7	3	5	18	32	0	0	67
APPROACH %'s:	22.22%	77.78%	37.50%	62.50%	36.00%	64.00%			
PEAK HR :		- 06:00 PM							TOTAL
PEAK HR VOL :	0	0	2	1	2	10	0	0	15
PEAK HR FACTOR :			0.250	0.250	0.500	0.500			0.536
			- ()	1/1	(1)	31.11.1			

Meridian Ave & Pine St

Peak Hour Turning Movement Count

