

Cambridge Private School (PreK-12)
City of San Diego (PRJ-1109086)
Southwest corner of Camino Del Sur at Coyote Bush Drive
April 6, 2026

Local Mobility Analysis Report

Prepared for:

The Cambridge School
12855 Black Mountain Rd
San Diego, CA 92129

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Job #2305



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Executive Summary

Cambridge Private School

The proposed project is a PreK-12 private school for up to 663 total students, 12,369 SF of administrative office, a proposed 10,904 sf one-story multi-purpose building with a track and sports field over a semi-subterranean parking structure with two levels. The project will include 386 on-site parking spaces including 345 parking spaces within a parking structure and 41 surface parking spaces. The project site is located on the southwest corner of Camino Del Sur and Coyote Bush Dr in the Black Mountain Ranch area of San Diego, California. The 6.52 acre vacant site is comprised of three parcels (APNs: 678-690-7000, 678-690-7100 and 678-690-7200).

The project will require a Conditional Use Permit (CUP). The project is forecasted to open in 2029 to be constructed in one phase.

Pedestrian facilities within a ½ mile walking distance from the project entry points were evaluated, which included 14 roadway segments. There are two street sections with missing sidewalks on: 1) Four Gee Rd (missing sidewalk on west side), and 2) Maranatha Dr (missing sidewalk on east side). No pedestrian improvements are proposed to the aforementioned segments such as completing the missing sidewalks because these roadways have a sidewalk on the opposite side of the street that can be utilized by pedestrians to reach the school. There are existing sidewalks and pedestrian curb ramps along the project frontage on Camino Del Sur, Coyote Bush Dr, and Templeton St; however, the owner/permittee will upgrade the existing single pedestrian curb ramp to two directional pedestrian curb ramps on the southwest corner of Camino Del Sur/Coyote Bush Dr and install pedestrian scale lighting along the project frontage on Camino Del Sur, Coyote Bush Dr, and Templeton St.

Bicycle facilities (existing and proposed) within a ½ mile biking distance from the project entry points were reviewed, which included bike facilities on Camino Del Sur, Paseo Del Sur, Babcock St, and Potomac Ridge Rd. There are no recommended changes to the existing Class II bike lanes on Camino Del Sur along the project frontage, and on Paseo Del Sur between Paseo Montenero and Babcock St. For the planned bicycle lanes identified in the Black Mountain Ranch Community Plan on Paseo Del Sur between Babcock St and Potomac Ridge Rd, and on Potomac Ridge Rd between Paseo Del Sur and Nighthawk Ln, no bike lane improvements are recommended, as cyclists can use existing paved roadways that are within a ½ mile bike shed of the project entry points to connect to existing bicycle facilities to reach the school. The project will provide 20 short-term and 20 long-term bicycle parking spaces.

Transit facilities do not exist within a ½ mile walking distance to the project access points. The nearest stop for MTS Bus Route 20 is near the intersection of Camino Del Norte/Bernardo Center Dr, which is approximately 2.5 miles away.

Vehicular operational analysis included the analysis of 7 intersections and 7 roadway segments under Existing, Opening Year 2029 without project, and Opening Year 2029 Plus Project. Project Site-Specific Trip Generation rates were applied in this analysis, which were developed based on the school's existing operations at 12855 Black Mountain Road. These are shown in **Table E-1**.

TABLE E-1: PROJECT-SPECIFIC TRIP GENERATION

Date	Student Attendance	Daily Volume	School AM Pk Hr (7:30-8:30 AM)			School PM Pk Hr (2:45-3:45 PM)			Commuter Pk Hr (5:00-6:00 PM)		
			In	Out	Total	In	Out	Total	In	Out	Total
5/21/2024	348	1,114	234	182	416	105	169	274	30	66	96
5/22/2024	348	1,147	200	149	349	104	184	288	36	65	101
5/23/2024	347	1,225	241	189	430	121	201	322	49	67	116
5/29/2024	377	1,186	255	182	437	110	148	258	53	101	154
<i>Average</i>	<i>355</i>	<i>1,168</i>	<i>233</i>	<i>176</i>	<i>408</i>	<i>110</i>	<i>176</i>	<i>286</i>	<i>42</i>	<i>75</i>	<i>117</i>
<i>Average Trip Rates</i>		<i>3.29</i>	<i>0.65</i>	<i>0.50</i>	<i>1.15</i>	<i>0.31</i>	<i>0.50</i>	<i>0.81</i>	<i>0.12</i>	<i>0.21</i>	<i>0.33</i>
Forecast	663	2,181	433	329	762	205	329	534	78	140	218

Trip generation based on site specific data from The Cambridge School located at 12855 Black Mountain Rd, San Diego.

Operational Analysis Results

Under Existing Conditions, all study intersections and roadways operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is accommodated within the available storage bay capacity.

Under Opening Year 2029 without Project Conditions, all study intersections are expected to operate at LOS B or better, and all study roadway segments are expected to operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is expected to be accommodated within the available storage bay capacity.

Under Opening Year 2029 plus Project, all study intersections are expected to operate at LOS D or better and all study roadway segments are expected to operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is expected to be accommodated within the available storage bay capacity. The opening year plus project peak hour trips of 123 AM and 117 PM northbound lefts exceed 100 trips at Coyote Bush Dr and Camino Del Sur, which triggers the need to consider adding an additional left turn lane. An additional northbound left turn lane is not recommended because: 1) The intersection is anticipated to operate at acceptable LOS D in Opening Year 2029 plus Project; 2) The opposing southbound through peak hour volumes are minimal (2 AM and 3 PM), which does not impair gap acceptance for permissive lefts; and 3) The northbound through volumes are 4 AM and 3 PM meaning the shared lane is dominated by left turns.

Systemic Safety Review: The City of San Diego “The Data Driven Path to Vision Zero” policy promotes safe roadway design with a goal toward preventing collisions. As part of that goal, a systemic safety review provides an assessment of hotspots and possible countermeasures to align with Vision Zero. The project study intersections are not identified on the City of San Diego’s pedestrian hotspot map. For the bicycle and vehicle systemic safety review, the study intersections were evaluated to determine whether they meet the systemic safety criteria.

Intersection #1 (Coyote Bush Dr/Camino Del Sur) satisfies the Bicycle Footprint #1 criteria to warrant a countermeasure. The Class II bike lanes along Camino Del Sur at Coyote Bush Dr currently have bike loop detectors. A recommended countermeasure is a safety messaging campaign within the Cambridge school community to be undertaken by the school administration via physical handouts, electronic means and school assemblies at least twice per school year. This intersection also satisfies the vehicle Footprint #1 systemic criteria for potential countermeasures. The

recommended vehicle countermeasure is for the Owner/Permittee to install traffic signal heads with retroreflective borders at all approaches via a traffic signal modification for better visibility.

Intersections #4 & #5 (Paseo Del Sur/Templeton St & Paseo Del Sur/Del Sur Ridge Rd) satisfy the Bicycle Footprint #2 criteria to warrant a countermeasure. There are currently no existing bike lanes on all approaches at intersections #4 & #5. A recommended countermeasure is a bicycle safety messaging campaign within the Cambridge school community to be undertaken by the school administration via physical handouts, electronic means and school assemblies at least twice per school year.

Site Access and Gate Operations: The two gated project driveways will have the entry and exit gates remain in the open position during drop-off, pick-up, and events such as public assembly and entertainment to prevent queuing back to the public right-of-way and this will be a condition of approval. When the entry gates are down, access will be controlled by either scan cards, license plate readers, or staff working the security booths. When the exit gates are down, egress will be permitted by loop detectors.

The driveway on Templeton St is for visitors, deliveries, and some staff. There is approximately 68 feet from the back of sidewalk to the gate just past the security booth that can accommodate up to 3 vehicles at one time. A queuing analysis based on queuing theory was prepared using a random arrival with up to 3 vehicles entering per hour with a service rate of 30 vehicles per hour. This results in a 9.0% probability of one vehicle and 0.9% probability of two vehicles at the gate at any one time, which can be accommodated without spill back to the street based on the probability of a specific number of vehicles in the queue.

The driveway on Coyote Bush Dr is for staff and students only. There is approximately 26.5 feet from the property line to the gate just past the security booth that can accommodate 1 vehicle at one time. A queuing analysis based on queuing theory was prepared using a random arrival with up to 1 vehicle entering per hour with a service rate of 120 vehicles per hour. This results in a 0.8% probability of one vehicle and 0.0% probability of two vehicles at the gate at any one time, which can be accommodated without spill back to the street based on the probability of a specific number of vehicles in the queue.

The following improvements are proposed:

- 1) Systemic Safety Review: Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond the installation of traffic signal heads with retroreflective backplates at all approaches at the intersection of Coyote Bush Dr/Camino Del Sur via traffic modification plans per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.
- 2) Systemic Safety Review: Prior to first occupancy, the Owner/Permittee shall prepare a bicycle safety messaging campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year.
- 3) Pedestrian: Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond to upgrade the existing single curb ramp to two directional curb ramps on the southwest corner of Camino Del Sur/Coyote Bush Dr per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

- 4) Pedestrian: Prior to first occupancy, the Owner/Permittee shall provide and privately maintain pedestrian amenities per the Climate Action Plan (CAP) Consistency Regulations, satisfactory to the Development Services Department: Pedestrian scale lighting within private property along the project's frontages on Camino Del Sur, Coyote Bush Dr, and Templeton St.

1.0 Introduction

The proposed project is a PreK-12 private school for up to 663 total students, 12,369 SF of administrative office, a proposed 10,904 sf one-story multi-purpose building and track and sports field over a semi-subterranean parking structure with two levels. The project will include 386 on-site parking spaces including 345 parking spaces within a parking structure and 41 surface parking spaces.

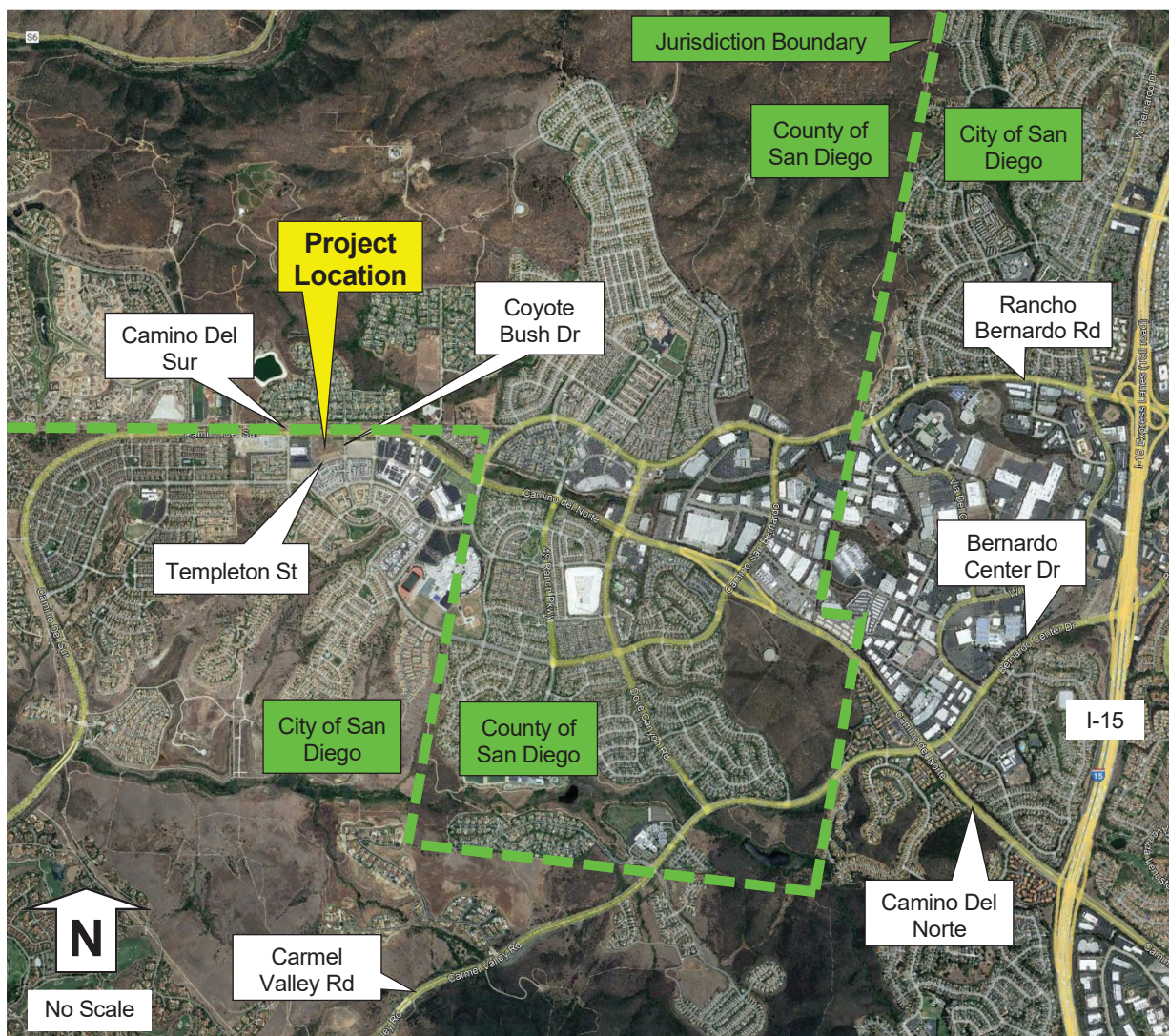
The project site is located on the southwest corner of Camino Del Sur and Coyote Bush Dr in the Black Mountain Ranch area of San Diego, California. The 6.52 acre vacant site is comprised of three parcels (APNs: 678-690-7000, 678-690-7100 and 678-690-7200). The regional project location is shown in **Figure 1**. The overall site plan is shown in **Figure 2a**. The parking structure is shown in **Figure 2b**.

The project will require a Conditional Use Permit (CUP). The project is forecasted to open in 2029 and will be constructed in one phase.

