5.5 TRANSPORTATION AND TRAFFIC

This section of the Supplemental Environmental Impact Report (SEIR) evaluates the potential for implementation of the Monterey Park Market Place to result in transportation and traffic impacts in the City of Monterey Park. The analysis in this section is based in part on the following technical report(s):

- *Monterey Park Market Place Traffic Impact Analysis*, Arch Beach Consulting, August 23, 2010
- *Monterey Park Market Place: Saturday Traffic Analysis at Paramount Boulevard/SR-60 Ramp Terminals Technical Study*, Arch Beach Consulting, September 3, 2010.

Complete copies of these studies are included in the Technical Appendices to this Draft EIR (Volume II, Appendices E1 and E2)

5.5.1 Methodology

Traffic Analysis Methodology

Arch Beach Consulting conducted a traffic impact analysis (TIA) to quantify existing and future traffic conditions. The analysis was conducted based on a 600,000-square-foot retail center. The analysis considers weekday AM and PM peak hours of traffic for the following traffic conditions:

- **Existing Conditions (Year 2010):** Existing traffic volumes in the study area were taken in mid-April 2010 for the 20 study intersections. The existing traffic scenario constitutes the environmental setting in accordance with the California Environmental Quality Act (CEQA) analysis.



- **2015 Opening Year Baseline Conditions:** The proposed project is anticipated to be built and fully operational by year 2015. Opening year traffic in this scenario was forecast for 2015 by applying an ambient growth rate of 1.0 percent per year (rounded up from the CMP ambient growth rate of 0.8 percent for the San Gabriel Valley) to the existing traffic volumes for a growth factor of 1.05. In addition to the ambient growth rate, traffic from approved and pending projects (i.e., cumulative projects) in the project's vicinity have been added. Data for the cumulative projects (location, land use, and peak hour trip generation) were obtained through the *Traffic Impact Study – Montebello Hills Residential Project* prepared by KOA Corporation in March 2009, as directed by the City's Planning Department.

- **2015 Opening Year Plus Project Condition:** The 2015 Opening Year plus Project Condition traffic was developed by adding the proposed project traffic to the Opening Year Baseline Condition. This scenario was the basis for determining project-specific impacts and mitigation measures.

- **2025 Buildout Year Baseline Condition:** The long-term 2025 Buildout Year was based on the buildout traffic analyses performed for the 2004 CMP. Traffic for this scenario was forecast by applying an ambient growth rate of 1.0 percent per year to the existing traffic volumes for a growth factor of 1.15. In addition to the ambient growth rate, traffic from approved and pending projects (i.e., cumulative projects) in the project's vicinity have been added. Data for the cumulative projects was also obtained through the *Traffic Impact Study – Montebello Hills Residential Project,* prepared by KOA Corporation in March 2009.

- **2025 Buildout Year Plus Project Condition:** The 2025 Buildout Year plus Project Condition traffic was developed by adding the proposed project traffic to the 2025 Buildout Year Baseline Condition.

Project mitigation measures identified for facilities in the City of Monterey Park in the 2015 Opening Year plus Project condition were assumed to be in place in the 2025 Buildout plus Project condition.

The TIA was prepared consistent with the traffic study guidelines and policies of the cities of Monterey Park, Montebello, and Rosemead and the County of Los Angeles.

Intersections

The study area intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology for signalized intersections or the Highway Capacity Manual (HCM) "Operations" methodology for unsignalized intersections. Both methodologies are consistent with the requirements of the intersections' jurisdictions.

The 19 signalized study intersections were analyzed for weekday AM and PM peak-hour levels of service (LOS) using the ICU methodology. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized intersection was analyzed using the HCM methodology. The HCM method determines the average control delay a driver may experience at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing oversaturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections and for unsignalized intersections are shown in Tables 5.5-1 and 5.5-2.

Table 5.5-1
Levels of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
A	0.00–0.60	0.0–10.0 seconds
B	0.61–0.70	10.1–15.0 seconds
C	0.71–0.80	15.1–25.0 seconds
D	0.81–0.90	25.1–35.0 seconds
E	0.91–1.00	35.1–50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Source: HCM 2000.

Table 5.5-2
Levels of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Freeway Mainline Segments

Per the Los Angeles County CMP, freeway mainline segments where the proposed project would add 150 or more peak hour trips were analyzed for levels of service using the CMP "demand-to-capacity" (D/C) calculations[1] The following paragraphs explain the Freeway Mainline D/C methodology:

- Existing traffic conditions at CMP freeway monitoring stations are provided in Appendix A of the 2004 CMP. Included are AM and PM peak-hour traffic demands, capacity, and LOS designations. Freeway mainline LOS is estimated through calculation of the D/C ratio, as shown in Table 5.5-3. Calculation of LOS based on D/C ratios is a surrogate for the speed-based LOS used by Caltrans for traffic operational analysis. LOS F(1) through F(3) designations are assigned where severely congested (less than 25 miles per hour, or mph) conditions prevail for more than one hour, converted to an estimate of peak-hour demand. Note that calculated LOS F traffic demands may therefore be greater than observed traffic volumes.

- At a minimum, estimate horizon year traffic volumes by applying the traffic growth factors provided in the CMP (Exhibit D-1). More refined traffic estimates may be obtained through consultation with Caltrans or through consistent subarea modeling. Determine horizon year LOS. Any assumptions regarding future improvements to be operational by the horizon year must be fully documented, including consultation with the responsible agencies.

[1] D/C ratios are equivalent to V/C ratios and represent V/C ratios using the LACMTA CMP demand-to-capacity methodology.

Table 5.5-3
County of Los Angeles CMP: Freeway Mainline Segment Levels of Service

Level of Service (LOS)	Demand/Capacity (D/C) Ratio
A	0.00–0.35
B	> 0.35–0.54
C	> 0.54–0.77
D	> 0.77–0.93
E	> 0.93–1.00
F(0)	> 1.00–1.25
F(1)	> 1.25–1.35
F(2)	> 1.35–1.45
F(3)	> 1.45

Source: County of Los Angeles CMP, 2004.

- Calculate the impact of the project during AM and PM peak hours. This is defined by:
    - Incremental Effect. The increase in D/C ratio due to the proposed project (project traffic demand ÷ horizon year capacity).
    - Resulting LOS. The LOS due to the total of horizon year and proposed project traffic [(horizon year traffic demand + project traffic demand) ÷ horizon year capacity].

5.5.2 Impacts Identified in the 2000 MPTP EIR

The following impacts were identified in the 2000 MPTP EIR, based on the existing conditions and significance criteria at the time it was certified:

- **Intersection Level of Service:** The 2000 MPTP EIR identified five intersections that would operate at unacceptable levels of service with implementation of the previously proposed project without mitigation measures. These intersections were:
    - Garfield Avenue/Pomona Boulevard (weekday PM peak)
    - Garfield Avenue/Via Campo (weekday PM peak)
    - Markland Drive–Vail Avenue/Potrero Grande Drive (weekday PM peak)
    - Markland Drive/Via Campo–SR-60 eastbound onramp (weekday PM peak)
    - Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps[2] (weekend midday)

  Mitigation measures were provided to reduce these impacts to levels that would have been less than significant. However, there was no established funding mechanism or program to fund these improvements. Except for the intersection of Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps, which the project applicant had agreed to fully fund, the City did not have an assessment district or comprehensive fee program established to fully fund improvements at the remaining intersections. Therefore, four of the five intersections identified in the 2000 MPTP EIR had significant and unavoidable impacts.

- **Congestion Management Plan:** The 2000 MPTP EIR found that the previously proposed project would not decrease the level of service by a significant amount at any of the nearby intersections

[2] Also known as Paramount Boulevard at Neil Armstrong Way/Market Place Drive.

identified in the Los Angeles County Congestion Management Program (CMP) or increase the traffic volume-to-capacity ratio by a significant amount on any mainline segments identified in the CMP.

5.5.3 *Environmental Setting*

Existing Roadway Network

Regional access is provided by the Pomona Freeway (SR-60) while local access to the site is provided by Paramount Boulevard to east, Potrero Grande Drive to the west, and Greenwood Avenue, which is internal to the project site. Shown on Figure 5.5-1 are the study area intersections that were originally estimated to have 50 or more project peak-hour trips assigned. The study area intersections and their jurisdictions are:

1. Garfield Avenue/Pomona Boulevard (City of Monterey Park and City of Montebello)
2. Garfield Avenue/Via Campo (City of Montebello)
3. Wilcox Avenue/Pomona Boulevard (City of Monterey Park)
4. Wilcox Avenue/Via Campo (City of Montebello)
5. Markland Drive/Potrero Grande Drive (City of Monterey Park)
6. Markland Drive–Vail Avenue/Via Campo (City of Montebello)
7. Saturn Street–Greenwood Avenue/Potrero Grande Drive (City of Monterey Park)
8. Neil Armstrong Street/Arroyo Drive (City of Montebello)
9. San Gabriel Boulevard–Paramount Drive/Hill Drive (City of Monterey Park)
10. Paramount Boulevard/Arroyo Drive (City of Montebello)
11. Paramount Boulevard/SR-60 westbound ramps–future Market Place Drive (City of Montebello)
12. Paramount Boulevard/SR-60 eastbound ramps (City of Montebello)
13. Paramount Boulevard/Montebello Boulevard (City of Montebello)
14. Montebello Town Center Driveway (middle)/Montebello Boulevard (City of Montebello)
15. Montebello Town Center Driveway (west)/Montebello Boulevard (City of Montebello)
16. Montebello Boulevard/Lincoln Avenue (City of Montebello)
17. Montebello Boulevard/Beverly Boulevard (City of Montebello)
18. Montebello Boulevard–SR-60 eastbound ramp/Town Center (City of Rosemead)
19. San Gabriel Boulevard/Town Center Drive (City of Rosemead)
20. Rosemead Boulevard/San Gabriel Boulevard (County of Los Angeles)

As indicated, 4 intersections are within the jurisdiction of the City of Monterey Park (Lead Agency of proposed project); 12 of the 20 study area intersections are within the jurisdiction of the City of Montebello; 2 intersections are within the City of Rosemead; 1 intersection is within the jurisdiction of Los Angeles County; 1 intersection is within both the Cities of Monterey Park and Montebello.

Roadways

SR-60 would provide major regional access to the project site. Local access to the site would be provided via Paramount Boulevard, Greenwood Drive, and Potrero Grande Drive. The following describes the roadways in the study area:

Pomona Freeway (State Route 60)

SR-60 provides east–west freeway access between downtown Los Angeles, the San Gabriel Valley, and the Inland Empire (Counties of Riverside and San Bernardino). SR-60 is adjacent to the southern boundary of the project site, with major freeway access points to the project site at the SR-60/Paramount Boulevard interchange immediately east of the project site, and the SR-60/Garfield Avenue–Wilcox Avenue interchanges

west of the project site. The Pomona Freeway primarily has four travel lanes in each direction in the study area, with some auxiliary lanes between certain interchanges.

Rosemead Boulevard (State Route 19)

Rosemead Boulevard provides regional access between the City of Pasadena to the north, the City of Downey to the south, and to communities in between. Within the study area, it is a six-lane major arterial roadway with a raised median. Parking is generally prohibited on both sides of the street, and the posted speed limit is 50 mph. In general, commercial uses front both sides of the roadway.