This Local Mobility Analysis includes pedestrian, bicycle, transit, and traffic elements. The format of this study includes the following chapters:

- 1.0 Introduction
- 2.0 Local Mobility Analysis Methodology
- 3.0 Pedestrian Analysis
- 4.0 Bicycle Analysis
- 5.0 Transit Analysis
- 6.0 Systemic Safety Review
- 7.0 Traffic Analysis
- 8.0 On-Site Parking; Access and On-Site Circulation; and Drop-Off/Pick-Up
- 9.0 Proposed Improvements

Figure 1: Project Location

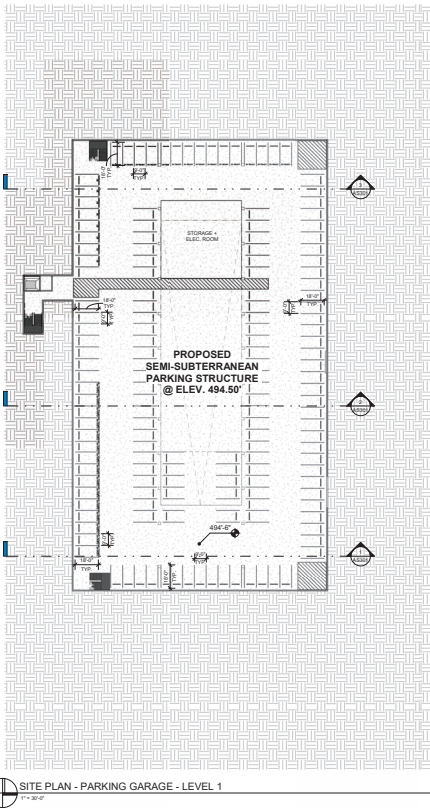
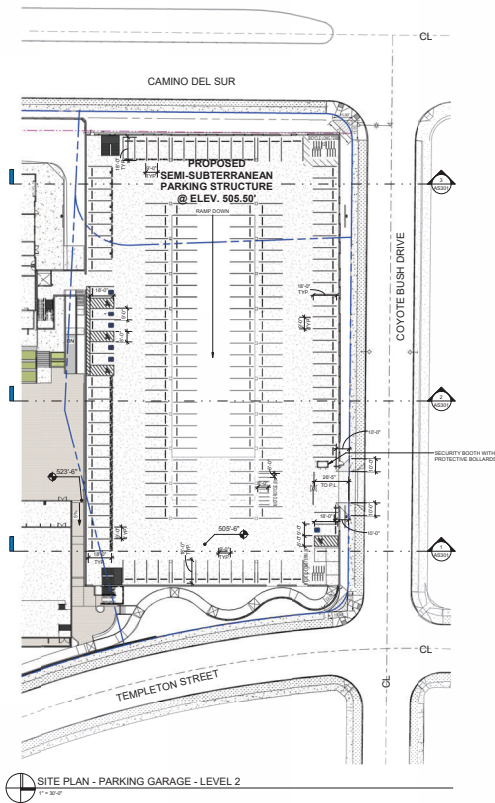


Source: Google Earth Pro. Image date July 2021

12/16/2025 4:39:45 PM



Figure 2b: Parking Structure



SITE PLAN LEGEND

- (D) PROPERTY LINE
- PROPOSED PROPERTY LINE AFTER ROW DEDICATION
- SET BACK
- UTILITY EASEMENT
- PER HIGHWAY DESIGN ON SITE (EXISTING)
- PROPOSED PEDESTRIAN SCALE LIGHTING - 20' MAX SPACING
- REFUSE/RECYCLING COLLECTION STATION (15 SF)
- TOTAL LOCATED ON SITE: CITY 22 X 10 SF + 220 SF
- VISIBILITY TRIANGLE - NO OBJECTS HIGHER THAN 2' WILL BE PROPOSED WITHIN THE VISIBILITY AREAS

NO.	TYPE	AREA
10	LANDSCAPE	PARKING STRUCTURE LEVEL 1
11	LANDSCAPE	PARKING STRUCTURE LEVEL 2
12	LANDSCAPE	PARKING STRUCTURE LEVEL 3
13	EV READY	PARKING STRUCTURE LEVEL 1
14	EV READY	PARKING STRUCTURE LEVEL 2
15	EV CHARGING	PARKING STRUCTURE LEVEL 1
16	EV CHARGING	PARKING STRUCTURE LEVEL 2
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178	EV CHARGING	PARKING STRUCTURE LEVEL 2
179	EV CHARGING	PARKING STRUCTURE LEVEL 3
180	EV CHARGING	PARKING STRUCTURE LEVEL 1
181	EV CHARGING	PARKING STRUCTURE LEVEL 2
182	EV CHARGING	PARKING STRUCTURE LEVEL 3
183	EV CHARGING	PARKING STRUCTURE LEVEL 1
184	EV CHARGING	PARKING STRUCTURE LEVEL 2
185	EV CHARGING	PARKING STRUCTURE LEVEL 3
186	EV CHARGING	PARKING STRUCTURE LEVEL 1
187	EV CHARGING	PARKING STRUCTURE LEVEL 2
188	EV CHARGING	PARKING STRUCTURE LEVEL 3
189	EV CHARGING	PARKING STRUCTURE LEVEL 1
190	EV CHARGING	PARKING STRUCTURE LEVEL 2
191	EV CHARGING	PARKING STRUCTURE LEVEL 3
192	EV CHARGING	PARKING STRUCTURE LEVEL 1
193	EV CHARGING	PARKING STRUCTURE LEVEL 2
194	EV CHARGING	PARKING STRUCTURE LEVEL 3
195	EV CHARGING	PARKING STRUCTURE LEVEL 1
196	EV CHARGING	PARKING STRUCTURE LEVEL 2
197	EV CHARGING	PARKING STRUCTURE LEVEL 3
198	EV CHARGING	PARKING STRUCTURE LEVEL 1
199	EV CHARGING	PARKING STRUCTURE LEVEL 2
200	EV CHARGING	PARKING STRUCTURE LEVEL 3

GRAND TOTAL: 380



The Cambridge School

5000 West Imperial Road
San Diego, CA 92121

The Cambridge School - CUP

Templeton Street
San Diego, CA 92107

Date: Issued For
11/19/2023 CUP Summer
01/19/2024 CUP Recession
08/19/2025 CUP Recession



HED

200 Camino De La Reina
Suite 100
San Diego, California
92108 USA
(619) 380-3000
www.heddesign.com

Architectural Site Plan - Parking Garage

AS101C

2.0 Local Mobility Analysis Methodology

The City of San Diego *Transportation Study Manual* (current version, dated September 2022) states that all projects must complete a Local Mobility Analysis (LMA) unless they meet the following trip generation screening criteria:

- 1) Land uses consistent with the Community Plan/Zoning Designation: Generate less than 1,000 daily unadjusted driveway vehicle trips,
- 2) Land uses inconsistent with the Community Plan/Zoning Designation: Generate less than 500 daily unadjusted driveway vehicle trips, or
- 3) Projects in the Downtown Community Planning Area that generate less than 2,400 daily unadjusted trips.

The project is expected to generate more than 1,000 daily unadjusted driveway vehicle trips (2,181 ADT per **Table 10** within Section 7.4 of this report); therefore, an LMA is required. The extent of the LMA is based on each mode as follows:

- 1) Pedestrian: Documentation of pedestrian facilities and basic deficiencies (missing sidewalk, curb ramps, and major obstructions) within $\frac{1}{2}$ walking distance measured from each pedestrian access point to a public street.
- 2) Bicycle: Documentation of bicycle facilities and basic deficiencies (bike lane gaps, obstructions) within $\frac{1}{2}$ mile bicycling distance measured from the center of the intersection formed by each project driveway.
- 3) Transit: Identification of the closest transit routes and stops to the project. If the transit stops are within $\frac{1}{2}$ mile walking distance of each pedestrian access point, the condition of the stop amenities must be described/evaluated.
- 4) Systemic Safety Review: Identification of study area intersections that satisfy the systemic safety criteria.
- 5) Intersection Operations (projects with less than 2,400 daily final driveway trips):
 - a. All signalized intersections within $\frac{1}{2}$ mile path of travel from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips to any turning movement at the intersection.
 - b. All unsignalized intersections (side street stop controlled, all-way stop controlled, and roundabouts) and unsignalized project driveways located within $\frac{1}{2}$ mile path of travel distance measured from the center of the intersection formed by each project driveway AND the project will add 50 or more peak hour final primary (cumulative) trips in either direction.

- c. All freeway ramp terminal intersections where a project adds 50 or more peak hour final primary (cumulative) AM or PM net new trips in either direction must be analyzed regardless of their distance from the project site.
- 6) Roadway Segments: The study area should include any roadway segments where the project adds 1,000 or more daily final primary trips (cumulative trips) if consistent with the Community Plan, or 500 or more daily final primary trips (cumulative trips) if inconsistent with the Community Plan AND:
- a. Have improvements identified in the Community Plan; OR
 - b. Not built to the Community Plan ultimate classification (including planned new circulation element roadways).

2.1 Local Mobility Analysis Study Area

The study area is based on a ½ mile walking, biking, or driving distance from the project driveway access points. The study elements and areas included:

Pedestrian Facilities:

- 1) Babcock St from Camino Del Sur to Potomac Ridge Rd
- 2) Camino Del Sur from Old Course Rd to Lone Quail Rd
- 3) Coyote Bush Dr from Camino Del Sur to Potomac Ridge Rd
- 4) Del Sur Ridge Rd from Paseo Del Sur to Zaslavsky Pl
- 5) Four Gee Rd from Camino Del Sur to Rancho Santa Fe Fire Station Four Gee Rd
- 6) Garretson St from Potomac Ridge Rd to Camino Del Sur
- 7) Kristen Glen from Concord Ridge Terrace to Monte Alto Terrace
- 8) Maranatha Dr from Camino Del Sur to approximately 75 feet north of Camino Del Sur
- 9) Nicole Ridge Rd from Camino San Bernardo to Del Sur Ridge Rd
- 10) Paseo Del Sur from Paseo Montenero to Camino Del Sur
- 11) Potomac Ridge Rd from Tanner Ridge Rd to Nighthawk Ln
- 12) Tanner Ridge Rd Potomac Ridge Rd to Babcock St
- 13) Templeton St from Paseo Del Sur to Zaslavsky Pl
- 14) Zaslavsky Pl from Del Sur Ridge Rd to Camino Del Sur

Bicycle Facilities as identified in adopted City documents:

- 1) Camino Del Sur from Old Course Rd to Lone Quail Rd
- 2) Paseo Del Sur from Paseo Montenero to Babcock St
- 3) Babcock St from Camino Del Sur to Paseo Del Sur

Transit Facilities:

- 1) There are no bus stops within ½ mile walking distance from the project site.

Vehicular Facilities for level of service and queueing analysis:

The study area includes the following intersections:

- 1) Coyote Bush Dr/Camino Del Sur
- 2) Coyote Bush Dr/Templeton St
- 3) Coyote Bush Dr/Del Sur Ridge Rd
- 4) Paseo Del Sur/Templeton St
- 5) Paseo Del Sur/Del Sur Ridge Rd
- 6) Templeton St/Project Driveway
- 7) Coyote Bush Dr/Project Driveway

The study area includes the following street segments:

- 1) Camino Del Sur (Babcock St to Coyote Bush Dr)
- 2) Camino Del Sur (Coyote Bush Dr to Garretson St)
- 3) Coyote Bush Dr (Camino Del Sur to Templeton St)
- 4) Coyote Bush Dr (Templeton St to Del Sur Ridge Rd)
- 5) Del Sur Ridge Rd (Paseo Del Sur to Coyote Bush Dr)
- 6) Paseo Del Sur (Templeton St to Del Sur Ridge Rd)
- 7) Templeton St (Paseo Del Sur to Coyote Bush Dr)

The project is expected to add less than 50 peak hour trips to the I-15 freeway ramp terminals (nearest freeway access) based on a distribution of 10% from I-15 north and 10% from I-15 south that results in approximately 43 inbound AM peak hour trips (10% of highest 433 AM inbound trips = 43 trips) at the interchange of Interstate 15/Camino Del Sur. All other study peak hours have fewer project trips. Therefore, no freeway ramp terminals meet the 50 peak hour trip criteria requiring analysis.

The Local Mobility Analysis study area is shown in **Figure 3**.

Systemic Safety Review Facilities

Study intersections were compared to the City of San Diego System Safety: The Data-Driven Path to Vision Zero report to determine if the intersections meet any hot-spot criteria identified in Appendix C: Identification of Systemic Hotspots of the report and would require improvements by the project. The study intersections as part of the systemic safety review include:

- 1) Coyote Bush Dr/Camino Del Sur
- 2) Coyote Bush Dr/Templeton St
- 3) Coyote Bush Dr/Del Sur Ridge Rd
- 4) Paseo Del Sur/Templeton St
- 5) Paseo Del Sur/Del Sur Ridge Rd

Legend

- Approximate 1/4 mile extent from project entry points for pedestrian and bicycle analysis
- Study Roadway Segment
- City/County Jurisdiction Limits
- Study Intersection or Driveway
- Systemic Study Intersection

Source: Google Earth Image Date Nov 2024

No Scale

3.0 Pedestrian Analysis

The pedestrian analysis consists of documenting existing pedestrian facilities and basic deficiencies such as missing sidewalk sections, curb ramps, and major obstructions within a ½ mile walking distance from the project access along the study roadways. The existing pedestrian sidewalks within the study area are shown in **Figure 4**. The TSM states that off-site improvements should be considered as follows:

Closing Sidewalk Gaps/Removing Obstructions:

- o The project should construct sidewalks to close sidewalk gaps adjacent to the project site.
- o The project should remove sidewalk obstructions that constrain pedestrian access route to less than four feet adjacent to the project site.
- o The project should construct curb ramps/meet accessibility standards for any intersections adjacent to the project site.

The existing sidewalk and curb ramp conditions are summarized in **Table 1**.

TABLE 1: EXISTING SIDEWALK CONDITIONS

Street and Limits	Sidewalk Gaps/ Obstructions	Missing Curb ramps
Babcock St (Camino Del Sur to Potomac Ridge Rd)	None	None
Camino Del Sur (Old Course Rd to Lone Quail Rd)	None	None
Coyote Bush Dr (Camino Del Sur to Potomac Ridge Rd)	None	None
Del Sur Ridge Rd (Paseo Del Sur to Zaslavsky Pl)	None	None
Four Gee Rd (Camino Del Sur to RSF Fire Station)	Missing West Side	None
Garretson St (Potomac Ridge Rd to Camino Del Sur)	None	None
Kristen Glen (Concord Ridge Terrace to Monte Alto Terrace)	None	None
Lesar Pl (Tanner Ridge Rd to Potomac Ridge Rd)	None	None
Maranatha Dr (Camino Del Sur to 75 feet north of Camino Del Sur)	Missing East Side	None
Nicole Ridge Rd (Camino San Bernardo to Del Sur Ridge Rd)	None	None
Paseo Del Sur (Paseo Montenero to Camino Del Sur)	None	None
Potomac Ridge Rd (Tanner Ridge Rd to Nighthawk Ln)	None	None
Tanner Ridge Rd (Potomac Ridge Rd to Babcock St)	None	None
Templeton St (Paseo Del Sur to Zaslavsky Pl)	None	None
Zaslavsky Pl (Del Sur Ridge Rd to Camino Del Sur)	None	None

There are two street sections with missing sidewalks on:

- 1) Four Gee Rd (missing sidewalk on west side), and
- 2) Maranatha Dr (missing sidewalk on east side).

No pedestrian improvements are proposed such as completing the missing sidewalks to the aforementioned segments because these roadways have sidewalks on the opposite side of the street that can be utilized by pedestrians to reach the school.

There are existing sidewalks and pedestrian ramps along the project frontage on Camino Del Sur, Coyote Bush Dr, and Templeton St. The Owner/Permittee shall provide the following improvements:

- 1) Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond to upgrade the existing single curb ramp with two directional curb ramps at the southwest corner of Camino Del Sur/Coyote Bush Dr per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.
- 2) Prior to first occupancy, the Owner/Permittee shall provide and privately maintain the following pedestrian amenities per the Climate Action Plan (CAP) Consistency Regulations, satisfactory to the Development Services Department:
 - Pedestrian scale lighting within private property along the project's frontages on Camino Del Sur, Coyote Bush Dr, and Templeton St.

Figure 4: Existing Sidewalk Study Area and Observed Deficiencies



4.0 Bicycle Analysis

The bicycle analysis consists of documenting existing bicycle facilities and basic deficiencies such as bike lane gaps or obstructions within a ½ mile bicycling distance from the project access along the study roadways. The existing bicycle facilities within the study area are shown in **Figure 5**. The TSM states that off-site improvements should be considered as follows:

Accommodating Bicycle Demand:

- o The project should construct (or reserve space for) any planned bicycle facility per the Community Plan or Bicycle Master Plan.
- o The project should consider upgrading adjacent bicycle facilities by adding upgraded treatments (such as green bike lane paint, buffers, etc. where appropriate) to accommodate an increase in bicycle demand.

Existing Bike Lanes

Camino Del Sur from Old Course Rd to Lone Quail Rd has buffered Class II bike lanes on both sides of the roadway and no parking signs.

Paseo Del Sur from Paseo Montenero to Babcock St has Class II bike lanes on both sides of the roadway.

Babcock St from Camino Del Sur to Paseo Del Sur has Class II bike lanes on both sides of the roadway.

Proposed Bicycle Lanes and Routes

The *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020) shows a proposed bike lane on Paseo Del Sur from Paseo Montenero to Potomac Ridge Rd and along Potomac Ridge Rd from Paseo Del Sur to Nighthawk Ln.

The City of San Diego *Bicycle Master Plan*, December 2013 shows a proposed bike lane along Paseo Del Sur from Babcock St to the City of San Diego limits with the County of San Diego. No bike lanes and no bike route signs were observed along this segment.

Excerpts from the City of San Diego *Bicycle Master Plan* and the *Black Mountain Ranch Subarea Plan* are included in **Appendix A**.

There are no recommended improvements to the existing Class II bike lanes on Camino Del Sur along the project frontage, and on Paseo Del Sur between Paseo Montenero and Babcock St. For the planned bicycle lanes identified in the Black Mount Ranch Community Plan on Paseo Del Sur between Babcock Street and Potomac Ridge Road, and on Potomac Ridge Road between Paseo Del Sur and Nighthawk Lane, no bicycle lane improvements are recommended because cyclists can use existing paved roadways that are within a ½ mile bike shed of the project entry points to connect to existing bicycle facilities to reach the school. There are existing bicycle loops on Camino Del Sur at Coyote Bush Dr as shown in **Appendix B**. The project will provide 20 short-term and 20 long-term bicycle parking spaces.

Figure 5: Existing Bicycle Study Area and Observed Deficiencies



5.0 Transit Analysis

The transit analysis includes identifying the closest transit routes and bus stops to the project. If the bus stops are within ½ mile walking distance of the project access, the condition of the stop amenities must be describe/evaluated.

There are no bus stops within a ½ mile of the project site. The nearest stop for MTS Bus Route 20 is near the intersection of Camino Del Norte/Bernardo Center Dr, which is approximately 2.5 miles away.

The SANDAG 2025 Regional Plan (RP) does not include any future transit routes proposed in the project vicinity; however, the 2025 RP includes an Active Transportation On-Street Bikeway identified as AT150 Rancho Bernardo – Via de la Valle Bikeway in the year 2050. In the project vicinity, AT150 is proposed along Paseo Del Sur. Excerpts from the SANDAG 2025 Regional Plan and details for the MTS Bus Route 20 are included in **Appendix C**.

6.0 Traffic Analysis

The Local Mobility Analysis includes the analysis of specific study scenarios, methodology for the analysis of roadway operations, and determination of potential off-site improvements triggered by the project. Details for each of these parameters are included herein.

6.1 Study Scenarios

The number of study scenarios is dependent on the estimated trips generated by the project and whether the project would require a Community Plan Amendment and/or re-zone. For this project, the following scenarios were analyzed:

- 1) Existing Conditions
- 2) Opening Year 2029 without Project Conditions
- 3) Opening Year 2029 Plus Project

6.2 Local Mobility Analysis Methodology

The Local Mobility Analysis prepared for this study was based on the 7th Edition *Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections, and street segments were measured using the HCM LOS designations, which ranges from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition. The individual LOS criteria for each roadway component are described below.

6.2.1 Intersections

The study intersections were analyzed based on the **operational analysis** outlined in the 7th Edition HCM using existing signal timing data. This process defines LOS in terms of **average control delay** per vehicle measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 12 (Cubic Transportation Systems). The 7th Edition HCM LOS for the range of delay by seconds for un-signalized and signalized intersections is described in **Table 2**.

TABLE 2: INTERSECTION LEVEL OF SERVICE DEFINITIONS (7TH EDITION HCM)

Level of Service	Un-Signalized (TWSC and AWSC) Control Delay (sec/veh where $v/c \leq 1$)	Signalized Control Delay (sec/veh where $v/c \leq 1$)
A	0-10	≤ 10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

TWSC: Two Way Stop Control. AWSC: All Way Stop Control. Source: 7th Edition HCM.

6.2.2 Street Segments

The study street segments were analyzed based on the functional classification of the roadway using the City of San Diego *Roadway Segment LOS by Classification and Average Daily Traffic* capacity lookup table (**Appendix D**). The roadway segment capacity and LOS standards used to analyze street segments are summarized in **Table 3**.

TABLE 3: STREET SEGMENT DAILY CAPACITY AND LOS (CITY OF SAN DIEGO)

Circulation Element Road Classification	LOS A	LOS B	LOS C	LOS D	LOS E
Prime Arterial – 6 Lanes	<25,000	<35,000	<50,000	<55,000	<60,000
Prime Arterial – 5 Lanes	<20,000	<28,000	<40,000	<45,000	<50,000
Prime Arterial – 4 Lanes	<17,500	<24,500	<35,000	<40,000	<45,000
Major Arterial – 6 Lanes	<20,000	<28,000	<40,000	<45,000	<50,000
Major Arterial – 5 Lanes	<17,500	<24,500	<35,000	<40,000	<45,000
Major Arterial – 4 Lanes	<15,000	<21,000	<30,000	<35,000	<40,000
Collector (with TWLTL) – 5 Lanes	<12,500	<17,500	<25,000	<30,750	<37,500
Collector (with TWLTL) – 4 Lanes	<10,000	<14,000	<20,000	<25,000	<30,000
Collector (without TWLTL) – 4 Lanes	<5,000	<7,000	<10,000	<13,000	<15,000
Collector (with TWLTL) – 2 Lanes					
Collector – 2 Lanes (no fronting property)	<4,000	<5,500	<7,500	<9,000	<10,000
Collector (without TWLTL) – 2 Lanes	<2,500	<3,500	<5,000	<6,500	<8,000
Sub-Collector – 2 Lanes (Single-family)	-	-	<2,200	-	-

Source: City of San Diego *Transportation Study Manual* 9/19/2022.

6.2.3 Intersection Queuing

The AM & PM 95th percentile queue for intersection turn lanes or trap lanes where the project will add traffic were analyzed using SimTraffic 12 software. The queue was calculated running ten 60-minute simulations runs with a ten-minute seeding time. The 95th percentile queue was compared to the existing turn pocket storage measured from the intersection stop bar to the end of the turn pocket stripe.

6.2.4 Freeway Off-Ramp Queuing

The project is expected to add less than 50 peak hour trips to the I-15 freeway ramp terminals at Interstate 15/Rancho Bernardo Rd for I-15 southbound vehicles and at Interstate 15/Camino Del Norte for I-15 northbound vehicles (nearest freeway interchange access) based on a distribution of 10% from I-15 north and 10% from I-15 south that results in approximately 43 inbound AM peak hour trips (10% of highest 433 AM inbound trips = 43 trips). All other study peak hours have fewer project trips. Therefore, no freeway ramp terminals meet the 50 peak hour trip criteria requiring analysis.

6.2.5 Project Traffic Effects

A project Owner/Permittee should consider an improvement if the project traffic effect triggers the need for an improvement per the City of San Diego *Transportation Study Manual* (TSM) defined effects as shown in **Table 4** (TSM excerpts included in **Appendix E**).

TABLE 4: CITY OF SAN DIEGO TRAFFIC EFFECT TRIGGERS FOR POTENTIAL ROADWAY IMPROVEMENTS

Facility	Triggers for Considering an Improvement
Signalized Intersection	No Existing Left-Turn Lane: If the project adds traffic to an individual left turn movement causing the total number of peak hour left turns to exceed 100, consider adding a left turn lane. Existing Single Left-Turn Lane: If the project adds traffic to an individual left turn movement causing the total number of peak hour left turns to exceed 300, consider adding a second left turn lane. No Existing Right Turn-Lane: If the addition of a right turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, AND the project adds traffic to an individual right turn movement causing the total number of peak hour right turns to exceed 500, consider adding a right turn lane. Existing Single Right-Turn Lane: If the addition of a right turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, AND the project adds traffic to an individual right turn movement causing the total number of peak hour right turns to exceed 800, consider adding a second right turn lane. Lengthening a Turn Pocket: If the project adds traffic to a turning movement and causes the 95th percentile queue to exceed the available turn pocket length, consider lengthening the turn pocket. Signal Timing Improvements/Signal Modification should be considered for study intersections within a ½ mile path of travel of a Major Transit Stop, if the project causes or adds traffic to an LOS F intersection, or outside ½ mile path of travel of a Major Transit Stop, if the project causes or adds traffic to an LOS E/F intersection.
Un-Signalized Intersection	An Intersection Control Evaluation should be prepared if: All Way Stop Control: Within a ½ mile path of travel of a Major Transit Stop, if the project causes intersection to degrade to LOS F, or if the project adds traffic to an intersection already operating at LOS F. All Way Stop Control: Outside of a ½ mile path of travel of a Major Transit Stop, if the project causes intersection to degrade to LOS E or F, or if the project adds traffic to an intersection already operating at LOS E or F. Side Street Stop Control: Within a ½ mile path of travel of a Major Transit Stop, if the project causes the worst movement to degrade to LOS F, or if the project adds traffic to the worst movement of a side stopped-controlled intersection already operating at LOS F. Side Street Stop Control: Outside a ½ mile path of travel of a Major Transit Stop, if the project causes the worst movement to degrade to LOS E or F, or if the project adds traffic to the worst movement of a side stopped-controlled intersection already operating at LOS E or F.
Roadway Segment	If the project adds greater than 50% of total daily vehicle trips on the segment, the project should consider implementing the improvements as identified in the community plan. If the project adds less than or equal to 50% of total daily vehicle trips on the segment, the project should evaluate its fair share toward the improvement.

Source: City of San Diego Transportation Study Manual, 9/19/2022.

6.3 Existing Conditions

This section describes the existing study area street system, peak hour intersection volumes, daily roadway volumes, existing LOS, and turn bay queuing.

6.3.1 Existing Street System

Within the LMA study area, the following existing roadways were analyzed as part of this study. The existing conditions are shown in **Figure 6**. Roadway classifications for the study roadways are included in **Appendix F**.

Camino Del Sur from Babcock St to Garretson St is classified as a *Modified 4 Lane Major* in the City of San Diego *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020). This segment is constructed as a 4-lane divided roadway with Class II buffered bike lanes and no parking permitted on both sides of the roadway. The posted speed limit is 45 Miles per Hour (MPH).