Paramount Boulevard

Paramount Boulevard is a north–south major arterial roadway that is configured with four to six travel lanes. The northern terminus of the roadway is at San Gabriel Boulevard/Hill Drive in the City of Monterey Park, and the southern terminus is at a major T-intersection with Montebello Boulevard in the City of Montebello. The roadway is configured with a raised median and left-turn pockets at major intersections. Parking is generally prohibited on both sides of the roadway and the posted speed limit is 40 mph. Land uses along Paramount Boulevard are generally commercial.

Neil Armstrong Drive

Neil Armstrong Drive is a local two-lane roadway that is adjacent to the north side of SR-60, in the vicinity of Paramount Boulevard. Neil Armstrong Drive would provide primary freeway access to the project site with its existing intersection with Paramount Boulevard and the SR-60 westbound ramps. The proposed project would widen the eastbound approach of Neil Armstrong Drive to accommodate project traffic and rename this segment Market Place Drive. Neil Armstrong Drive would be realigned to the west and connect to the new Market Place Drive at a T-intersection. Currently, residential uses front the roadway, which serves as a local connector between Paramount Boulevard and Arroyo Drive. The speed limit for the local residential area is 25 mph, and parking is generally permitted on both sides of the roadway.

Potrero Grande Drive

Potrero Grande Drive is an east–west principal arterial in the City of Monterey Park that is located along the northern boundary of the project site. There are two travel lanes in each direction, and the roadway extends east to the City of South San Gabriel. The posted speed limit along segments of Potrero Grande Drive in the study area is 45 mph. Uses along Potrero Grande Drive in the study area are mainly commercial.

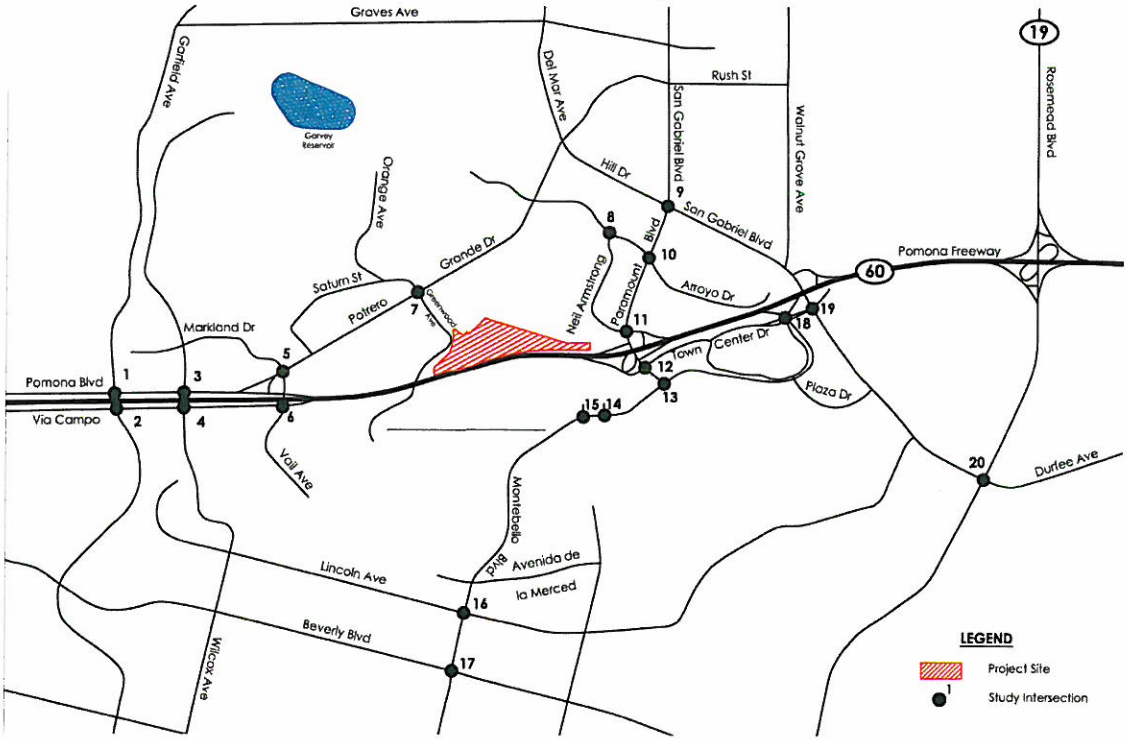
Markland Drive–Vail Avenue

Markland Drive–Vail Avenue is a north–south collector west of the project site in the City of Monterey Park. It has one travel lane in each direction and extends from Montebello to Monterey Park. Uses along Markland Drive are primarily residential and the posted speed limit is 25 mph. Markland Drive becomes Vail Avenue south of SR-60.

Montebello Boulevard

Montebello Boulevard is a north–south four-lane major roadway between Paramount Boulevard to the north and Olympic Boulevard to the south. The roadway generally has an east–west orientation east of the Montebello Town Center. The posted speed limit in the project vicinity is primarily 35 mph. The roadway is configured with a striped centerline and left-turn pockets at major intersections. On-street parking is generally prohibited along most segments.

Project Site Location and Study Area



Site Boundary

0 3,300
Scale (Feet)

Source: Arch Beach Consulting 2010

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San Gabriel Boulevard

San Gabriel Boulevard is a north–south four-lane major arterial roadway northeast of the project site. The roadway provides access between the City of Pasadena to the north and City of Montebello to the south, and communities in between. From Walnut Grove Avenue to Paramount Boulevard, this roadway is oriented in an east–west direction. Within the study area, the configuration of the roadway centerline varies from a raised median to a continuous center left-turn lane. Parking is generally permitted on both sides of the street, and the posted speed limit is 40 mph. Land uses along San Gabriel Boulevard are mainly retail/commercial uses.

Garfield Avenue

Garfield Avenue is a north–south principal arterial west of the project site in the City of Monterey Park. It provides direct access to SR-60, has two travel lanes in each direction, and extends north from Montebello to Monterey Park. The posted speed limit on Garfield Avenue in the project study area is 35 mph. Land uses along Garfield Avenue in the project vicinity are primarily retail/commercial uses.

Wilcox Avenue

Wilcox Avenue is a north–south minor arterial west of the project site in the City of Monterey Park. It has two travel lanes in each direction and extends from Montebello to Monterey Park. Land uses along the segments of Wilcox Avenue in Monterey Park are primarily retail/commercial uses.

Via Campo

Via Campo Avenue is an arterial in the City of Montebello that is south of and adjacent to SR-60. This roadway is a one-way eastbound arterial with two travel lanes extending from East Los Angeles to Garfield Avenue in Montebello, where it transitions into an SR-60 eastbound on-ramp. The one-way westbound roadway of this "couplet" system is Pomona Boulevard along the north side of SR-60. The posted speed limit on Via Campo in the project study area is 35 mph. Land uses along Via Campo are mainly retail/commercial uses.

Pomona Boulevard

Pomona Boulevard is a one-way primary arterial in the City of Monterey Park. It is a three-lane one-way westbound street extending through Monterey Park from Potrero Grande Drive to its westbound on-ramp to SR-60. The posted speed limit on Pomona Boulevard in the project study area is 40 mph. Land uses on Pomona Boulevard in the study area are mainly retail/commercial and multifamily residential uses.

Exiting Traffic Conditions

Existing Roadway Traffic Volumes

Table 5.5-4 summarizes the existing daily and peak-hour traffic volumes in the traffic study area. Existing average daily traffic volumes are measured for individual roadway segments. Study area roadways that have the highest existing levels of traffic are Paramount Boulevard, San Gabriel Boulevard, Montebello Boulevard, Via Campo, and Garfield Avenue. The segment with the highest average daily traffic volume is Garfield Avenue south of Via Campo.

Table 5.5-4
Existing Daily Traffic Volumes

Roadway Segments	PM Peak Hours			Daily Traffic Volumes		
	NB/WB	SB/EB	Total	NB/WB	SB/EB	Total
Neil Armstrong Street						
Between Arroyo Drive and Paramount Boulevard	101	97	198	1,110	1,060	2,170
Paramount Boulevard						
Between Montebello Boulevard and SR-60 EB Ramps	937	1,209	2,145	10,280	13,260	23,540
Between SR-60 EB Ramps and SR-60 WB Ramps	1,159	1,370	2,529	12,720	15,030	27,750
Between SR-60 WB Ramps and Arroyo Drive	837	816	1,653	9,180	8,950	18,130
Between Arroyo Drive and San Gabriel Boulevard	674	562	1,235	7,390	6,160	13,550
North of San Gabriel Boulevard	733	616	1,349	8,040	6,760	14,800
Arroyo Drive						
West of Neil Armstrong Street	182	374	556	2,000	4,100	6,100
Between Neil Armstrong Street and Paramount Boulevard	216	368	584	2,360	4,040	6,400
East of Paramount Boulevard	111	150	261	1,220	1,650	2,870
San Gabriel Boulevard						
West of Paramount Boulevard	587	652	1,239	6,440	7,150	13,590
Between Paramount Boulevard and Town Center Drive	793	1,216	2,008	8,700	13,340	22,040
Between Town Center Drive and Rosemead Boulevard	598	1,352	1,950	6,560	14,840	21,400
Town Center Drive						
Between Paramount Boulevard and SR-60 EB Ramps	170	295	465	1,870	3,240	5,110
Between SR-60 EB Ramps and San Gabriel Boulevard	844	835	1,679	9,260	9,160	18,420
Montebello Boulevard						
Between Town Center Drive and Paramount Boulevard	447	565	1,012	4,900	6,200	11,100
Between Lincoln Avenue and Beverly Boulevard	1,108	998	2,106	12,160	10,950	23,110
Potrero Grande Drive						
Between Pomona Boulevard and Markland Drive	776	–	776	8,520	–	8,520
Between Markland Drive and Greenwood Avenue (proposed Market Place Drive)	641	770	1,410	7,030	8,440	15,470
East of Greenwood Avenue	366	1,016	1,382	4,020	11,150	15,170
Markland Drive						
Between Via Campo and Potrero Grande Drive	578	523	1,101	6,340	5,730	12,070
Pomona Boulevard						
Between Garfield Avenue and Wilcox Avenue	1,515	–	1,515	16,620	–	16,620
East of Wilcox	1,508	–	1,508	16,550	–	16,550
Via Campo						
Between Garfield Avenue and Wilcox Avenue	131	1,713	1,844	1430	18,800	20,230
Between Wilcox Avenue and Markland Drive	85	1,592	1,676	930	17,460	18,390
East of Markland Drive	–	1,423	1,423	–	15,620	15,620
Garfield Avenue						
North of Pomona Avenue	1,024	814	1,844	11,240	8,930	20,170
Between Pomona Avenue and Via Campo	1,249	976	1676	13,700	10,700	24,400
South of Via Campo	1,342	1,425	1423	14,730	15,640	30,370
Wilcox Avenue						
North of Pomona Boulevard	364	334	698	3,990	3,670	7,660
Between Pomona Boulevard and Via Campo	661	638	1,299	7,250	7,000	14,250
South of Via Campo	898	913	1,811	9,850	10,020	19,870

Source: Arch Beach Consulting, 2010.