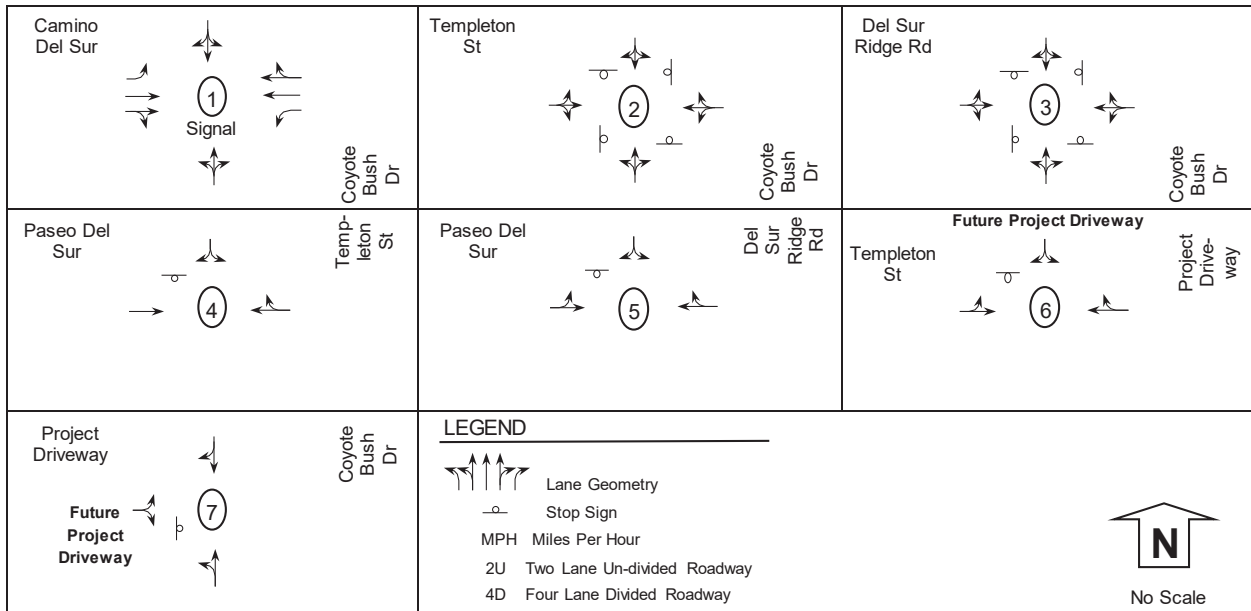
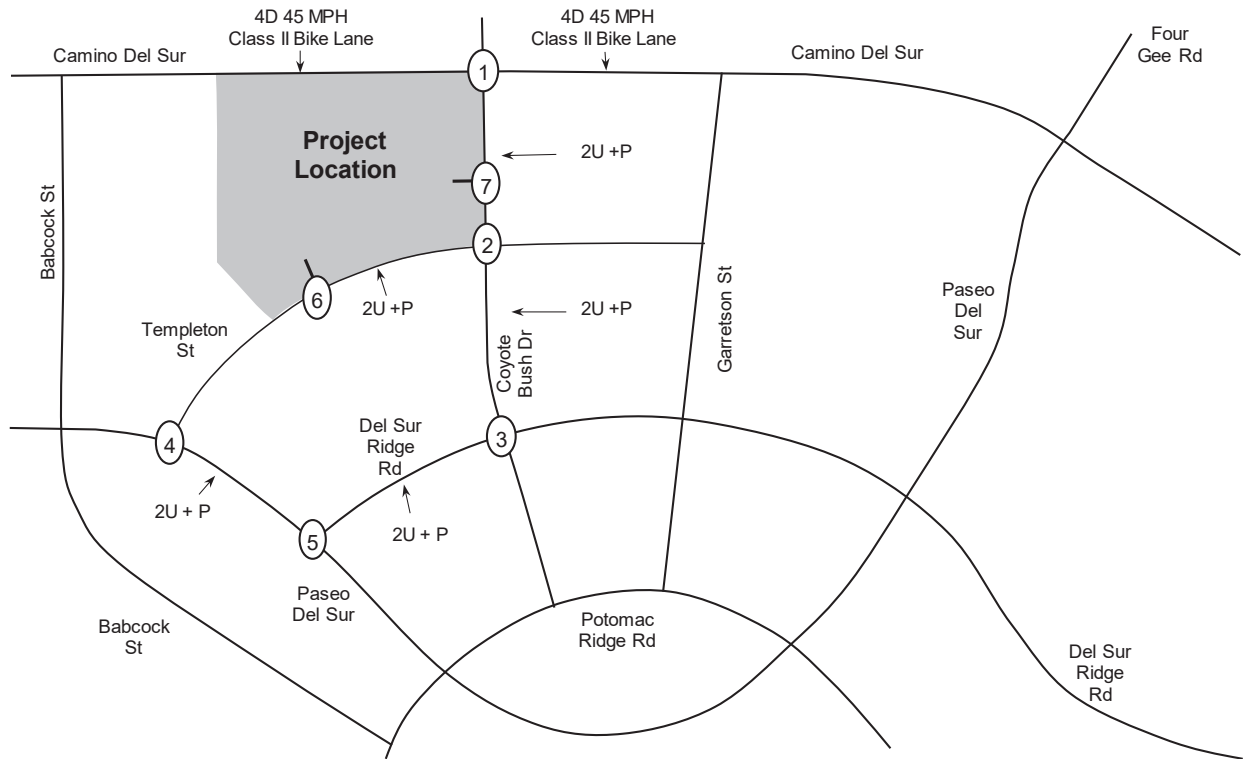
Coyote Bush Dr from Camino Del Sur to Del Sur Ridge Rd is classified as a *2 Lane Collector* in the City of San Diego *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020). This segment is constructed as a 2-lane undivided roadway with double yellow centerline striping and on-street parking on both sides. No speed limit sign was observed on this roadway segment; however, per the current Street Design Manual, a two lane collector has a design speed of 30 mph.

Del Sur Ridge Rd from Paseo Del Sur to Coyote Bush Dr is classified as a *2 Lane Collector* in the City of San Diego *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020). This segment is constructed as a 2-lane undivided roadway with double yellow centerline striping and on-street parking allowed on both sides. No speed limit sign was observed on this roadway segment; however, per the current Street Design Manual, a two lane collector has a design speed of 30 mph.

Templeton St from Paseo Del Sur to Coyote Bush Dr is classified as a *2 Lane Collector* in the City of San Diego *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020). This segment is constructed as a 2-lane undivided roadway with double yellow centerline striping and on-street parking allowed on both sides. No speed limit sign was observed on this roadway segment; however, per the current Street Design Manual, a two lane collector has a design speed of 30 mph.

Paseo Del Sur from Templeton St to Camino Del Sur is classified as a *2 Lane Collector* in the City of San Diego *Black Mountain Ranch Subarea Plan*, Adopted July 1998 (Amended 2020). This segment is constructed as a 2-lane undivided roadway with double yellow centerline striping and on-street parking allowed on both sides. No speed limit sign was observed on this study roadway segment; however, per the current Street Design Manual, a two lane collector has a design speed of 30 mph.

Figure 6: Existing Conditions



6.3.2 Existing Traffic Volumes and LOS Analyses

Existing counts were collected between 7:00 AM and 9:00 AM for the AM school period, 2:00-4:00 PM for the school PM period, and from 4:00 PM to 6:00 PM for the PM commuter period on Wednesday, January 29, 2025. Nearby schools were in session during the counts. Counts were collected for the following intersections within the study area:

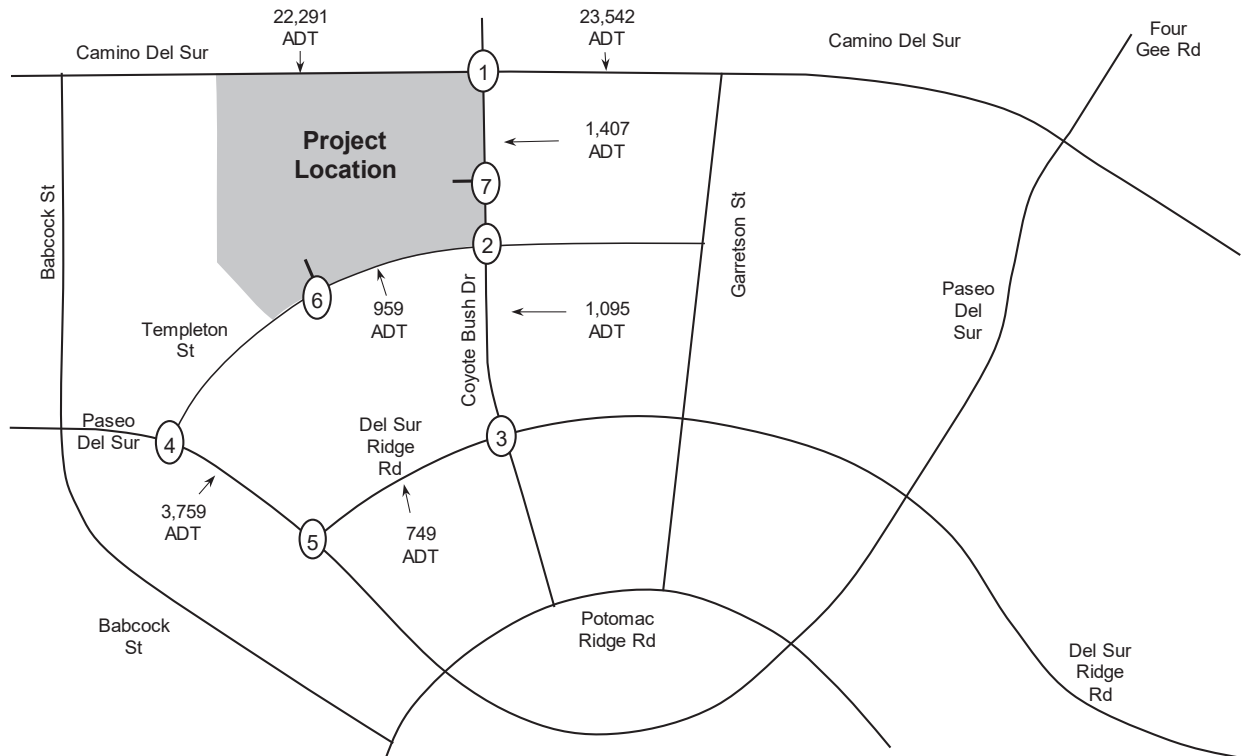
- 1) Coyote Bush Dr/Camino Del Sur
- 2) Coyote Bush Dr/Templeton St
- 3) Coyote Bush Dr/Del Sur Ridge Rd
- 4) Paseo Del Sur/Templeton St
- 5) Paseo Del Sur/Del Sur Ridge Rd
- 6) *Templeton St/Project Driveway (DNE – not analyzed under Existing Conditions)*
- 7) *Coyote Bush Dr/Project Driveway (DNE – not analyzed under Existing Conditions)*

Daily traffic counts were collected on Wednesday, January 29, 2025 for the following street segments:

- 1) Camino Del Sur (Babcock St to Coyote Bush Dr)
- 2) Camino Del Sur (Coyote Bush Dr to Garretson St)
- 3) Coyote Bush Dr (Camino Del Sur to Templeton St)
- 4) Coyote Bush Dr (Templeton St to Del Sur Ridge Rd)
- 5) Del Sur Ridge Rd (Paseo Del Sur to Coyote Bush Dr)
- 6) Paseo Del Sur (Templeton St to Del Sur Ridge Rd)
- 7) Templeton St (Paseo Del Sur to Coyote Bush Dr)

The existing 7-9 AM, 2-4 PM, and daily volumes are shown on **Figure 7a** and **Figure 7b** for the 4-6 PM period. Count data for the intersections and segments are included in **Appendix G**. The intersection LOS is shown in **Table 5**. The intersection 95th percentile queues are shown in **Table 6**. The segment LOS is shown in **Table 7**. The intersections were analyzed with vehicle, pedestrian, and bicycle demands using existing signal timing settings. The signal timing sheets included in **Appendix H**. The intersection LOS and queueing worksheets for existing conditions are included in **Appendix I**.

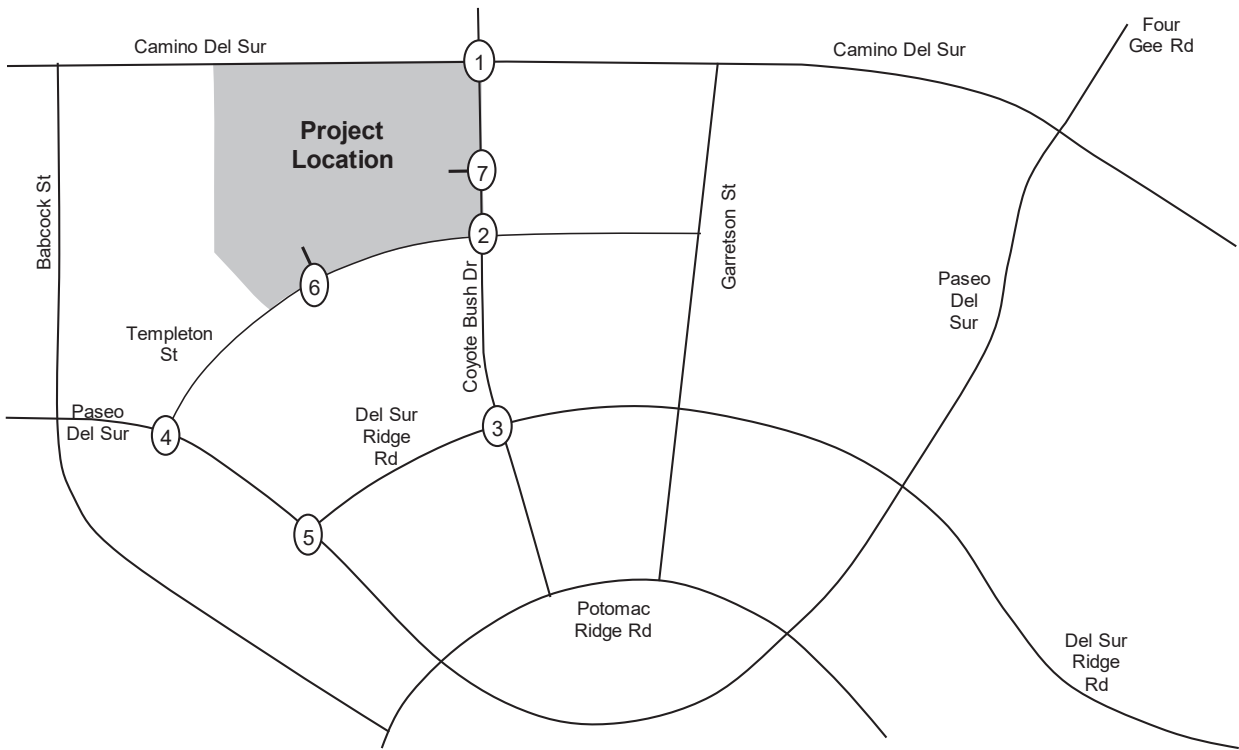
Figure 7a: Existing Volumes (School AM and PM Peak Hours & Daily)



Camino Del Sur 17 (7) 2 (3) 26 (15) 6 (13) 899 (1161) 7 (33) 17 (14) 4 (3) 38 (103) 17 (21) 1029 (910) 37 (26) Coyote Bush Dr	Templeton St 12 (1) 34 (49) 6 (13) 7 (59) 18 (34) 4 (1) 4 (5) 57 (45) 6 (8) 6 (6) 9 (38) 2 (7) Coyote Bush Dr	Del Sur Ridge Rd 7 (5) 11 (20) 18 (19) 7 (12) 38 (30) 6 (10) 10 (3) 19 (11) 8 (3) 7 (11) 49 (70) 3 (5) Coyote Bush Dr
Paseo Del Sur 14 (49) 0 0 25 (23) 308 (313) 4 (2) 280 (239) Temp-ton St	Paseo Del Sur 61 (76) 0 (2) 51 (52) 257 (263) 2 (1) 214 (163) Del Sur Ridge Rd	Templeton St 0 0 0 0 (94) 29 (94) 6 (44) Project Drive-way
Project Driveway 0 0 0 0 0 0 0 0 0 52 (63) 70 (110) Coyote Bush Dr	LEGEND XX School AM peak hour volumes at intersections (YY) School PM peak hour volumes at intersections Z.ZZZ Average Daily Traffic volumes # Intersection Reference Number to LOS Tables Existing Roadways	



Figure 7b: Existing Volumes (Commuter PM Peak Hour)



Camino Del Sur 4 4 20 9 1025 11 8 7 44 1 Coyote Bush Dr 27 1003 36	Templeton St 2 37 3 21 23 0 2 40 3 2 Coyote Bush Dr 3 19 8	Del Sur Ridge Rd 6 16 11 3 14 5 2 15 2 3 Coyote Bush Dr 9 24 3
Paseo Del Sur 37 0 18 210 4 Templeton St 0 129	Paseo Del Sur 30 0 18 192 5 Del Sur Ridge Rd 3 100	Templeton St 0 0 0 44 6 Project Driveway 0 23
Project Driveway 0 42 0 0 7 Coyote Bush Dr 0 64	LEGEND XX Commuter PM peak hour volumes at intersections # Intersection Reference Number to LOS Tables Existing Roadways N No Scale	

TABLE 5: EXISTING INTERSECTION LOS

Intersection and (Analysis) ¹	Approach	Peak Hour	Existing	
			Delay ²	LOS ³
1) Coyote Bush Dr at Camino Del Sur (S)	All	Sch. AM	12.5	B
	All	Sch. PM	15.4	B
	All	Com. PM	13.8	B
2) Coyote Bush Dr at Templeton St (U)	All	Sch. AM	7.5	A
	All	Sch. PM	8.3	A
	All	Com. PM	7.6	A
3) Coyote Bush Dr at Del Sur Ridge Rd (U)	All	Sch. AM	7.8	A
	All	Sch. PM	8.0	A
	All	Com. PM	7.3	A
4) Paseo Del Sur at Templeton St (U)	SB	Sch. AM	11.1	B
	SB	Sch. PM	11.2	B
	SB	Com. PM	9.4	A
5) Paseo Del Sur at Del Sur Ridge Rd (U)	SB	Sch. AM	10.9	B
	SB	Sch. PM	11.0	B
	SB	Com. PM	9.3	A
6) Templeton St at Project Driveway (U)	SB	Sch. AM	DNE	NA
	SB	Sch. PM	DNE	NA
	SB	Com. PM	DNE	NA
7) Coyote Bush Dr at Project Driveway (U)	EB	Sch. AM	DNE	NA
	EB	Sch. PM	DNE	NA
	EB	Com. PM	DNE	NA

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. DNE: Does Not Exist. NA: Not Applicable. Sch. AM = School AM period. Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

TABLE 6: EXISTING INTERSECTION QUEUING

Intersection	Peak Hour	Approach	Storage Length in feet (notes)	Existing 95 th %ile Queue ¹ (ft)	Exceeds Storage?	Distance Exceeding Storage (ft)
1) Coyote Bush Dr at Camino Del Sur	Sch. AM	WBL	250 (2)	65	No	NA
	Sch. PM	WBL	250 (2)	79	No	NA
	Com. PM	WBL	250 (2)	71	No	NA

Notes: WBL: Westbound Left. (1) Queue is 95th percentile from SimTraffic analysis. (2) Stop bar to end of turn lane striping. BOLD = SimTraffic 95th percentile forecasted queue beyond storage bay capacity. Sch. AM = School AM period, Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

TABLE 7: EXISTING SEGMENT ADT VOLUMES AND LOS

Segment	Functional Classification	LOS E Capacity	Existing		
			Daily Volume	V/C	LOS
<u>Camino Del Sur</u>					
Babcock St to Coyote Bush Dr	4 Ln Major	40,000	22,291	0.557	C
Coyote Bush Dr to Garretson St	4 Ln Major	40,000	23,542	0.589	C
<u>Coyote Bush Dr</u>					
Camino Del Sur to Templeton St	2 Ln Collector	8,000	1,407	0.176	A
Templeton St to Del Sur Ridge	2 Ln Collector	8,000	1,095	0.137	A
<u>Del Sur Ridge Rd</u>					
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	749	0.094	A
<u>Templeton St</u>					
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	959	0.120	A
<u>Paseo Del Sur</u>					
Templeton St to Del Sur Ridge Rd	2 Ln Collector	8,000	3,759	0.470	C

Notes: 2 Ln Coll. = 2 un-divided lanes. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity Ratio.

Under Existing Conditions, all study intersections operate at LOS B or better and all study roadway segments operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is accommodated within the existing available storage bay capacity.

6.4 Project Trip Generation, Distribution, and Assignment

The proposed project is a PreK-12 private school for up to 663 total students, 12,369 SF of administrative office, a proposed 10,904 sf one-story multi-purpose building and track and sports field over a semi-subterranean parking structure with two levels.

Private school trip rates were calculated from the existing Cambridge private school operations at 12855 Black Mountain Rd in San Diego. Vehicle data was collected on Tuesday 5/21/24, Wednesday 5/22/24, Thursday 5/23/24, and Wednesday 5/29/24. The data is included in **Attachment J**. The project site is vacant; thus, a trip credit is not applied.

Based on site specific data, the project proposes a maximum of 663 students and is expected to generate 2,181 ADT, with 762 AM School peak hour trips (433 inbound and 329 outbound), 534 PM School peak hour trips (205 inbound and 329 outbound), and 218 PM peak hour trips during the commuter period (78 inbound and 140 outbound) as shown in **Table 8**.

TABLE 8: PROJECT SITE SPECIFIC TRIP GENERATION

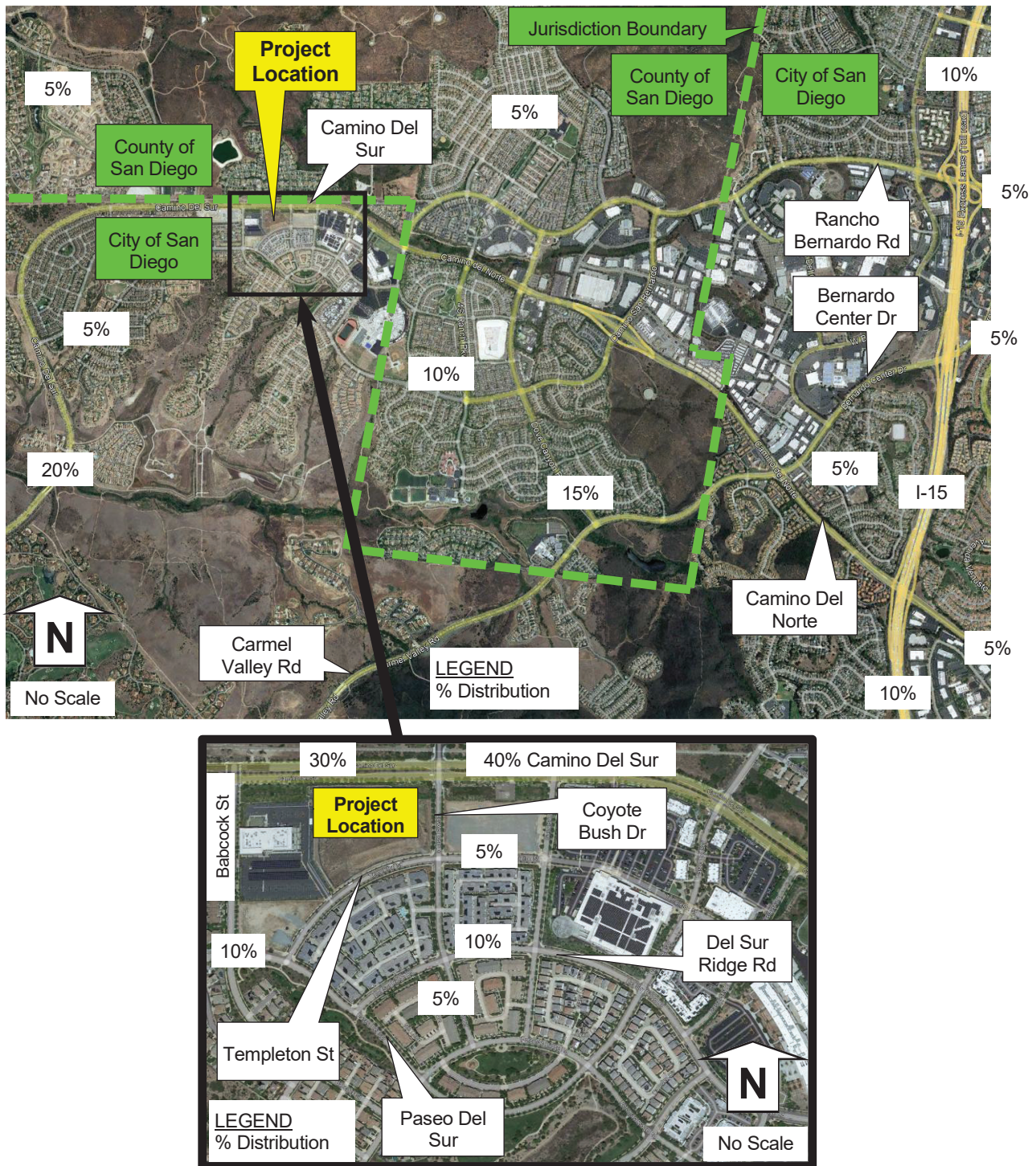
Date	Student Attendance	Daily Volume	School AM Pk Hr (7:30-8:30 AM)			School PM Pk Hr (2:45-3:45 PM)			Commuter Pk Hr (5:00-6:00 PM)		
			In	Out	Total	In	Out	Total	In	Out	Total
5/21/2024	348	1,114	234	182	416	105	169	274	30	66	96
5/22/2024	348	1,147	200	149	349	104	184	288	36	65	101
5/23/2024	347	1,225	241	189	430	121	201	322	49	67	116
5/29/2024	377	1,186	255	182	437	110	148	258	53	101	154
<i>Average</i>	<i>355</i>	<i>1,168</i>	<i>233</i>	<i>176</i>	<i>408</i>	<i>110</i>	<i>176</i>	<i>286</i>	<i>42</i>	<i>75</i>	<i>117</i>
<i>Average Trip Rates</i>		<i>3.29</i>	<i>0.65</i>	<i>0.50</i>	<i>1.15</i>	<i>0.31</i>	<i>0.50</i>	<i>0.81</i>	<i>0.12</i>	<i>0.21</i>	<i>0.33</i>
Forecast	663	2,181	433	329	762	205	329	534	78	140	218

Trip generation based on site specific data from The Cambridge School located at 12855 Black Mountain Rd, San Diego.

The proposed vehicular study area for the LMA is based on a trip distribution developed from existing student families and staff zip codes and from the new anticipated student attendance areas in the vicinity of the school (data is included in **Appendix K**). The project is anticipated to increase staff from 100 (existing staff at the current Cambridge School located at 12855 Black Mountain Road) to 125 and expand student enrollment from 377 (existing enrollment at the current Cambridge School located at 12855 Black Mountain Road) to 663. The overall school distribution is shown in **Figure 8**. This school specific expected distribution is not based on the distribution used in the Black Mountain Ranch North Village Project analysis.

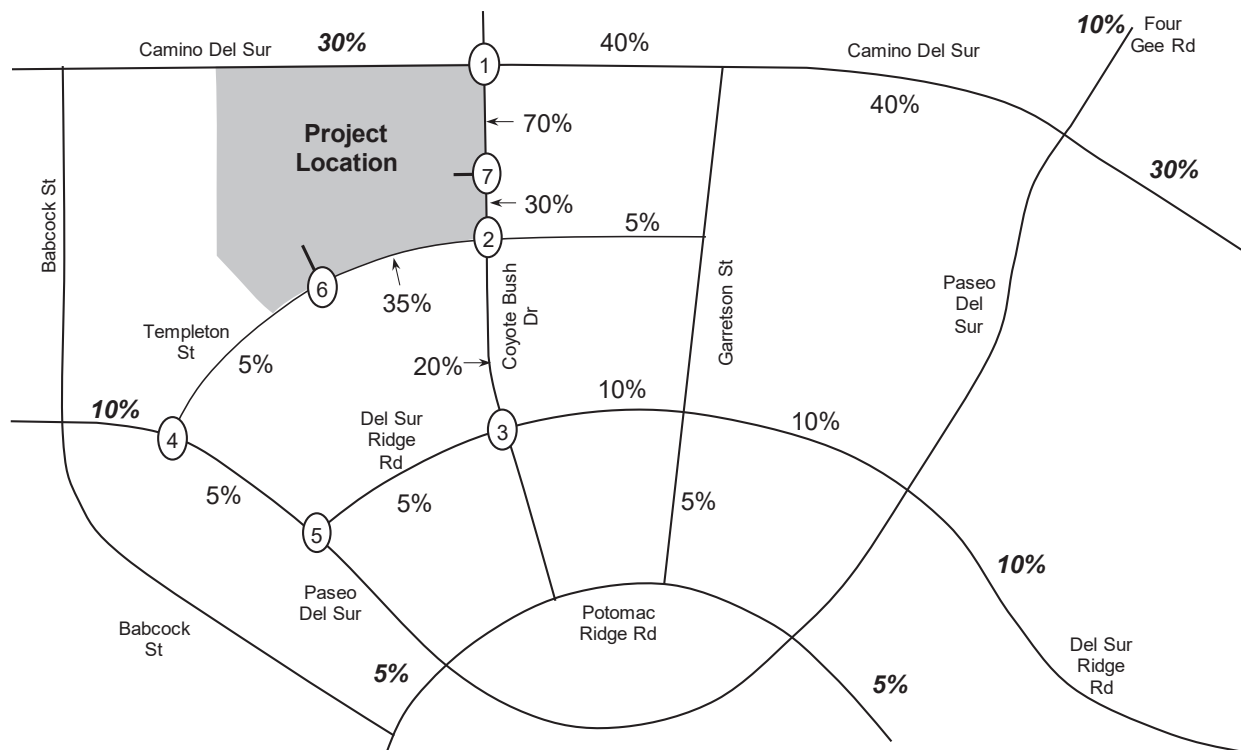
A more detailed figure showing the anticipated study area and project trip distribution based on existing student and staff zip code origins combined with future nearby attendance from surrounding residential areas along with the study intersections is shown in **Figure 9**. The AM and PM School peak hour assignment covering start and end bell times is shown in **Figure 10a**. The PM commuter peak hour assignment is shown in **Figure 10b**.