Existing Intersection Traffic Level of Service Analysis

Figure 5.5-2 illustrates the existing traffic controls and lane geometries at the study area intersections. All of the study area intersections, except for Neil Armstrong Drive/Arroyo Drive, are currently controlled by traffic signals. Neil Armstrong Drive/Arroyo Drive is a two-way stop-controlled (on Neil Armstrong Drive) intersection. Figure 5.5-3 shows the existing AM and PM peak hour traffic volumes at the study intersections. The peak-hour traffic volumes were collected in mid-April 2010. The raw traffic volume count sheets are provided in Appendix A of the TIA.

Weekday Levels of Service

Based on the analysis methodology described in Section 5.5.1, the existing AM and PM peak hour traffic volumes were input into the TRAFFIX LOS software to determine the existing intersection V/C ratios for signalized intersections and the control delay in seconds for the unsignalized intersection. Table 5.5-5 presents the results of the existing intersection LOS analysis. The LOS calculation sheets are provided in Appendix B of the TIA, which is included as Appendix E1 to this SEIR. In addition, the two CMP freeway mainline segments along SR-60 in the study area were analyzed using the CMP's D/C ratio methodology. Table 5.5-6 presents the existing (2003 CMP and 2009 Caltrans volumes) CMP freeway mainline LOS analysis.

Table 5.5-5
Existing Conditions Intersection Level of Service Summary

Intersection	Control	AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.837	D	0.834	D
2. Garfield Avenue/Via Campo[2]	signal	0.692	B	0.994	E
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.676	B	0.648	B
4. Wilcox Avenue/Via Campo[2]	signal	0.729	C	0.721	C
5. Markland Drive/Potrero Grande Drive[1]	signal	0.708	C	0.725	C
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.620	B	0.822	D
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.414	A	0.491	A
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.4 sec	B	12.8 sec	B
9. San Gabriel Blvd–Paramount Drive/Hill Drive[1]	signal	0.541	A	0.609	B
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.648	B	0.526	A
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.540	A	0.716	C
12. Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.429	A	0.700	B
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.578	A	0.779	C
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.347	A	0.564	A
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.358	A	0.549	A
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.507	A	0.680	B
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.755	C	0.920	E
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.627	B	0.665	B
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.657	B	0.820	D
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.706	C	0.966	E

V/C ratio based on Intersection Capacity Utilization analysis methodology; Delay based on Highway Capacity Manual (HCM) methodology.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

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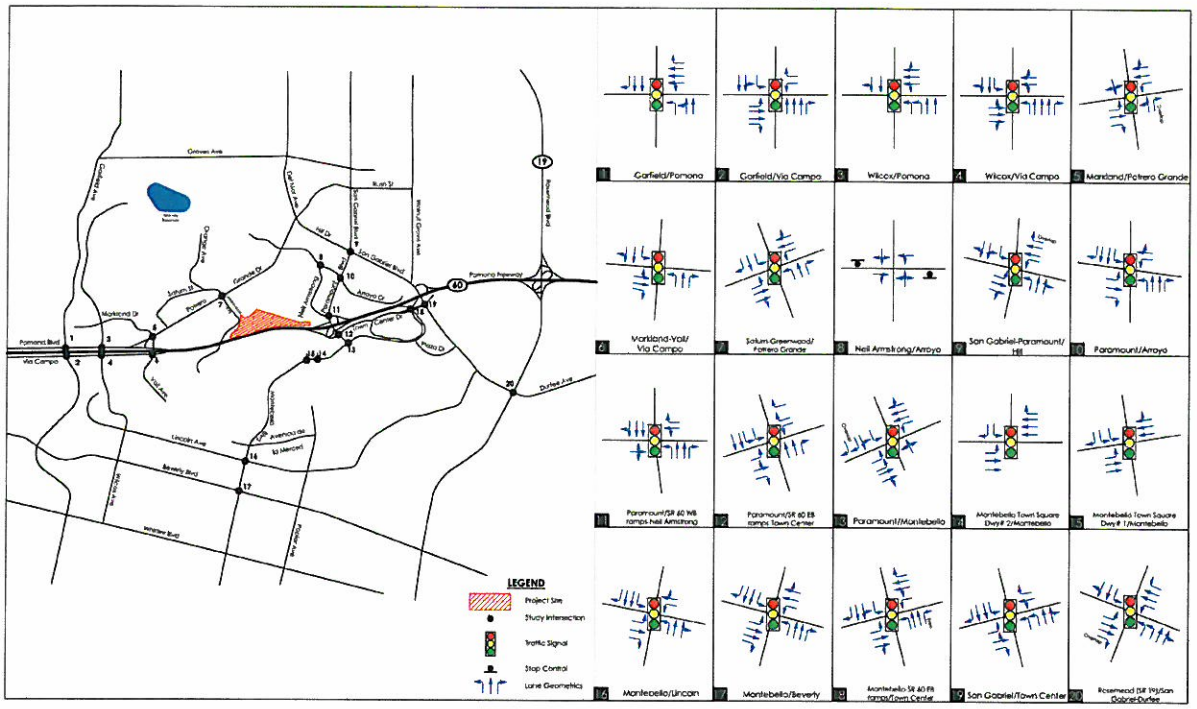
Table 5.5-6
2003 CMP and 2009 Caltrans Freeway Mainline Levels of Service

CMP Station	Fwy Route	Post Mile	Location	Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
2003 CMP LEVELS OF SERVICE[1]																			
1027	SR-60	2.22	e/o Indiana St	4,989	12,000	0.416	B	15,120	12,000	1.260	F(1)	16,320	12,000	1.360	F(2)	6,317	12,000	0.526	B
1028	SR-60	10.60	w/o Peck Rd	6,820	10,000	0.682	C	13,600	10,000	1.360	F(2)	12,600	10,000	1.260	F(1)	7,485	10,000	0.749	C
2009 CALTRANS TRAFFIC VOLUMES[2]																			
--	SR-60	2.59	e/o Indiana St	5,364	12,000	0.447	B	8,694	12,000	0.724	C	8,443	12,000	0.704	C	6,106	12,000	0.509	B
--	SR-60	10.23	w/o Peck Rd	5,780	10,000	0.578	C	8,220	10,000	0.822	D	7,584	10,000	0.758	C	7,980	10,000	0.798	D

Methodology based on Demand-to-Capacity (D/C) methodology for freeway mainline analysis. Los Angeles County CMP, 2004
[1] Peak-hour demand (volumes) based on data provided in Los Angeles County CMP, 2004
[2] Peak-hour demand (volumes) based on data provided in *2009 Traffic Volumes on California State Highways*, Caltrans

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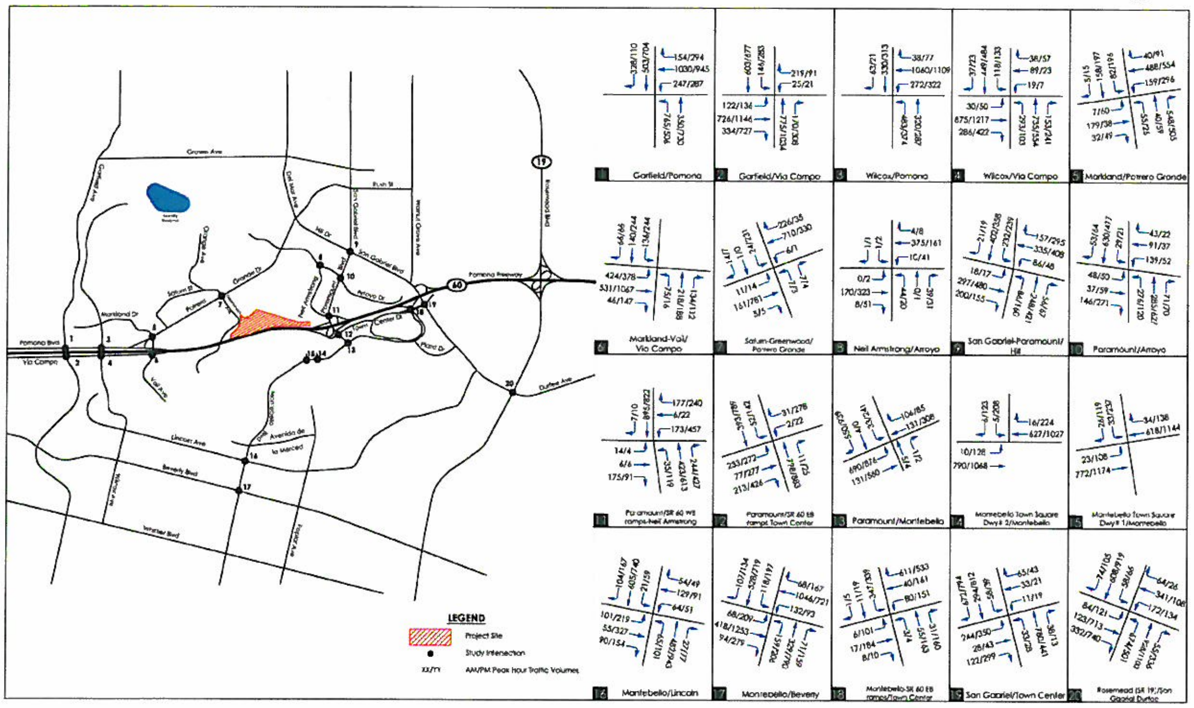
Existing Traffic Control and Intersection Geometries



Source: Arch Beach Consulting 2010

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Existing AM and PM Peak-Hour Traffic Volumes



0 4,200
Scale (Feet)

Source: Arch Beach Consulting 2010

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Intersections

Based on the existing LOS analysis, the following intersections are currently operating at LOS E or F during one or both peak hours:

- Garfield Avenue/Via Campo (LOS E in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS E in PM peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS E in PM peak hour))

CMP Freeway Mainline

Per CMP requirements, the existing freeway mainline analysis studied CMP monitoring stations #1027, SR-60 east of Indiana Street, and #1028, SR-60 west of Peck Road. The proposed project would add 150 or more peak hour trips to those mainline segments. Existing counts provided in the CMP were from 2003 and were compared to 2009 mainline counts from the Caltrans publication *2009 Traffic Volumes on California State Highways* provided on their Traffic Operations website (Caltrans 2011b). As shown in Table 5.5-6, there was a significant decrease in volume and resulting LOS from the 2003 to the Caltrans 2009 counts in both directions during peak hours. During the peak hours in May 2010, LOS E and F conditions were actually observed on SR-60 in the vicinities of the monitoring stations. Therefore, to remain conservative, the higher 2003 CMP mainline volumes were used in this analysis and will also serve as the baseline traffic volumes for the Opening Year 2015 and Buildout Year 2025 freeway mainline analyses.

Based on the 2003 CMP traffic volumes and D/C analysis, the following CMP freeway mainline segments at the monitoring stations are currently operating at LOS F:

- SR-60 eastbound, east of Indiana Street (LOS F(1) in PM peak hour)
- SR-60 eastbound, west of Peck Road (LOS F(2) in PM peak hour)
- SR-60 westbound, east of Indiana Street (LOS F(2) in AM peak hour)
- SR-60 westbound, west of Peak Road (LOS F(1) in AM peak hour)

Weekend Intersection Level of Service

Consistent with the 2000 MPTP EIR, potential project impacts during Saturday midday peak-hour conditions were also analyzed at two ramp intersections along Paramount Boulevard, adjacent to the project site:

- Paramount Boulevard/SR-60 westbound ramps–Neil Armstrong Drive
- Paramount Boulevard/SR-60 eastbound ramps–Town Center Drive

Existing Saturday midday peak-hour traffic conditions were estimated by comparing the weekday PM peak-hour and Saturday midday peak-hour traffic volumes used in the 2000 MPTP EIR and applying their proportional relationship to the April 2010 weekday PM peak-hour traffic volumes. These adjusted traffic volumes and the resulting existing Saturday LOS can be seen in the TRAFFIX LOS worksheets (Appendix B of TIA). Table 5.5-7 shows the existing Saturday midday peak-hour V/C and LOS.

Table 5.5-7
Existing Condition Intersection Level of Service Summary

Intersection	Control	Midday Peak Hour	
		V/C Ratio	LOS
11. Paramount Boulevard/SR-60 westbound ramps[1]	signal	0.776	C
12. Paramount Boulevard/SR-60 eastbound ramps[1]	signal	0.859	D

V/C ratio based on Intersection Capacity Utilization analysis methodology.
[1] Intersection analyzed using City of Montebello criteria.

Transit Service

Transit services in the project vicinity are provided by the City of Monterey Park Spirit Bus, the Los Angeles County Metropolitan Transportation Authority (Metro), and Montebello Bus Lines. Most of these transit services currently provide service to the Montebello Town Center mall on the south side of SR-60. Transit services are:

- **Spirit Bus Route 5.** This route serves the western and southern portions of Monterey Park originating at the Metrolink station at Cal State Los Angeles, then traveling south and east to its terminus at the McCaslin Business Park on Potrero Grande Drive, west of Greenwood Avenue.

- **Metro Line 68.** This east–west local line provides service in the vicinity of the Montebello Town Center mall. The line uses SR-60 between the Garfield Avenue and Paramount Boulevard interchanges. The western terminus of the line is in downtown Los Angeles and the eastern terminus is at the Montebello mall.

- **Metro Line 287.** This north–south local line provides service along Rush Street, Hill Street, and Paramount Boulevard within the study area, with a southern terminus at the Montebello mall.

- **Montebello Line 20.** This local north–south bus line provides service along Montebello Boulevard, Paramount Boulevard, San Gabriel Boulevard, and also serves the Montebello mall.

Based on these transit services, existing bus routes serve Paramount Boulevard and Potrero Grande Drive, the eastern and western boundaries, respectively, of the project site. The study area does not have a major transit center within walking distance of the project site.

Pedestrian and Bicycle Facilities

Caltrans defines three basic categories of pedestrian and bicycle facilities. Class 1 bike paths are completely separated from traffic lanes. Class 2 paths are striped lanes denoting the bike path along the side of a street. Class 3 paths are also along a street edge, but are not striped. These paths are identified by street signs only.

Currently, there are continuous sidewalks along Paramount Boulevard north of the SR-60 westbound ramps–Neil Armstrong Drive. On Paramount Boulevard south of SR-60 westbound ramps–Neil Armstrong Drive, and along Greenwood Avenue and Potrero Grande Drive there are areas of unimproved sidewalks (i.e., dirt paths). There are no bicycle facilities in the vicinity of the project site.

5.5.4 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

T-7 Result in inadequate parking capacity.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3
- Threshold T-4
- Threshold T-5
- Threshold T-6

These impacts will not be addressed in the following analysis.

Additional Significance Criteria

As previously noted, the project study area overlaps multiple jurisdictions: the Cities of Monterey Park, Montebello, and Rosemead and unincorporated areas of Los Angeles County. Standards applied to the analysis of significant project impacts were determined based on the location of each study intersection. If an intersection is on the boundary of two jurisdictions (i.e., centerline of roadway is boundary), the more stringent impact standards were used.

It should be noted that many agencies have not established significant impact criteria for unsignalized intersections. The HCM unsignalized intersection methodology was used to determine significant impacts for the stop-controlled study intersection, and to determine whether the proposed project would cause or worsen LOS E or F values.

Impacts to freeway mainline segments for which the proposed project would add 150 or more peak hour trips were determined to be significant or insignificant using the significance criteria from the Los Angeles County CMP.

The details of each jurisdiction's significance criteria follow:

City of Monterey Park

The City does not have a specific level of service significance criteria. Therefore, because the majority of study area is within the City of Montebello, its significance criteria were used to assess traffic impacts to the five study intersections in Monterey Park.

City of Montebello

The City of Montebello's service analysis methodology is based on the ICU method, which provides a V/C ratio. The significance criteria for signalized intersections are shown in Table 5.5-8.

Table 5.5-8
City of Montebello Significance Criteria

Existing Level of Service (LOS)	Existing Intersection Capacity Utilization V/C Ratio	Project-Related V/C Ratio Increase
A, B	0.00–0.690	equal to or greater than 0.05
C	> 0.700–0.790	equal to or greater than 0.03
D	> 0.800–0.890	equal to or greater than 0.01
E, F	> 0.900	equal to or greater than 0.005

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.

City of Rosemead

The City of Rosemead also utilizes the ICU method. Table 5.5-9 shows the V/C ratio increase that is considered to be a significant impact.

Table 5.5-9
City of Rosemead Significance Criteria

Level of Service (LOS)	Preproject V/C Ratio	Project-Related V/C Ratio Increase
E and F	0.901	equal to or greater than 0.020

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.

County of Los Angeles

The County of Los Angeles allows either the ICU method or critical movement analysis (CMA). To be consistent with the guidelines of other local jurisdictions, the TIA used the ICU method. Table 5.5-10 shows the V/C ratio increases that are considered to be significant impacts.

Table 5.5-10
County of Los Angeles Significance Criteria

Level of Service (LOS)	Preproject V/C[1]	Project-Related V/C Increase
E and F	0.901	equal to or greater than 0.020
C	> 0.70–0.80	equal to or greater than 0.040
D	> 0.80–0.90	equal to or greater than 0.020
E, F	> 0.90 or more	equal to or greater than 0.010

Source: Traffic Study for Montebello Hills Residential Project, KOA Corporation, March 2009.
[1] As it applies to project impacts, preproject V/C is based on future ambient growth only.

County of Los Angeles CMP: Freeway Mainline Segments

According to the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity (V/C ≥ 0.02) and causes the facility to operate at an LOS F (V/C > 1.00). If the facility is already operating at an LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2 percent of capacity. However, the lead agency may apply more stringent criteria if desired.

5.5.5 Environmental Impacts

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities. It also includes an analysis of the small box alternate site layout scenario described in Section 3.4.1, of Chapter 3, Project Description.

5.5.5.1 Proposed Project

Trip Generation

Weekday and Saturday daily and peak-hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* (8th ed.). Summaries of the trip generation rates and resulting vehicle trips for the proposed project, in comparison with the 2000 MPTP EIR, are presented in Table 5.5-11 for the weekday, and Table 5.5-12 for Saturday.

Table 5.5-11
Weekday Project Trip Generation Estimates

Land Use	Size[2]		Daily	AM Peak Hour[1]			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES[3]									
Proposed Project									
- Home Improvement Superstore (862)	per	TSF	29.80	0.71	0.55	1.26	1.14	1.23	2.37
- Department Store (875)	per	TSF	22.88	0.32	0.21	0.53	0.89	0.89	1.78
- Free-Standing Discount Store (813)	per	TSF	53.13	0.94	0.73	1.67	2.26	2.35	4.61
- Health/Fitness Club (492)	per	TSF	32.93	0.62	0.76	1.38	2.01	1.52	3.53
- Fast Food Restaurant w/ Drive Thru (934)	per	TSF	496.12	25.17	24.18	49.35	17.60	16.24	33.84
- Shopping Center (820)	per	TSF	ITE	ITE Equation Used			ITE Equation Used		
Previous 2000 MPTP EIR									
- Shopping Center (820)	per	TSF	37.96	NA	NA	NA	NA	NA	3.60

Table 5.5-11
Weekday Project Trip Generation Estimates

Land Use	Size[2]		Daily	AM Peak Hour[1]			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP GENERATION									
Proposed Project									
Retail "A": Anchor 1									
Home Improvement	153.000	TSF	4,559	109	84	193	174	188	363
Pass-by (10% Daily & AM/48% PM)			*-456*	*-11*	*-8*	*-19*	*-84*	*-90*	*-174*
Subtotal			**4,103**	**98**	**76**	**174**	**91**	**98**	**189**
Retail "B": Anchor 2									
Department Store	99.011	TSF	2,265	31	21	52	88	88	176
Pass-by (10% Daily & AM/12% PM)			*-227*	*-3*	*-2*	*-5*	*-11*	*-11*	*-21*
Subtotal			**2,039**	**28**	**19**	**47**	**78**	**78**	**155**
Retail "C": Anchor 3									
Department Store	146.000	TSF	3,340	46	31	77	130	130	260
Pass-by (10% Daily & AM/12% PM)			*-334*	*-5*	*-3*	*-8*	*-16*	*-16*	*-31*
Subtotal			**3,006**	**42**	**28**	**70**	**114**	**114**	**229**
Retail "D": Anchor 4									
Free-Standing Discount Store	138.000	TSF	7,332	129	101	230	312	324	636
Pass-by (10% Daily & AM/17% PM)			*-733*	*-13*	*-10*	*-23*	*-53*	*-55*	*-108*
Subtotal			**6,599**	**116**	**91**	**207**	**259**	**269**	**528**
Health/Fitness Club	25.000	TSF	823	16	19	35	50	38	88
Pass-by (10% Daily & AM/10% PM)			*-82*	*-2*	*-2*	*-3*	*-5*	*-4*	*-9*
Subtotal			**741**	**14**	**17**	**31**	**45**	**34**	**79**
Pad 2: Restaurant									
Fast-Food with Drive Through	5.000	TSF	2,481	126	121	247	88	81	169
Pass-by (50% Daily & AM/49% PM)			*-1,240*	*-63*	*-60*	*-123*	*-43*	*-40*	*-83*
Subtotal			**1,240**	**63**	**60**	**123**	**45**	**41**	**86**
Nonanchor Retail Uses									
Shopping Center	33.989	TSF	3,367	50	32	81	151	157	309
Pass-by (10% Daily & AM/44% PM)			*-337*	*-5*	*-3*	*-8*	*-67*	*-69*	*-136*
Subtotal			**3,031**	**45**	**29**	**73**	**85**	**88**	**173**
Pad 6: Gas									
Gas Station [4]			-	-	-	-	-	-	-
Total Gross Trip Generation			**24,169**	**507**	**409**	**916**	**994**	**1,007**	**2,001**
Pass-by Trip Reduction [5]			***-3,409***	***-101***	***-89***	***-190***	***-278***	***-285***	***-562***
Internal Trip Capture for Non-"Shopping Center" Uses (5%)[6]			***-1,040***	***-23***	***-19***	***-42***	***-42***	***-42***	***-85***
Proposed Project Net Total Trip Generation[7]			**19,719**	**383**	**301**	**684**	**674**	**680**	**1,354**
2000 MPTP EIR									
Shopping Center	515,382	TSF	**19,564**	**NA**	**NA**	**NA**	**891**	**965**	**1,855**
Pass-by Trip Reduction			**-890**	**NA**	**NA**	**NA**	**-445**	**-445**	**-890**
2000 MPTP EIR Net Total Trip Generation			**18,674**	**NA**	**NA**	**NA**	**446**	**520**	**965**
Increase of Proposed Project over 2000 MPTP EIR			***1,045***	***NA***	***NA***	***NA***	***228***	***160***	***389***

[1] The 2000 MPTP EIR did not analyze AM trips because the shopping center was not expected to generate traffic during the morning rush hour.
[2] TSF = thousand square feet.
[3] Trip rates based on Institute of Transportation Engineers' (ITE) *Trip Generation, 8th ed.*, 2008.
[4] Gas station is not a stand-alone brand. It is part of Retail D - Anchor 4. Gas station trips are accounted within the Free-Standing Discount Store rate.
[5] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10 percent.
[6] Internal trip capture percentage estimated at 5 percent.
[7] Although trip generation total do not add up precisely on this table, they are accurate per ITE methodology. Volumes may have minor differences, possibly one to three vehicles off, due to the rounding function in MS Excel. These differences do not materially affect the results of the traffic analysis.