Figure 8: Overall Project Trip Distribution



Source: Google Earth Pro. Image date July 2021

Figure 9: Project Trip Distribution



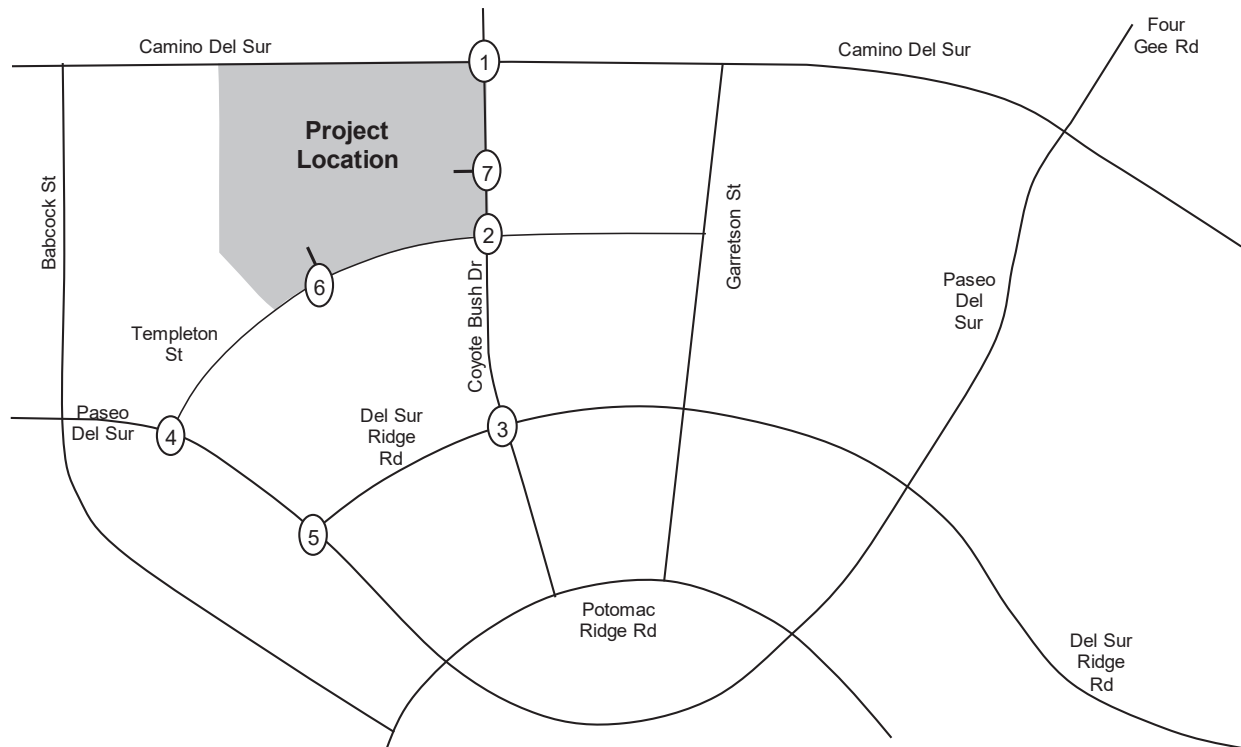
Camino Del Sur 30% IN 30% OUT 40% IN 40% OUT 1	Templeton St 20% IN 10% OUT 20% OUT 5% OUT 5% OUT 15% IN 10% IN 2	Del Sur Ridge Rd 10% IN 5% OUT 10% OUT 10% IN 5% IN 3
Paseo Del Sur 10% IN 10% OUT 10% IN 10% OUT 4	Paseo Del Sur 10% IN 10% OUT 10% IN 10% OUT 5	Templeton St 10% OUT 30% OUT 40% IN 6
No eastbound left turn due to double-double yellow center striping along Paseo Del Sur Project Driveway 50% IN 20% IN 50% OUT 10% OUT 10% IN 20% OUT 7	LEGEND % Project Distribution % Cordon Distribution = 100% # Intersection Reference Number to LOS Tables Existing Roadways	





No Scale

Figure 10b: Project Trip Assignment (Commuter PM Peak Hour)



Camino Del Sur 0 0 0 0 0 23 42 0 56 Coyote Bush Dr	Templeton St 16 14 0 28 7 7 12 8 0 Coyote Bush Dr	Del Sur Ridge Rd 0 7 14 8 0 0 0 4 0 Coyote Bush Dr
Paseo Del Sur 14 0 0 0 8 0 0 0 0 Templeton St	Paseo Del Sur 0 0 0 8 0 0 0 0 0 Del Sur Ridge Rd	Templeton St 14 42 31 0 0 0 0 0 0 Project Driveway
Project Driveway 39 16 70 14 8 28 Coyote Bush Dr	LEGEND XX Commuter 5-6 PM peak hour volumes at intersections # Intersection Reference Number to LOS Tables Existing Roadways	



6.5 Cumulative Projects

Upon review of available cumulative project information in the City's DSD Permit Finder and coordination with staff from the County of San Diego (northerly adjacent jurisdiction), the following reasonably foreseeable cumulative projects were identified and are forecasted to add cumulative traffic to the study area roadways on or before year 2029:

- 1) *Del Sur 100% Affordable Housing (PRJ-1098635)* – A 100% affordable apartment building with 171 units and approximately 8,800 SF of ground floor retail located on the southeast corner of Camino Del Sur/Coyote Bush Dr.
- 2) *Belmont Village Senior Living (County of San Diego PDS2022-MUP-22-004)* – A 200 unit senior care facility located on northwest of Camino Del Sur/Old Course Road.

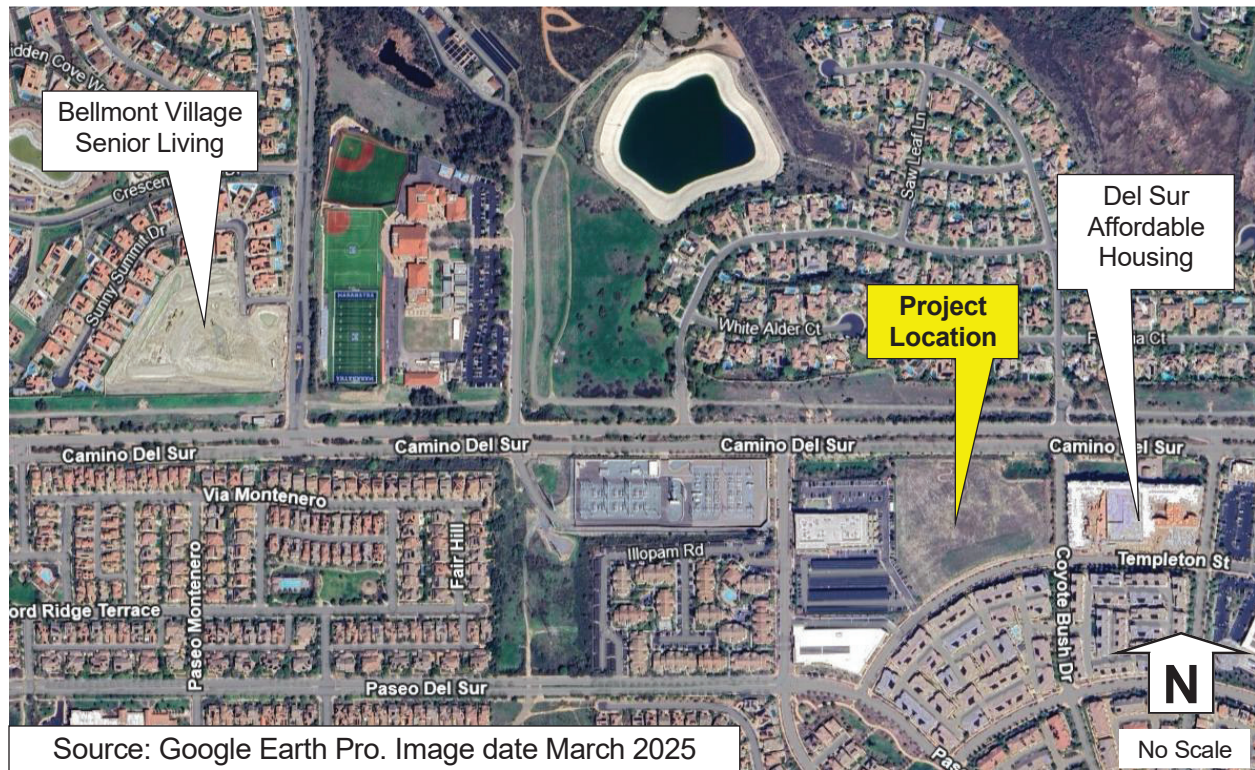
The individual cumulative project details, distribution, and trip assignments are included in **Appendix L**. The cumulative project locations are shown in **Figure 11** while the status and trip generation is summarized below in **Table 9**.

TABLE 9: CUMULATIVE PROJECTS STATUS AND TRIP GENERATION

Cumulative Project	Status	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Del Sur 100% Affordable Housing (City of San Diego PRJ-1098635)	Under Construction	1,378	22	70	92	81	44	125
Belmont Village Senior Living (County of San Diego PDS2022-MUP-22-004)	Approved	510	10	11	21	21	18	39
Cumulative Project Totals		1,888	32	81	113	102	62	164

Afternoon trip generation rates are not available for the cumulative projects; therefore, the PM peak hour volumes were also applied for the school PM peak hour. The cumulative project location, distribution, and assignment (School Daily, AM & PM peak hours) are shown in **Figure 12a**. The cumulative volumes during the commuter PM peak hour are shown in **Figure 12b**.

Figure 11: Cumulative Project Locations

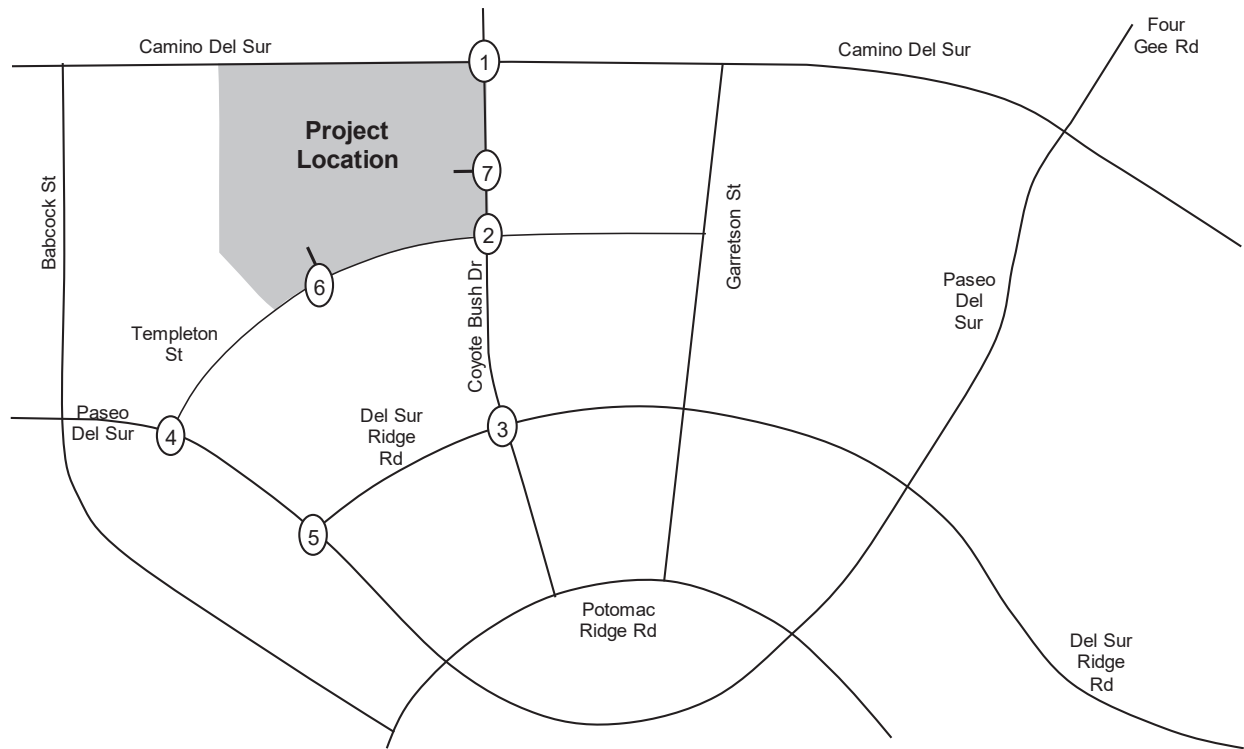


The map shows the project location at the intersection of Camino Del Sur and Coyote Bush Dr. The project location is shaded gray. Numbered nodes 1 through 7 are placed along the main road. Traffic volumes are indicated: 444 ADT at the top, 306 ADT at the top right, 138 ADT at node 7, 69 ADT at node 2, 69 ADT at node 4, and 69 ADT at node 5. Surrounding streets include Babcock St, Paseo Del Sur, Del Sur Ridge Rd, Potomac Ridge Rd, and Four Gee Rd.



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Figure 12b: Cumulative Project Volumes (Commuter PM peak hour)



Camino Del Sur 0 0 0 0 11 8 4 0 0 Coyote Bush Dr	Templeton St 0 0 8 0 0 0 0 0 8 Coyote Bush Dr	Del Sur Ridge Rd 0 0 0 8 0 0 0 0 0 Coyote Bush Dr
Paseo Del Sur 4 0 0 0 8 0 0 0 0 Templeton St	Paseo Del Sur 0 0 0 8 0 0 0 0 0 Del Sur Ridge Rd	Templeton St 0 0 0 0 0 0 0 0 4 Project Driveway
Project Driveway 0 8 0 0 0 0 0 4 0 Coyote Bush Dr	LEGEND XX Commuter PM peak hour volumes at intersections # Intersection Reference Number to LOS Tables Existing Roadways	



6.6 Opening Year 2029 without Project Conditions

This scenario documents the addition of cumulative traffic onto existing volumes to represent Opening Year 2029 without Project conditions. Volumes for this scenario are shown in **Figures 13a and 13b**. The intersection LOS is shown in **Table 10**. The intersection 95th percentile queues are shown in **Table 11**. The segment LOS is shown in **Table 12**. The intersection LOS and queueing output are included in **Appendix M**.

TABLE 10: OPENING YEAR 2029 WITHOUT PROJECT INTERSECTION LOS

Intersection and (Analysis) ¹	Approach	Peak Hour	Opening Year 2029	
			Delay ²	LOS ³
1) Coyote Bush Dr at Camino Del Sur (S)	All	Sch. AM	12.8	B
	All	Sch. PM	15.7	B
	All	Com. PM	14.0	B
2) Coyote Bush Dr at Templeton St (U)	All	Sch. AM	7.5	A
	All	Sch. PM	8.3	A
	All	Com. PM	7.6	A
3) Coyote Bush Dr at Del Sur Ridge Rd (U)	All	Sch. AM	7.8	A
	All	Sch. PM	8.0	A
	All	Com. PM	7.3	A
4) Paseo Del Sur at Templeton St (U)	SB	Sch. AM	11.3	B
	SB	Sch. PM	11.3	B
	SB	Com. PM	9.5	A
5) Paseo Del Sur at Del Sur Ridge Rd (U)	SB	Sch. AM	10.9	B
	SB	Sch. PM	11.1	B
	SB	Com. PM	9.3	A
6) Templeton St at Project Driveway (U)	SB	Sch. AM	DNE	NA
	SB	Sch. PM	DNE	NA
	SB	Com. PM	DNE	NA
7) Coyote Bush Dr at Project Driveway (U)	EB	Sch. AM	DNE	NA
	EB	Sch. PM	DNE	NA
	EB	Com. PM	DNE	NA

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. DNE: Does Not Exist. NA: Not Applicable. Sch. AM = School AM period. Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

TABLE 11: OPENING YEAR 2029 WITHOUT PROJECT INTERSECTION QUEUING

Intersection	Peak Hour	Approach	Storage Length in feet (notes)	Opening Yr 2029		Distance Exceeding Storage (ft)
				95 th %ile Queue ¹ (ft)	Exceeds Storage?	
1) Coyote Bush Dr at Camino Del Sur	Sch. AM	WBL	250 (2)	90	No	NA
	Sch. PM	WBL	250 (2)	91	No	NA
	Com. PM	WBL	250 (2)	85	No	NA

Notes: WBL: Westbound Left. (1) Queue is 95th percentile from SimTraffic analysis. (2) Stop bar to end of turn lane striping. BOLD = SimTraffic 95th percentile forecasted queue beyond storage bay capacity. Sch. AM = School AM period, Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

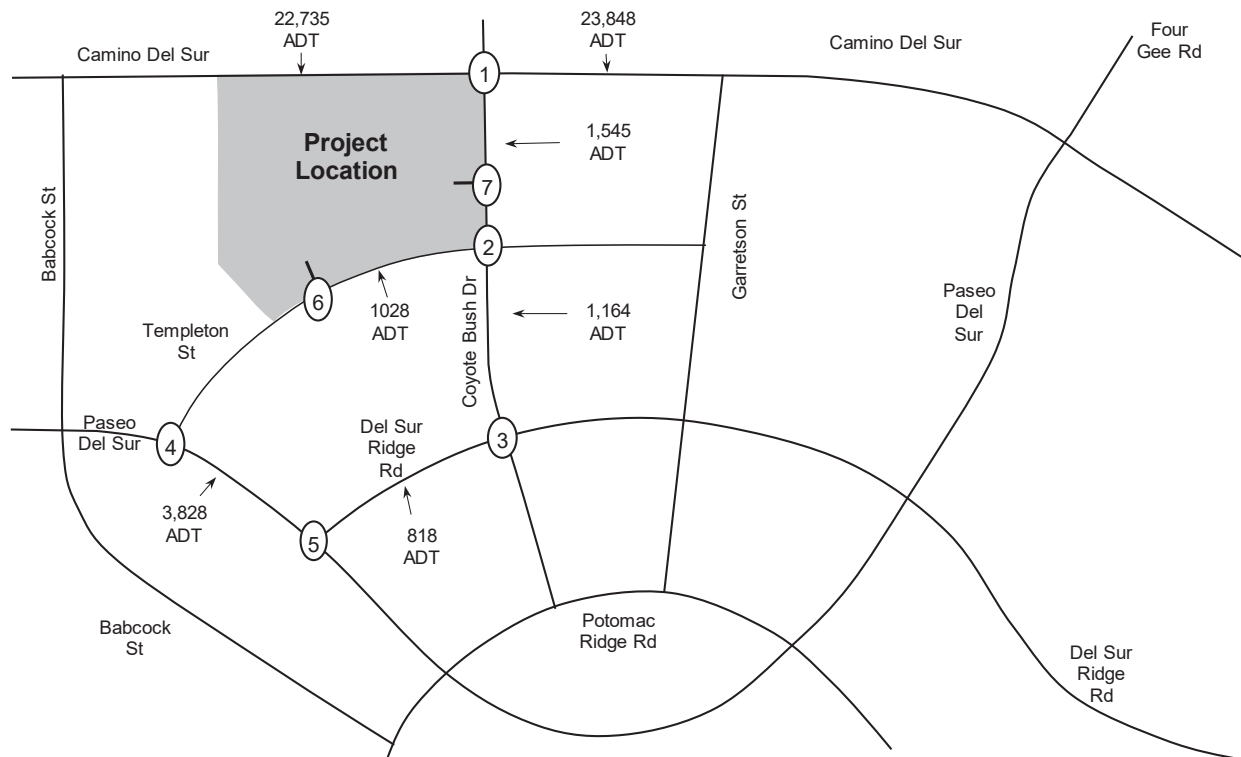
TABLE 12: OPENING YEAR 2029 WITHOUT PROJECT SEGMENT ADT VOLUMES AND LOS

Segment	Functional Classification	LOS E Capacity	Opening Year 2029		
			Daily Volume	V/C	LOS
<u>Camino Del Sur</u>					
Babcock St to Coyote Bush Dr	4 Ln Major	40,000	22,735	0.568	C
Coyote Bush Dr to Garretson St	4 Ln Major	40,000	23,848	0.596	C
<u>Coyote Bush Dr</u>					
Camino Del Sur to Templeton St	2 Ln Collector	8,000	1,545	0.193	A
Templeton St to Del Sur Ridge	2 Ln Collector	8,000	1,164	0.146	A
<u>Del Sur Ridge Rd</u>					
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	818	0.102	A
<u>Templeton St</u>					
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	1,028	0.129	A
<u>Paseo Del Sur</u>					
Templeton St to Del Sur Ridge Rd	2 Ln Collector	8,000	3,828	0.479	C

Notes: 2 Ln Coll. = 2 un-divided lanes. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity Ratio.

Under Opening Year 2029 without Project Conditions, all study intersections are expected to operate at LOS B or better and all study roadway segments are expected to operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is expected to be accommodated within the existing available storage bay capacity.

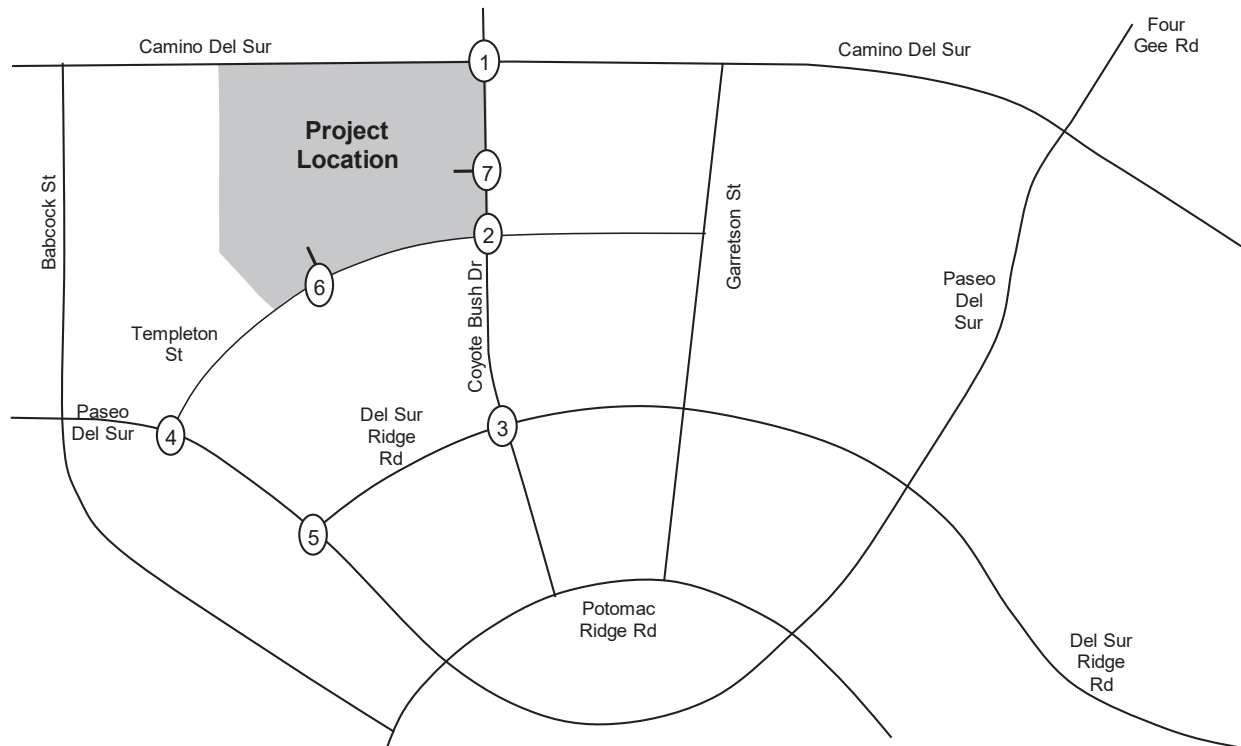
Figure 13a: Opening Year 2029 without Project Volumes (School AM and PM Peak Hours & Daily)



Camino Del Sur 17 (7) 2 (3) 26 (15) 6 (13) 906 (1172) 9 (41) 24 (18) 4 (3) 38 (103) 1 Coyote Bush Dr 17 (21) 1035 (923) 37 (26)	Templeton St 12 (1) 34 (49) 8 (21) 7 (59) 18 (34) 4 (1) 4 (5) 57 (45) 8 (16) 2 Coyote Bush Dr 13 (10) 16 (42) 2 (7)	Del Sur Ridge Rd 7 (5) 11 (20) 18 (19) 9 (20) 38 (30) 6 (10) 10 (3) 19 (11) 8 (3) 3 Coyote Bush Dr 7 (11) 49 (70) 3 (5)
Paseo Del Sur 21 (53) 0 (0) 0 (0) 25 (23) 310 (321) 4 Templeton St 0 (2) 280 (239)	Paseo Del Sur 61 (76) 0 (2) 53 (60) 257 (263) 5 Del Sur Ridge Rd 2 (1) 214 (163)	Templeton St 0 (0) 0 (0) 0 (94) 29 (94) 6 Project Driveway 0 (0) 0 (0)
Project Driveway 0 (0) 0 (0) 54 (71) 77 (114) 7 Coyote Bush Dr	LEGEND XX School AM peak hour volumes at intersections (YY) School PM peak hour volumes at intersections Z,ZZZ Average Daily Traffic volumes # Intersection Reference Number to LOS Tables Existing Roadways	



Figure 13b: Opening Year 2029 without Project Volumes (Commuter PM Peak Hour)



Camino Del Sur 4 4 20 9 1036 19 12 7 44 1 Coyote Bush Dr	Templeton St 2 37 11 21 23 0 2 40 11 2 Coyote Bush Dr	Del Sur Ridge Rd 6 16 11 11 14 5 2 15 2 3 Coyote Bush Dr
Paseo Del Sur 41 0 18 218 4 Templeton St 0 129	Paseo Del Sur 30 0 26 192 5 Del Sur Ridge Rd 3 100	Templeton St 0 0 0 44 6 Project Driveway 0 27
Project Driveway 0 50 0 0 0 68 7 Coyote Bush Dr	LEGEND XX Commuter PM peak hour volumes at intersections # Intersection Reference Number to LOS Tables Existing Roadways	



6.7 Opening Year 2029 plus Project Conditions

This scenario documents the traffic operations from the addition of project traffic onto Opening Year 2029 conditions. Volumes for this scenario are shown in **Figures 14a and 14b**. The intersection of Coyote Bush Dr at Camino Del Sur was analyzed with a northbound no right turn on red, which will be installed by the project as proposed in the civil sheets of the site development plans (copy included in **Appendix N**). The intersection LOS is shown in **Table 13**. The intersection 95th percentile queues are shown in **Table 14**. The segment LOS is shown in **Table 15**. The intersection LOS and queueing output are included in **Appendix O**.

TABLE 13: OPENING YEAR 2029 PLUS PROJECT INTERSECTION LOS

Intersection and (Analysis) ¹	Approach	Peak Hour	Opening Year 2029		Opening Year 2029 + Project		
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴
1) Coyote Bush Dr at Camino Del Sur (S)	All	Sch. AM	12.8	B	35.1	D	22.3
	All	Sch. PM	15.7	B	35.3	D	19.6
	All	Com. PM	14.0	B	17.9	B	3.9
2) Coyote Bush Dr at Templeton St (U)	All	Sch. AM	7.5	A	10.1	B	2.6
	All	Sch. PM	8.3	A	10.7	B	2.4
	All	Com. PM	7.6	A	8.1	A	0.5
3) Coyote Bush Dr at Del Sur Ridge Rd (U)	All	Sch. AM	7.8	A	8.8	A	1.0
	All	Sch. PM	8.0	A	9.0	A	1.0
	All	Com. PM	7.3	A	7.6	A	0.3
4) Paseo Del Sur at Templeton St (U)	SB	Sch. AM	11.3	B	11.9	B	0.6
	SB	Sch. PM	11.3	B	11.8	B	0.5
	SB	Com. PM	9.5	A	9.6	A	0.1
5) Paseo Del Sur at Del Sur Ridge Rd (U)	SB	Sch. AM	10.9	B	10.9	B	0.0
	SB	Sch. PM	11.1	B	11.1	B	0.0
	SB	Com. PM	9.3	A	9.3	A	0.0
6) Templeton St at Project Driveway (U)	SB	Sch. AM	DNE	NA	10.5	B	NA
	SB	Sch. PM	DNE	NA	10.6	B	NA
	SB	Com. PM	DNE	NA	9.3	A	NA
7) Coyote Bush Dr at Project Driveway (U)	EB	Sch. AM	DNE	NA	18.0	C	NA
	EB	Sch. PM	DNE	NA	14.7	B	NA
	EB	Com. PM	DNE	NA	10.4	B	NA

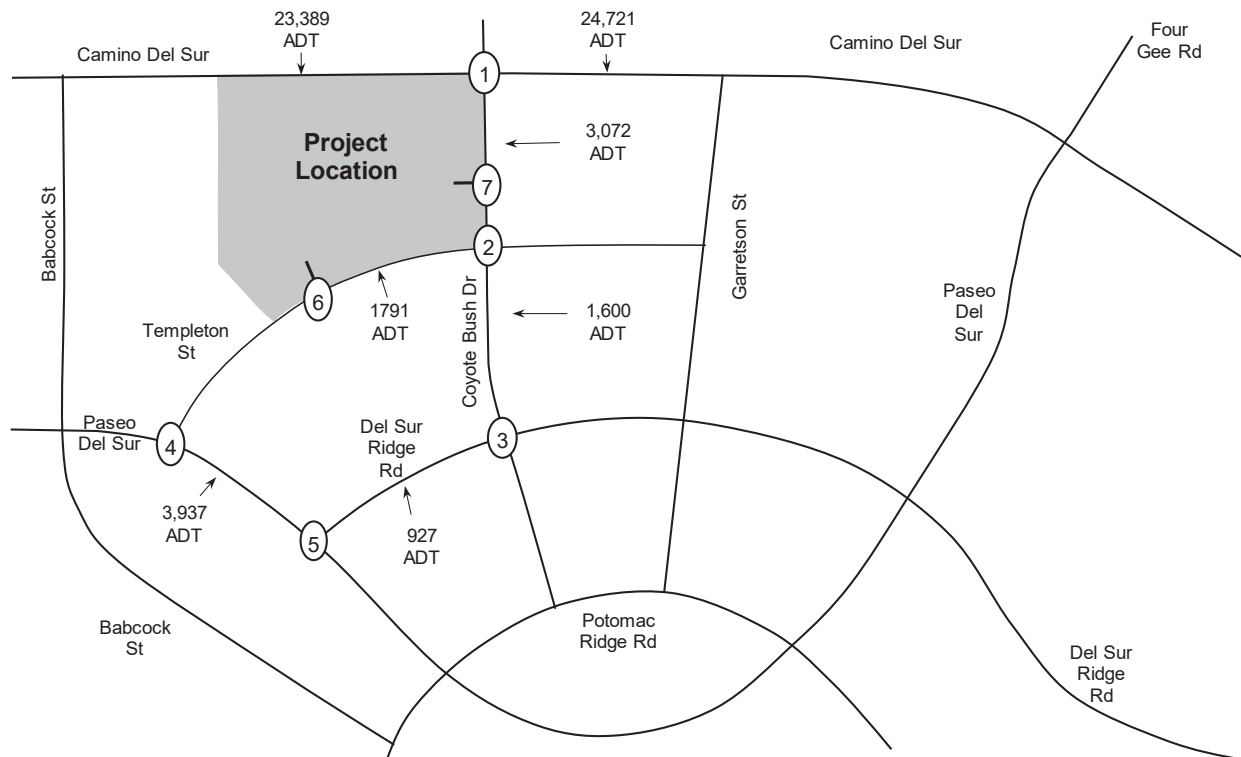
Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. DNE: Does Not Exist. NA: Not Applicable. Sch. AM = School AM period. Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

TABLE 14: OPENING YEAR 2029 PLUS PROJECT INTERSECTION QUEUING ANALYSIS

Intersection	Peak Hour	Appr	Storage Length in feet (notes)	Opening Yr 2029	Opening Year 2029 + Project		
				95 th %ile Queue ¹ (ft)	95 th %ile Queue ¹ (ft)	Exceeds Storage?	Distance in feet
1) Coyote Bush Dr at Camino Del Sur	Sch. AM	WBL	250 (2)	90	237	No	NA
	Sch. PM	WBL	250 (2)	91	160	No	NA
	Com. PM	WBL	250 (2)	85	108	No	NA

Notes: WBL: Westbound Left. (1) Queue is 95th percentile from SimTraffic analysis. (2) Stop bar to end of turn lane striping. BOLD = SimTraffic 95th percentile forecasted queue beyond storage bay capacity. Sch. AM = School AM period, Sch. PM = School afternoon bell release. Com. PM = Commuter PM period.