Table 5.5-12
Saturday Project Trip Generation Estimates

Land Use	Size[1]		Daily	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total
TRIP RATES[2]						
Proposed Project						
- Home Improvement Superstore (862)	per	TSF	56.72	2.30	2.21	4.51
- Department Store (875)	per	TSF	25.40	1.55	1.32	2.87
- Free-Standing Discount Store (813)	per	TSF	64.07	2.82	2.82	5.64
- Health/Fitness Club (492)	per	TSF	38.46	1.25	1.53	2.78
- Fast Food Restaurant w/ Drive Thru (934)	per	TSF	722.03	30.29	29.10	59.39
- Shopping Center (820)	per	TSF	*ITE*	*ITE Equation Used*		
Previous 2000 MPTP EIR						
- Shopping Center (820)	Per	TSF	49.69	NA	NA	4.92
TRIP GENERATION						
Retail "A": Anchor 1						
Home Improvement	153.000	TSF	8,678	352	338	690
Pass-by (10% Daily & AM/48% PM)			*-868*	*-169*	*-162*	*-331*
Subtotal			**7,810**	**183**	**176**	**359**
Retail "B": Anchor 2						
Department Store	99.011	TSF	2,515	153	131	284
Pass-by (10% Daily & AM/12% PM)			*-251*	*-18*	*-16*	*-34*
Subtotal			**2,263**	**135**	**115**	**250**
Retail "C": Anchor 3						
Department Store	146.000	TSF	3,708	226	193	419
Pass-by (10% Daily & AM/12% PM)			*-371*	*-27*	*-23*	*-50*
Subtotal			**3,338**	**199**	**170**	**369**
Retail "D": Anchor 4						
Free-Standing Discount Store	138.000	TSF	8,842	389	389	778
Pass-by (10% Daily & AM/11% PM)			*-884*	*-43*	*-43*	*-86*
Subtotal			**7,957**	**346**	**346**	**693**
Health/Fitness Club	25.000	TSF	962	31	38	70
Pass-by (10% Daily & AM/10% PM)			*-96*	*-3*	*-4*	*-7*
Subtotal			**865**	**28**	**34**	**63**
Pad 2: Restaurant						
Fast-Food with Drive Through	5.000	TSF	3,610	151	146	297
Pass-by (50% Daily & AM/49% PM)			*-1,805*	*-74*	*-71*	*-146*
Subtotal			**1,805**	**77**	**74**	**151**
Nonanchor Retail Uses						
Shopping Center	33.989	TSF	4,682	221	204	425
Pass-by (10% Daily & AM/31% PM)			*-468*	*-68*	*-63*	*-132*
Subtotal			**4,213**	**152**	**141**	**293**
Pad 6: Gas						
Gas Station[3]			--	--	--	--
Total Gross Trip Generation			**32,996**	**1,524**	**1,438**	**2,963**
Pass-by Trip Reduction [4]			***-4,744***	***-403***	***-382***	***-785***
Internal Trip Capture for Nonanchor Uses (5%)[5]			***-1,416***	***-65***	***-62***	***-127***
Proposed Project Net Total Trip Generation[6]			**26,837**	**1,056**	**994**	**2,051**

Table 5.5-12
Saturday Project Trip Generation Estimates

Land Use	Size[1]	Daily	Midday Peak Hour		
			In	Out	Total
2000 MPTP EIR					
Shopping Center	515,382 TSF	25,609	1,319	1,217	2,536
Pass-by Trip Reduction		*-938*	*-469*	*-469*	*-938*
2000 MPTP EIR Net Total Trip Generation		**24,671**	**850**	**748**	**1,598**
Increase of Proposed Project over 2000 MPTP EIR		*2,166*	*206*	*246*	*453*

[1] TSF = thousand square feet.
[2] Trip rates based on Institute of Transportation Engineers *Trip Generation, 8th ed.*, 2008.
[3] Gas station is not a stand-alone brand. It is part of Retail D: Anchor 4. Gas station trips are accounted within the Free-Standing Discount Store rate.
[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10 percent.
[5] Internal trip capture percentage estimated at 5 percent.
[6] Although t trip generation total do not add up precisely on this table, they are accurate per ITE methodology. Volumes may have minor differences, possibly one to three vehicles off, due to the rounding function in MS Excel. These differences do not materially affect the results of the traffic analysis.

According to the tables, during the weekdays, the proposed project would generate approximately 19,719 daily trips, with 684 AM peak-hour trips (383 inbound and 301 outbound), and 1,354 PM peak-hour trips (674 inbound and 680 outbound). This is approximately 1,045 more weekday daily trips than the previously proposed project. During a typical Saturday, the proposed project would generate approximately 26,837 daily trips and 2,051 midday peak-hour trips (1,056 inbound and 994 outbound). This is approximately 2,166 more Saturday daily trips than the previously proposed project.

The above trip generation estimates represent a conservative but realistic estimate of daily and peak hour trip generation based on the following characteristics: 1) a conservative pass-by percentage reduction was applied to the retail/commercial uses consistent with pass-by data provided by the ITE; 2) a conservative internal trip capture percentage reduction of 5 percent was applied to the anchor retail uses (nonanchor retail uses have already accounted for internal trip capture in the ITE trip rates); and 3) trip rates used for the anchor—or "big box"—retail uses were taken from rates for stand-alone big box stores that were not part of an integrated center of retail uses that would normally capture trips for a variety of other retail uses. The following provides a discussion of these characteristics.

Pass-by Trips

Pass-by trip reductions for retail/commercial uses allow a reduction of project trips at all offsite intersections because it is assumed that existing and/or baseline (background) traffic, already traveling on the street network, would deviate from its pattern and create a pass-by trip to a retail use. For example, a driver that is traveling from office to home (the "primary" trip) may decide to stop at the retail use on the way home(e.g., to purchase goods, or obtain services, like banks or dry cleaners). Thus, the existing trip through the street network becomes a pass-by trip to the retail use, not a new trip on the street network.

Pass-by trip reduction percentages were researched separately for the proposed project's anchor and nonanchor uses in ITE's *Trip Generation* manual. A group of shopping centers/malls with an average size of 34,000 square feet had an average surveyed pass-by percentage of 44 percent, which was applied to the 33,989 square feet of nonanchor uses. For the anchor uses, pass-by percentages were 48 percent for home improvement anchor (Anchor 1); 12 percent for department store anchor (Anchors 2 and 3); and 17 percent for free-standing discount store anchor (Anchor 4). For the health/fitness club, no ITE surveys were

conducted, but a conservative estimate of 10 percent was applied. For the outlying fast-food restaurant on the eastern end of the project site, pass-by percentages of 50 percent for the AM peak hour and 49 percent for the PM peak hour were applied, per *Trip Generation*. The manual only provides pass-by percentages for the weekday PM peak hour for most of the retail uses, except fast-food with drive-through uses. Therefore, a conservative estimate of 10 percent pass-by trips was applied for these land uses for the daily and AM peak hour.

Internal Trip Capture

Internal trip capture reduction rates assume that a certain percentage of project-related trips between two or more complementary land uses would be "captured" onsite, thereby reducing the number of new trips generated by the project. In other words, the number and variety of retail and restaurant uses on the proposed project site would likely have the same patrons visiting multiple uses, which would not entail new trips to each visited land use. For example, a patron to the proposed retail center would make one (inbound and outbound) trip to the site to shop at one or more retail uses and have a meal at a restaurant onsite. This reduces the potential for two or more additional trips since the patron is going to multiple uses on the project site. For the proposed project, a conservative internal trip capture rate of 5 percent was applied to the anchor uses. The trip rate for the nonanchor uses already contained internal trip capture because it assumes that the nonanchor uses are an integrated shopping center.

Stand-Alone Big-Box Retail Rates

Another conservative characteristic of the proposed project's trip generation estimates is the use of stand-alone, or freestanding trip rates of large retail uses for the anchor uses proposed onsite, even though those anchor uses are part of an overall integrated shopping center managed as one retail center. According to the land use descriptions in the ITE manual (8th ed.):

> A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit.... Shopping centers, including regional centers and super regional centers were surveyed for this land use (trip rates).... The centers ranged in size from 1,700 to 2.2 million square feet of gross leasable area.... Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points....

Comparison of the ITE shopping center rates versus the ITE freestanding store (discount superstore, home improvement superstore, electronics superstore, toy/children's superstore, baby superstore, book superstore, and discount home furnishings superstore) indicates that use of the appropriate shopping center rate yields a significantly lower trip generation. However, for conservative purposes in the traffic analysis, the anchor uses proposed for the project were analyzed as stand-alone, freestanding, retail uses. With the exception of the home improvement anchor, the department store and freestanding discount store anchors had relatively low pass-by rates of 12 and 17 percent, respectively during the weekday PM peak hour (compared to 44 percent for the integrated shopping center uses). The home improvement anchor used a pass-by rate of 48 percent during the PM peak hour, consistent with the ITE surveys.

Trip Distribution and Assignment

Regional trip distribution percentages for the proposed project were based on review of regional daily trip distribution factors provided in Appendix B, Guidelines for CMP Transportation Impact Analysis, of the 2004

CMP. The project site is in regional statistical area (RSA) 25, which is the area generally bounded by La Canada Flintridge, Pasadena, Monterey Park, South El Monte, and Duarte.

The local distribution patterns were derived from the regional distribution patterns that were specifically refined to local, current commute corridors and travel routes in the study area. Figure 5.5-4 illustrates the trip distribution percentages for the proposed project. The trip distribution percentages at each intersection were applied to the proposed project's weekday AM and PM peak-hour trip generation estimates to calculate the project trip assignment (i.e., turn movement volumes that the project would generate at each study area intersection). The resulting weekday AM and PM peak-hour trip assignments are shown on Figure 5.5-5. In addition, Table 5.5-13 shows the general local and regional distribution patterns.

Table 5.5-13
Project Trip Distribution Percentages

Direction	*Distribution Percentage*
SR-60 west (via Paramount Blvd)	35 percent
SR-60 west (via Pomona–Via Campo)	5 percent
SR-60 east (via Paramount Blvd)	20 percent
San Gabriel Boulevard north	5 percent
Del Mar Avenue north	5 percent
Garfield Avenue north	8 percent
Montebello Boulevard south	5 percent
Rosemead Boulevard south	2 percent
Wilcox Avenue south	3 percent
Garfield Avenue south	3 percent
Internal to southern area of Monterey Park	7 percent
Internal to northern area of Montebello	2 percent
	100 percent

Opening Year 2015 Traffic Conditions

This section describes the future traffic conditions related to the following traffic scenarios:

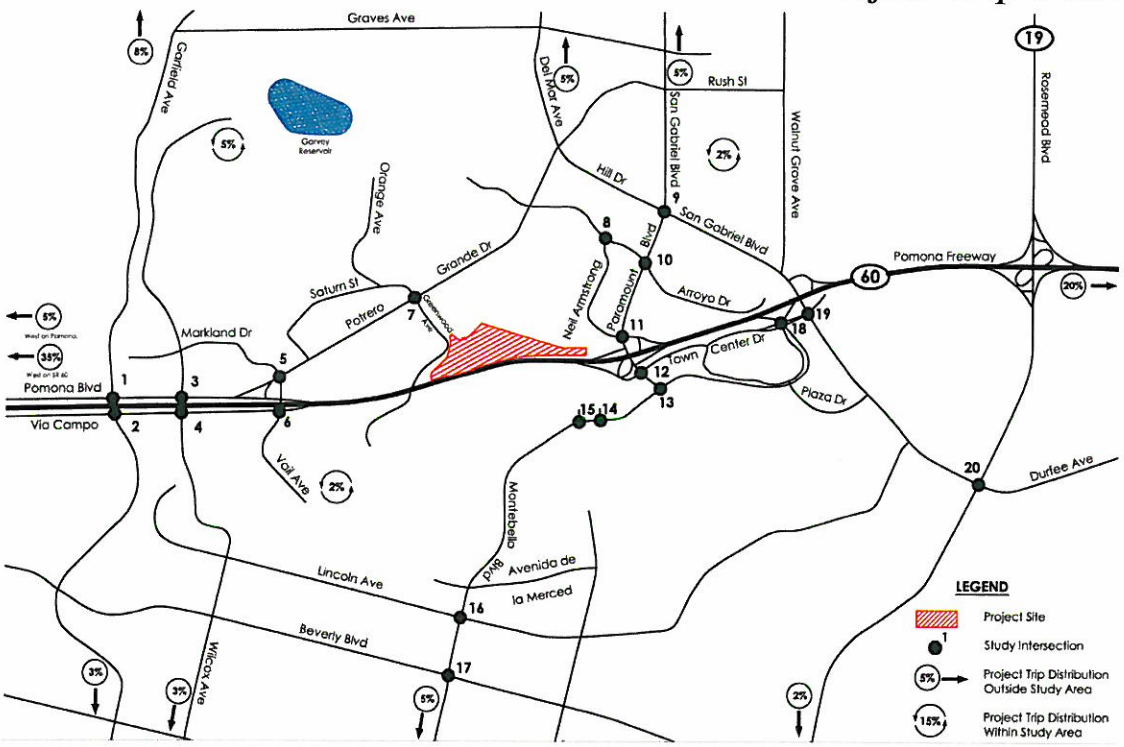
- Opening Year 2015 Baseline (without proposed project)
- Opening Year 2015 plus Project

Opening Year 2015 Baseline Conditions

This scenario comprises existing traffic conditions plus ambient growth to 2015 plus traffic from all approved and/or pending developments in the study area. These approved and/or pending projects are in the project study area and have not yet been constructed, but have been approved or are pending approval through a discretionary action or building permit issuance.

Ambient growth in the study area was based on the regional growth factor for the San Gabriel Valley as provided in the CMP, Appendix B, Exhibit B-1, General Traffic Volume Growth Factors. Per the CMP, 2001 is the base year of growth (1.000); the buildout year of 2025 shows a growth factor of 1.197 for the San Gabriel Valley. When interpolated over 24 years (2025–2001), the annual ambient growth rate is 0.82 percent. Therefore, ambient growth has been conservatively estimated at 1 percent per year and applied to the existing 2010 traffic volumes using a growth factor of 1.05 (2010 to 2015 growth).

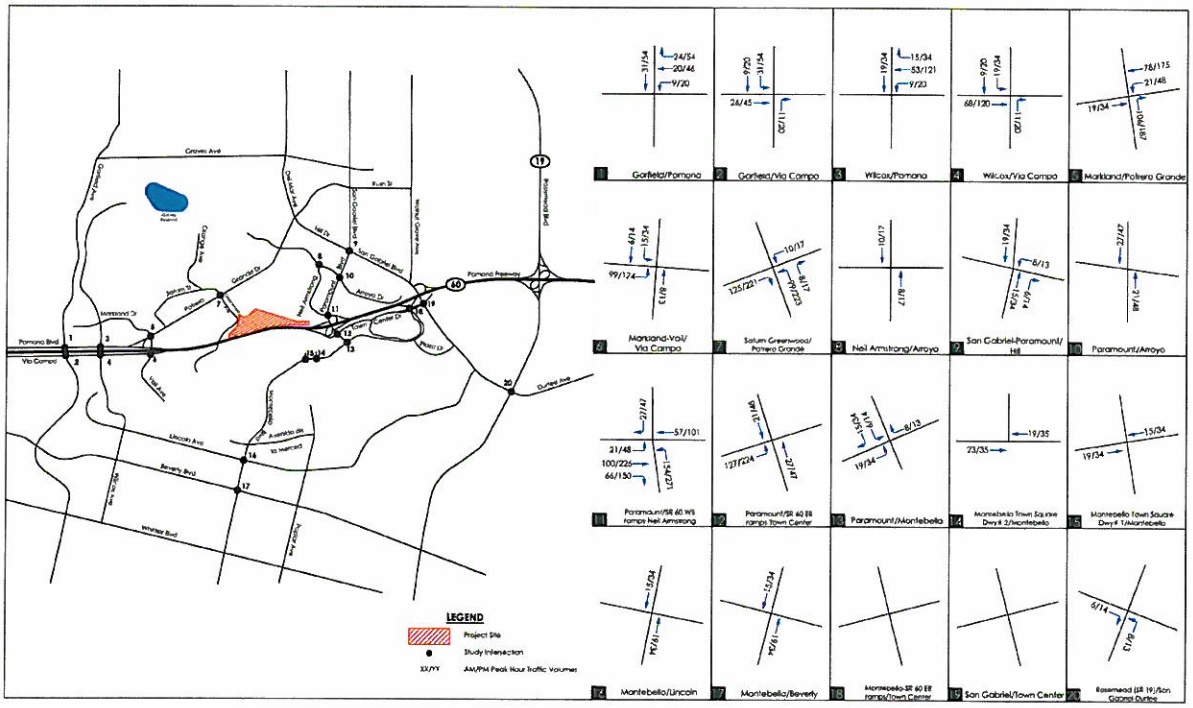
Project Trip Distribution



Source: Arch Beach Consulting 2010

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Project Trip Assignment



Source: Arch Beach Consulting 2010

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Per direction from the City of Monterey Park Planning Department, data for the cumulative projects (location, land use, and peak hour trip generation) were obtained from the "Traffic Impact Study: Montebello Hills Residential Project" prepared by KOA Corporation in March 2009. Figure 5.5-6 provides a map showing the locations and descriptions of the cumulative projects, and Table 5.5-14 lists cumulative projects plus their trip generation estimates (KOA 2009).

Table 5.5-14
Cumulative Projects Trip Generation Estimates

Land Use	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Project #1: Southwest corner of Walnut Grove and Rush Street – Shopping Center						
4,652 SF shopping center	2	1	3	7	6	13
Project #2: 888 Montebello Blvd						
52-room hotel	19	11	30	17	14	31
Project #3: 1630 Del Mar Avenue.						
14-student day care center	7	5	12	6	6	122
Project #4: Montebello Hills Specific Plan						
168 single-family homes; 432 condominiums	63	254	317	264	140	404
Total Cumulative Projects Trip Generation	**91**	**271**	**362**	**294**	**166**	**570**

Source: KOA Corporation 2009.

The four cumulative projects in the study area would generate approximately 362 AM peak hour trips (91 inbound and 271 outbound) and 570 PM peak hour trips (294 inbound and 166 outbound). The resulting total trip assignment for the four cumulative projects is illustrated in Figure 5.5-7.

Traffic Controls and Intersection Geometries

No additional improvements to the study area roadways and intersections are anticipated to occur in the Opening Year 2015 Scenario. Therefore, the existing intersection traffic controls and geometries were assumed in the Opening Year 2015 level of service analysis.

Traffic Volumes

As previously discussed, the Opening Year 2015 Baseline traffic in this scenario was forecast by applying an ambient growth rate of 1.0 percent per year to the existing traffic volumes for a growth factor of 1.05. In addition to the ambient growth rate, traffic from approved and pending projects (i.e., cumulative projects) in the project's vicinity were added. Figure 5.5-8 shows the resulting Opening Year 2015 Baseline AM and PM peak-hour traffic volumes.

Weekday Baseline Levels of Service

Intersection

The Opening Year 2015 Baseline AM and PM peak hour traffic volumes were input into the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay in seconds (for the unsignalized intersection). Table 5.5-15 presents the results of the 2015 Baseline intersection LOS analysis; the LOS calculation sheets are provided in Appendix B of the TIA.

Table 5.5-15
Opening Year 2015 Baseline Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline (2015)			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1. Garfield Avenue/Pomona Boulevard [2]	signal	0.867	D	0.865	D
2. Garfield Avenue/Via Campo [2]	signal	0.716	C	1.031	F
3. Wilcox Avenue/Pomona Boulevard [1]	signal	0.700	C	0.672	B
4. Wilcox Avenue/Via Campo [2]	signal	0.755	C	0.748	C
5. Markland Drive/Potrero Grande Drive [1]	signal	0.733	C	0.752	C
6. Markland Drive–Vail Avenue/Via Campo [2]	signal	0.642	B	0.852	D
7. Saturn St–Greenwood Ave/Potrero Grande Dr [1]	signal	0.428	A	0.507	A
8. Neil Armstrong Street/Arroyo Drive [2]	1-way stop	12.7 sec	B	13.1 sec	B
9. San Gabriel Blvd–Paramount Drive/Hill Drive [1]	signal	0.578	A	0.662	B
10. Paramount Boulevard/Arroyo Drive [2]	signal	0.674	B	0.558	A
11. Paramount Boulevard/SR-60 westbound ramps [2]	signal	0.571	A	0.803	D
12. Paramount Boulevard/SR-60 eastbound ramps [2]	signal	0.487	A	0.799	C
13. Paramount Boulevard/Montebello Boulevard [2]	signal	0.703	C	0.895	D
14. Montebello Town Cntr Dwy #2/Montebello Blvd [2]	signal	0.361	A	0.599	A
15. Montebello Town Cntr Dwy #1/Montebello Blvd [2]	signal	0.451	A	0.628	B
16. Montebello Boulevard/Lincoln Avenue [2]	signal	0.540	A	0.733	C
17. Montebello Boulevard/Beverly Boulevard [2]	signal	0.792	C	0.961	E
18. Montebello–SR-60 eastbound ramp/Town Center [3]	signal	0.649	B	0.688	B
19. San Gabriel Boulevard/Town Center Drive [3]	signal	0.684	B	0.850	D
20. Rosemead Boulevard/San Gabriel Boulevard [4]	signal	0.733	C	1.008	F

V/C Ratio based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

All intersections currently operate at LOS D or better in one or both peak hours except for the following intersections, which are forecast to operate at LOS E or F during one or both peak hours:

- Garfield Avenue/Via Campo (LOS F in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS E in PM peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS F in PM peak hour))

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027, SR-60 east of Indiana Street, and #1028, SR-60 west of Peck Road, because the proposed project would add 150 or more peak hour trips to those mainline segments. The two CMP freeway mainline segments along SR-60 in the study area were analyzed using the CMP's D/C ratio methodology. Table 5.5-16 presents the 2015 Baseline CMP freeway mainline LOS analysis.

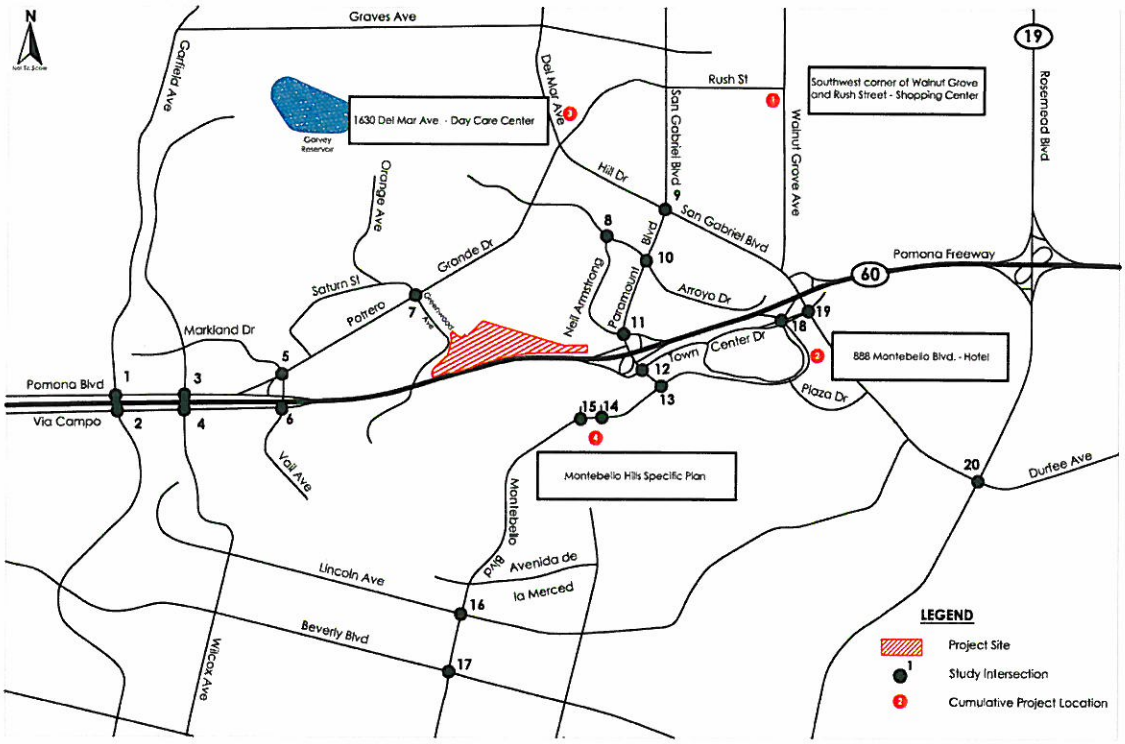
Table 5.5-16
Opening Year 2015 Baseline and Project Freeway Mainline Levels of Service

CMP Station	Fwy Route	Post Mile	Location	Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
EXISTING (2003) FREEWAY MAINLINE VOLUME																			
1027	SR-60	2.22	e/o Indiana St	4,989	12,000	0.416	B	15,120	12,000	1.260	F(1)	16,320	12,000	1.360	F(2)	6,317	12,000	0.526	B
1028	SR-60	10.60	w/o Peck Rd	6,820	10,000	0.682	C	13,600	10,000	1.360	F(2)	12,600	10,000	1.260	F(1)	7,485	10,000	0.749	C
OPENING YEAR 2015 BASELINE VOLUME																			
1027	SR-60	2.22	e/o Indiana St	5,308	12,000	0.442	B	16,099	12,000	**1.342**	**F(1)**	17,365	12,000	**1.447**	**F(2)**	6,735	12,000	0.561	C
1028	SR-60	10.60	w/o Peck Rd	7,293	10,000	0.729	C	14,453	10,000	**1.445**	**F(2)**	13,374	10,000	**1.337**	**F(1)**	8,003	10,000	0.800	D
OPENING YEAR 2015 BASELINE PLUS PROJECT VOLUMES																			
1027	SR-60	2.59	e/o Indiana St	5,397	12,000	0.450	B	16,256	12,000	**1.355**	**F(2)**	17,435	12,000	**1.453**	**F(3)**	6,893	12,000	0.574	C
1028	SR-60	10.23	w/o Peck Rd	7,338	10,000	0.734	C	14,555	10,000	**1.456**	**F(3)**	13,431	10,000	**1.343**	**F(1)**	8,104	10,000	0.810	D
PROJECT IMPACT - D/C INCREASES (BETWEEN 2015 BASELINE AND 2015 BASELINE PLUS PROJECT)																			
				D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?	
1027	SR-60	2.59	e/o Indiana St	0.007	B	no		0.013	F(2)	no		0.006	F(3)	no		0.013	C	no	
1028	SR-60	10.23	w/o Peck Rd	0.004	C	no		0.010	F(3)	no		0.006	F(1)	no		0.010	D	no	

Methoodology based on demand-to-capacity (D/C) methoodology for freeway mainline analysis. Los Angeles County CMP, 2004
Demand baseline volumes based on 2003 CMP volumes + ambient growth rate of 1 percent per year + traffic from cumulative projects. Comparison of 2003 and 2009 freeway traffic volumes from Caltrans's 2003 and 2009 publications of *Traffic Volumes on California State Highways* indicates that traffic volumes have decreased at the study mainline segments. Therefore, to be conservative, the mainline volumes from the 2003 CMP were used as the base existing (2009) traffic volume

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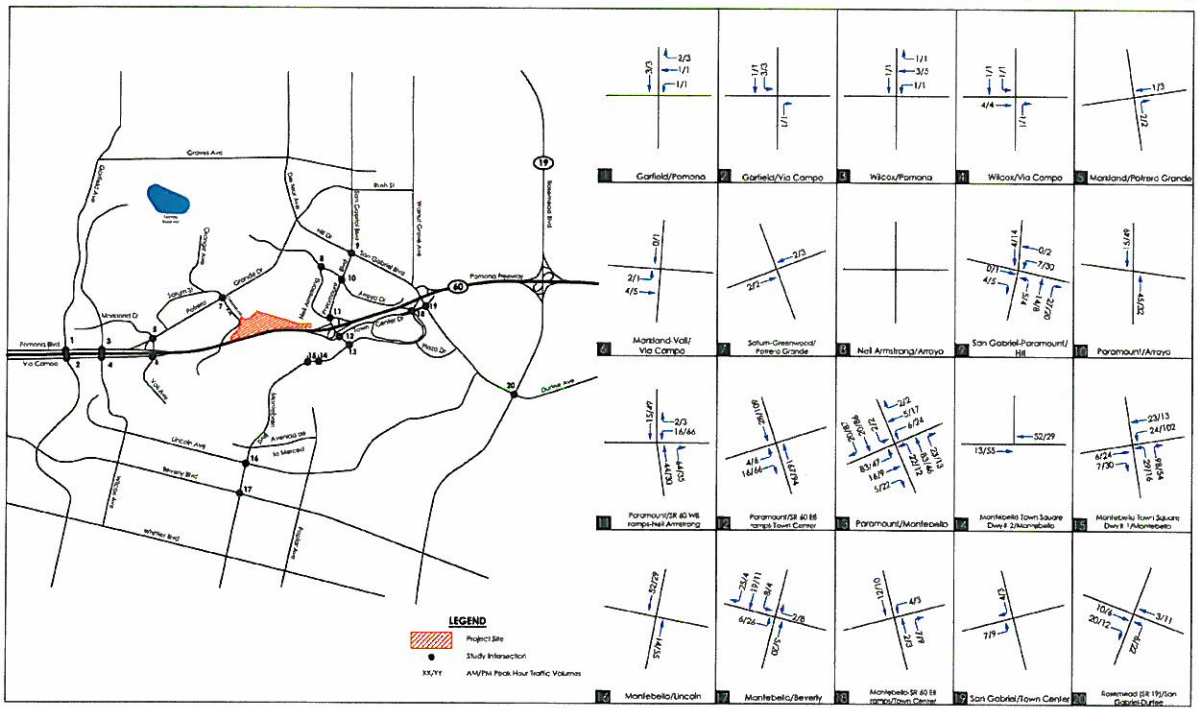
Location of Cumulative Projects



Source: Arch Beach Consulting 2010

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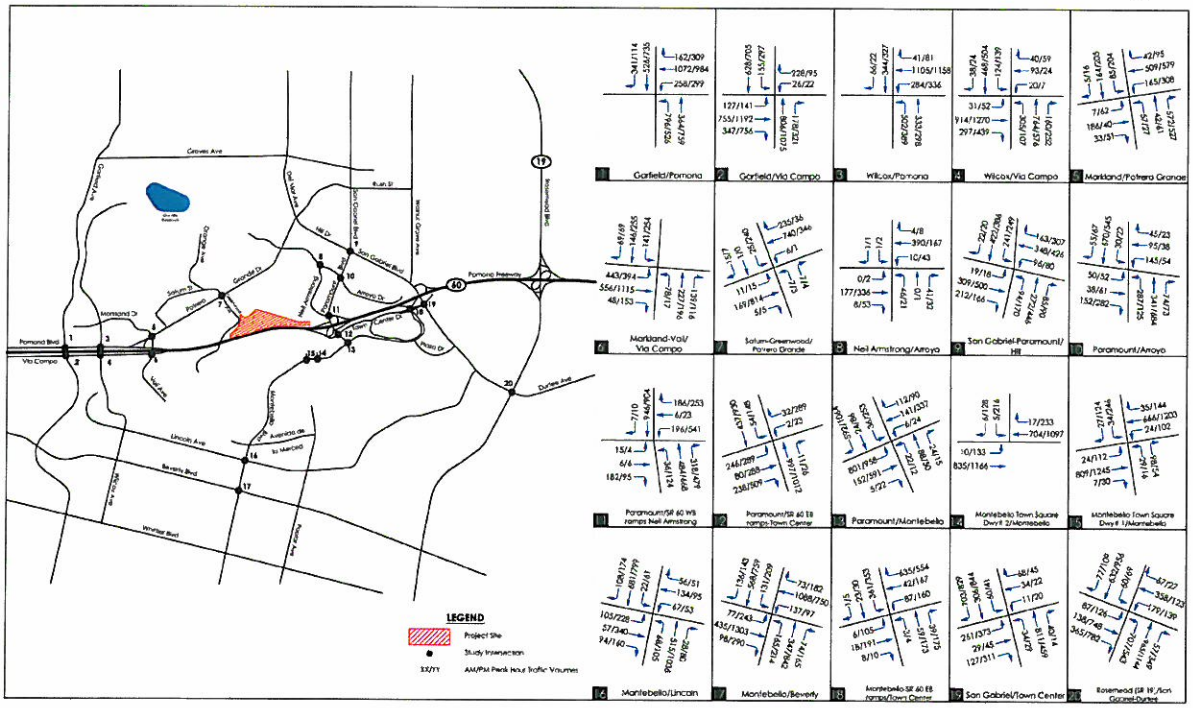
Cumulative Projects Trip Assignment



Source: Arch Beach Consulting 2010

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Opening Year 2015 Baseline AM and PM Peak-Hour Traffic Volumes



Source: Arch Beach Consulting 2010

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Based on the 2015 forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations (as shown in Table 5.5-16), the following segments would continue to operate at LOS F:

- SR-60 eastbound, east of Indiana Street (LOS F(2) in AM peak hour; LOS F(1) in PM peak hour)
- SR-60 eastbound, west of Peck Road (LOS F(1) in AM peak hour; LOS F(2) in PM peak hour)

Weekend Baseline Intersection Level of Service

Table 5.5-17 lists the results of the Opening Year 2015 Baseline and Plus Project scenarios. The following intersections would operate at LOS E during the midday peak hour for the Opening Year 2015 Baseline scenario.

- Paramount Boulevard/SR-60 EB ramps

Table 5.5-17
Opening Year 2015 Plus Project Weekend Intersection Level of Service Summary

Intersection	Control	Existing		Baseline		Plus Project		V/C Ratio Change from Baseline to Plus Project
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	
11. Paramount Boulevard/SR-60 westbound ramps[1]	signal	0.776	C	0.873	D	1.640	F	**0.767**
12. Paramount Boulevard/SR-60 eastbound ramps[1]	signal	0.859	D	0.959	E	0.992	E	**0.033**

V/C ratio based on Intersection Capacity Utilization analysis methodology.
Bold value indicates significant project impact
[1] Intersection analyzed using City of Montebello criteria.

Opening Year 2015 Plus Project

Traffic generated by the proposed project was added to the Opening Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario determines project-specific impacts.

Traffic Volumes

The Opening Year 2015 Plus Project traffic volumes comprise the combined proposed project trip assignment noted in Figure 5.5-5 and the Opening Year 2015 Baseline traffic volumes in Figure 5.5-8. Opening Year 2015 Plus Project AM and PM peak-hour traffic volumes are shown in Figure 5.5-9.

Weekday Plus Project Levels of Service

The Opening Year 2015 Plus Project AM and PM peak hour traffic volumes were put in the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay in seconds (for the unsignalized intersection). Table 5.5-18 shows the results of the Opening Year 2015 Plus Project intersection LOS analysis. The LOS calculation sheets are provided in Appendix B of the TIA (in Appendix E1 of this SEIR). In addition, the two CMP freeway mainline segments along SR-60 in the study area were analyzed using the CMP's D/C ratio methodology. The 2015 Plus Project CMP freeway mainline LOS are previously shown in Table 5.5-16.

Intersections

Based on the 2015 Plus Project LOS analysis, shown in Table 5.5-18 below, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.031 increase at LOS D in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Wilcox Avenue/Via Campo (0.059 increase at LOS C in PM peak hour)
- Markland Drive/Potrero Grande Drive (0.078 increase at LOS C in AM peak hour; and 0.141 increase at LOS C in PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (0.085 increase at LOS D in PM peak hour)
- Saturn Street–Greenwood Avenue/Potrero Grande Drive (0.060 increase at LOS A in AM peak hour; and 0.093 increase at LOS A in PM peak hour)
- Paramount Boulevard/SR-60 WB ramps–Market Place Drive (0.218 increase at LOS A in AM peak hour; and 0.413 increase at LOS D in PM peak hour).
- Paramount Boulevard/Montebello Boulevard (0.025 increase at LOS D in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in PM peak hour)

CMP Freeway Mainline

Based on the 2015 Plus Project forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations (see Table 5.5-16), the project increases in D/C would be less than the significance criteria of 0.02 or greater. Therefore, the proposed project would not create any significant impacts to the CMP monitoring stations along the SR-60.

Table 5.5-18
Opening Year 2015 Plus Project Intersection Level of Service Summary

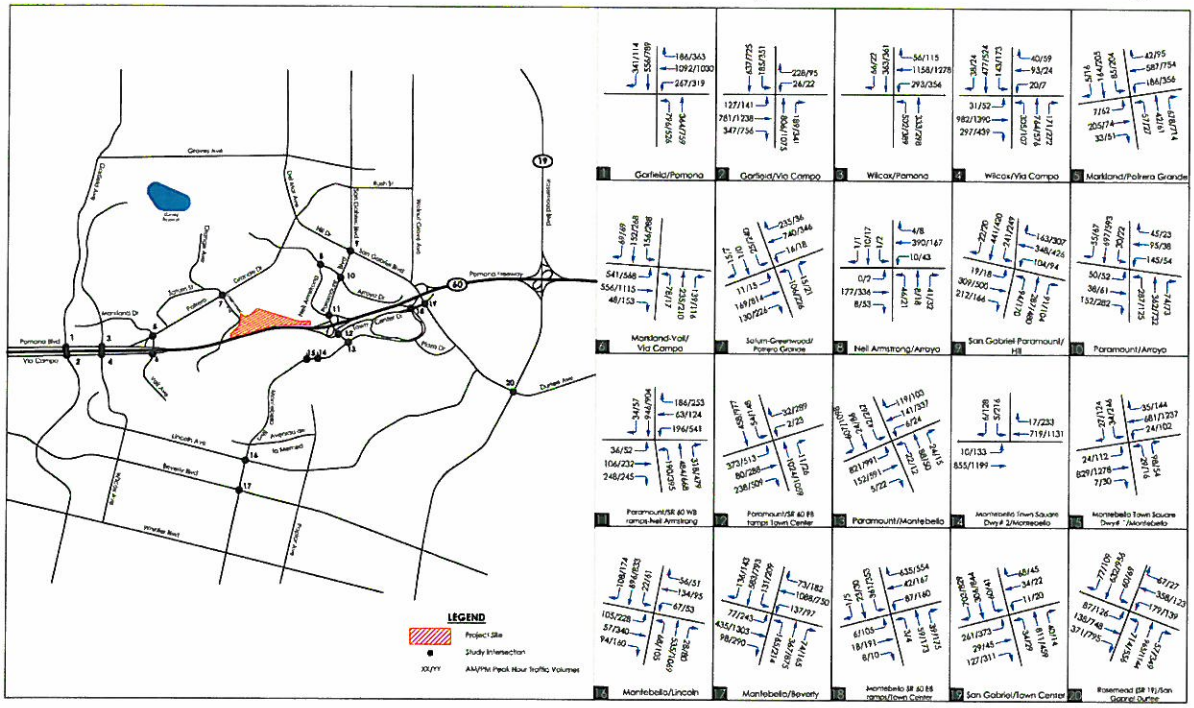
Intersection	Control	Existing V/C or Delay				Opening Year Baseline (2015)				Opening Year Plus Project				V/C Ratio Change from Baseline 2015 to 2015 Plus Project	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	AM	PM
1. Garfield Avenue/ Pomona Boulevard[2]	signal	0.837	D	0.834	D	0.867	D	0.865	D	0.873	D	0.896	D	0.006	**0.031**
2. Garfield Avenue/Via Campo[2]	signal	0.692	B	0.994	E	0.716	C	1.031	F	0.727	C	1.037	F	0.011	**0.006**
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.676	B	0.648	B	0.700	C	0.672	B	0.722	C	0.719	C	0.022	0.047
4. Wilcox Avenue/Via Campo [2]	signal	0.729	C	0.721	C	0.755	C	0.748	C	0.772	C	0.807	D	0.017	**0.059**
5. Markland Drive/Potrero Grande Drive[1]	signal	0.708	C	0.725	C	0.733	C	0.752	C	0.811	D	0.893	D	**0.078**	**0.141**
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.620	B	0.822	D	0.642	B	0.852	D	0.683	B	0.937	E	0.041	**0.085**
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.414	A	0.491	A	0.428	A	0.507	A	0.488	A	0.600	A	**0.060**	**0.093**
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.4 sec	B	12.8 sec	B	12.7 sec	B	13.1 sec	B	13.7 sec	B	14.9 sec	B	--	--
9. San Gabriel Blvd–Paramount Drive/Hill Dr.[1]	signal	0.541	A	0.609	B	0.578	A	0.662	B	0.593	A	0.693	B	0.015	0.031
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.648	B	0.526	A	0.674	B	0.558	A	0.683	B	0.573	A	0.009	0.015
11. Paramount Boulevard/ SR-60 westbound ramps[2]	signal	0.540	A	0.716	C	0.571	A	0.803	D	0.789	C	1.216	F	**0.218**	**0.413**
12. Paramount Boulevard/ SR-60 eastbound ramps[2]	signal	0.429	A	0.700	B	0.487	A	0.799	C	0.493	A	0.814	D	0.006	0.015

Table 5.5-18
Opening Year 2015 Plus Project Intersection Level of Service Summary

Intersection	Control	Existing V/C or Delay				Opening Year Baseline (2015)				Opening Year Plus Project				V/C Ratio Change from Baseline 2015 to 2015 Plus Project	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	AM	PM
13. Paramount Boulevard/ Montebello Boulevard[2]	signal	0.578	A	0.779	C	0.703	C	0.895	D	0.719	C	0.920	E	0.016	**0.025**
4. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.347	A	0.564	A	0.361	A	0.599	A	0.367	A	0.610	B	0.006	0.011
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.358	A	0.549	A	0.451	A	0.628	B	0.457	A	0.638	B	0.006	0.010
16. Montebello Boulevard/ Lincoln Avenue[2]	signal	0.507	A	0.680	B	0.540	A	0.733	C	0.544	A	0.743	C	0.004	0.010
17. Montebello Boulevard/ Beverly Boulevard[2]	signal	0.755	C	0.920	E	0.792	C	0.961	E	0.796	C	0.972	E	0.004	**0.011**
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.627	B	0.665	B	0.649	B	0.688	B	0.649	B	0.688	B	0.000	0.000
19. San Gabriel Boulevard/ Town Center Drive[3]	signal	0.657	B	0.820	D	0.684	B	0.850	D	0.694	B	0.850	D	0.010	0.000
20. Rosemead Boulevard/ San Gabriel Boulevard[4]	signal	0.706	C	0.966	E	0.733	C	1.008	F	0.736	C	1.017	F	0.003	0.009

V/C ratio based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
value indicates significant project impact per the appropriate City's LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

Opening Year 2015 Plus Project AM and PM Peak-Hour Traffic Volumes



Source: Arch Beach Consulting 2010

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