Figure 14a: Opening Year 2029 plus Project Volumes (School AM and PM Peak Hours & Daily)



Camino Del Sur 17 (7) 2 (3) 26 (15) 6 (13) 906 (1172) 139 (103) 123 (117) 4 (3) 170 (235) 17 (21) 1035 (923) 210 (108) Coyote Bush Dr 1	Templeton St 99 (42) 67 (82) 8 (21) 73 (125) 34 (50) 20 (17) 69 (36) 100 (66) 8 (16) 13 (10) 38 (52) 2 (7) Coyote Bush Dr 2	Del Sur Ridge Rd 7 (5) 27 (36) 51 (52) 52 (41) 38 (30) 6 (10) 10 (3) 41 (21) 8 (3) 50 (32) 49 (70) 3 (5) Coyote Bush Dr 3
Paseo Del Sur 54 (86) 0 (0) 25 (23) 353 (342) 0 (2) 280 (239) Templeton St 4	Paseo Del Sur 61 (76) 0 (2) 96 (81) 257 (263) 2 (1) 214 (163) Del Sur Ridge Rd 5	Templeton St 33 (33) 99 (99) 0 (0) 29 (94) 173 (82) 32 (48) Project Drive-way 6
Project Driveway 217 (103) 141 (112) 165 (165) 33 (33) 43 (21) 143 (180) Coyote Bush Dr 7	LEGEND XX School AM peak hour volumes at intersections (YY) School PM peak hour volumes at intersections Z,ZZZ Average Daily Traffic volumes # Intersection Reference Number to LOS Tables Existing Roadways	



Figure 14b: Opening Year 2029 plus Project Volumes (Commuter PM Peak Hour)

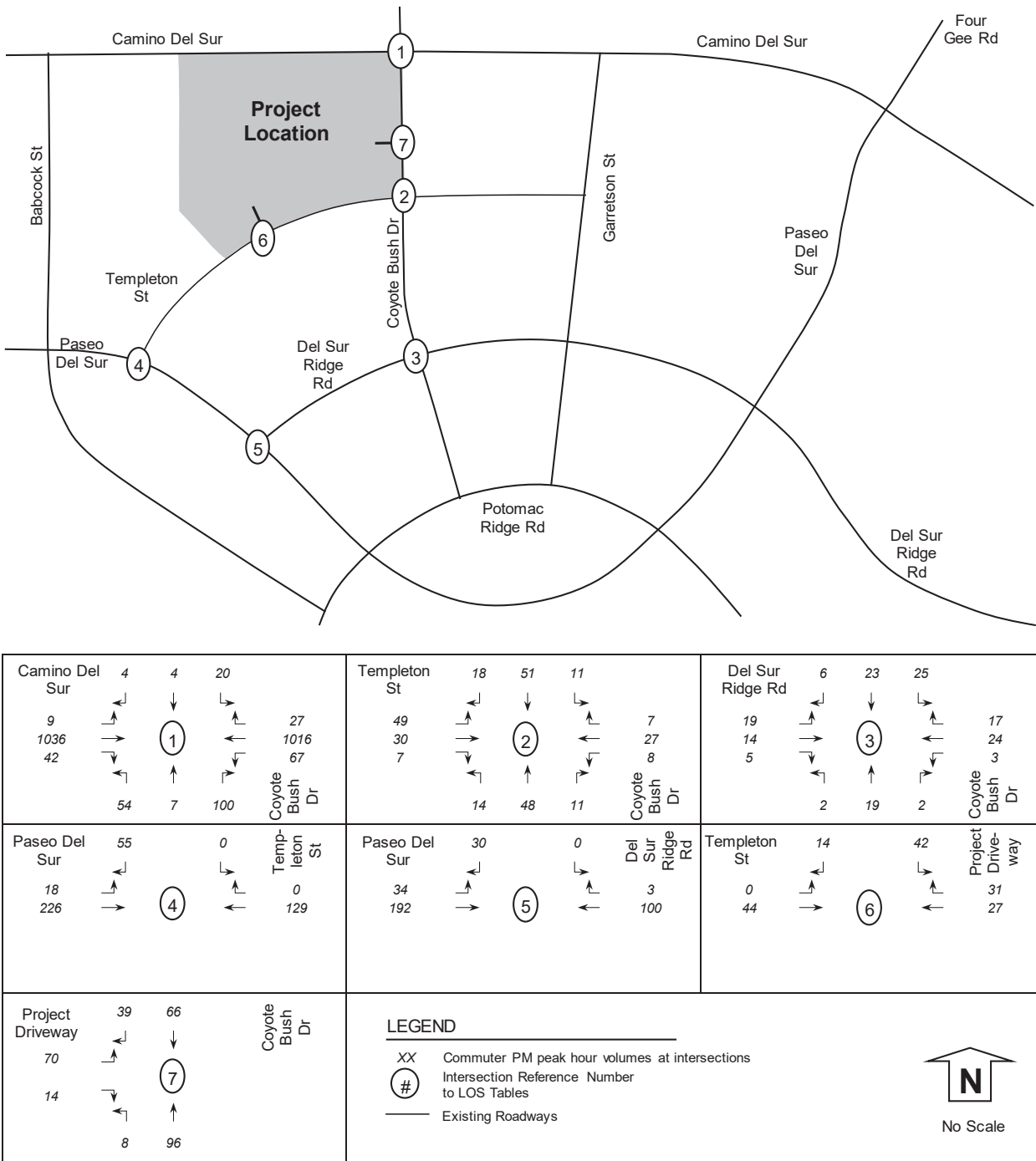


TABLE 15: OPENING YEAR 2029 PLUS PROJECT SEGMENT ADT VOLUMES AND LOS

Segment	Functional Classification	LOS E Capacity	Opening Year 2029			Project	Opening Year 2029+Project				
			Daily Volume	V/C	LOS	Daily Volume	Daily Volume	V/C	LOS	Change in V/C	
Camino Del Sur											
Babcock St to Coyote Bush Dr	4 Ln Major	40,000	22,735	0.568	C	654	23,389	0.585	C	0.016	
Coyote Bush Dr to Garretson St	4 Ln Major	40,000	23,848	0.596	C	873	24,721	0.618	C	0.022	
Coyote Bush Dr											
Camino Del Sur to Templeton St	2 Ln Collector	8,000	1,545	0.193	A	1,527	3,072	0.384	B	0.191	
Templeton St to Del Sur Ridge	2 Ln Collector	8,000	1,164	0.146	A	436	1,600	0.200	A	0.055	
Del Sur Ridge Rd											
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	818	0.102	A	109	927	0.116	A	0.014	
Templeton St											
Paseo Del Sur to Coyote Bush Dr	2 Ln Collector	8,000	1,028	0.129	A	763	1,791	0.224	A	0.095	
Paseo Del Sur											
Templeton St to Del Sur Ridge Rd	2 Ln Collector	8,000	3,828	0.479	C	109	3,937	0.492	C	0.014	

Notes: 2 Ln Coll. = 2 un-divided lanes. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity Ratio.

Under Opening Year 2029 plus Project Conditions, all study intersections are expected to operate at LOS D or better and all study roadway segments are expected to operate at LOS C or better. The Coyote Bush Dr/Camino Del Sur WBL 95th percentile queue is expected to be accommodated within the existing available storage bay capacity. The opening year plus project peak hour trips of 123 AM and 117 PM northbound lefts exceed 100 trips at Coyote Bush Dr and Camino Del Sur, which triggers the need to consider adding an additional left turn lane. An additional northbound left turn lane is not recommended because:

- 1) The intersection is expected to operate at acceptable LOS D with project traffic;
- 2) The opposing southbound through volumes are very low (2 AM and 3 PM), which does not impair gap acceptance for permissive lefts; and
- 3) The northbound volumes are 4 AM and 3 PM meaning the shared lane is dominated by left turns.

7.0 Systemic Safety Review

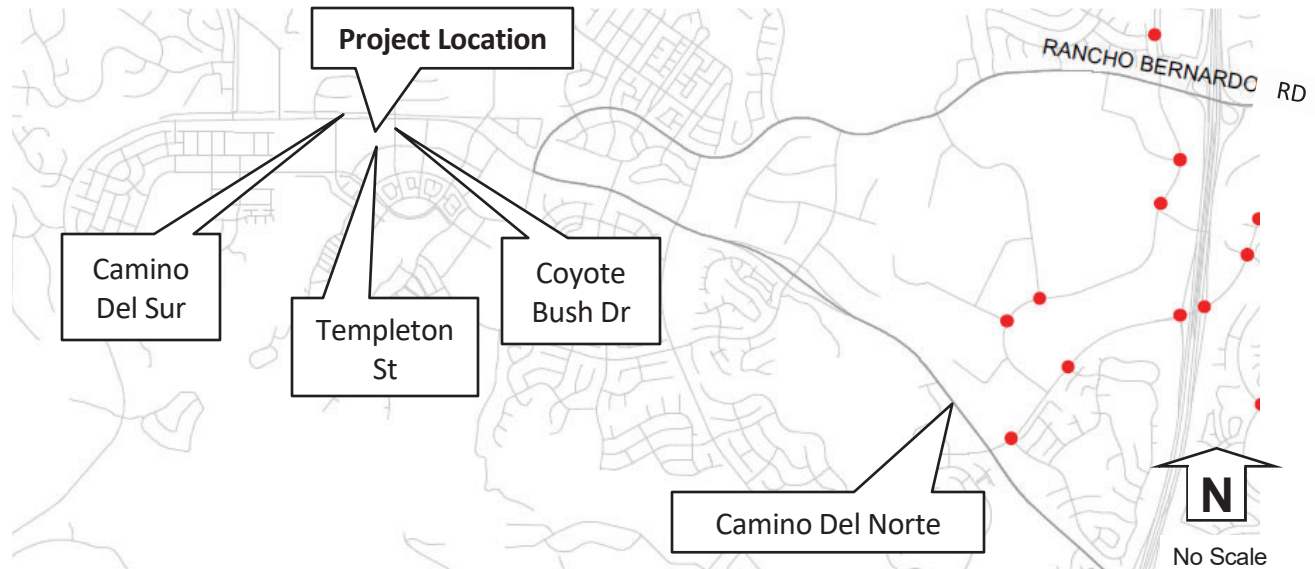
The City of San Diego “The Data-Driven Path to Vision Zero” policy promotes safe roadway design with a goal toward preventing collisions. As part of that goal, a systemic safety review provides an assessment of hotspots and possible countermeasures to align with Vision Zero. The City of San Diego *Transportation Study Manual* states on page 40:

“Study intersections should be compared to the City of San Diego Systemic Safety: The Data-Driven Path to Vision Zero report to determine if a study intersection meets any hot spot criteria identified in Appendix C: Identification of Systemic Hotspots of the report.”

7.1 Pedestrian Systemic Safety Review

The project study intersections are not identified on the City of San Diego pedestrian hotspot map as shown in **Figure 15**.

Figure 15: City of San Diego Pedestrian Systemic Hotspot Map



Source: City of San Diego

7.2 Bicycle Systemic Safety Review

The project study intersections were evaluated to determine if the bicycle systemic safety criteria would be satisfied. All the Hotspot Matrix questions for each Footprint need to be satisfied to warrant a countermeasure. The bicycle systemic matrix findings are shown in **Table 16**.

TABLE 16: BICYCLE SYSTEMIC HOTSPOT MATRIX

Intersection	Bicycle Footprint #1			Bicycle Footprint #2	
	Signalized?	4 Ln x 2 Ln? OR 4 Ln x 4 Ln?		SSSC?	2 Ln x 2 Ln?
#1 Coyote Bush Dr/ Camino Del Sur	Yes	Yes	No	No	No
#2 Coyote Bush Dr/ Templeton St	No	No	No	No	Yes
#3 Coyote Bush Dr/ Del Sur Ridge Rd	No	No	No	No	Yes
#4 Paseo Del Sur/ Templeton St	No	No	No	Yes	Yes
#5 Paseo Del Sur/ Del Sur Ridge Rd	No	No	No	Yes	Yes
#6 Templeton St/ Project Driveway	No	No	No	No (a)	Yes
#7 Coyote Bush Dr/ Project Driveway	No	No	No	No (a)	Yes

Notes: Dwy = Driveway. BOLD and shaded indicates the location meets the Bicycle Footprint criteria to warrant a countermeasure.

4 Ln x 4 Ln = 4 lane (2-way) roadway intersects with a 4 lane (2-way) roadway.

4 Ln x 2 Ln = 4 lane (2-way) roadway intersects with a 2 lane (2-way) roadway.

2 Ln x 2 Ln = 2 lane (2-way) roadway intersects with a 2 lane (2-way) roadway.

SSSC = Side Street Stop Control

(a) A project driveway is not a side street.

Bicycle countermeasures to address bicyclists approaching a signalized intersection and proceeding through the intersection against a red light include: 1) Bike loop detectors, 2) Public safety messaging campaign, and 3) Bicycle red light running enforcement.

Bicycle countermeasures to address bicyclists approaching a stop sign at a side-street stop-controlled intersection and proceeding through without stopping at the stop sign include: 1) Public safety messaging campaign, and 2) Bicycle stop sign running enforcement.

Intersection #1 (Coyote Bush Dr/Camino Del Sur) satisfies the Bicycle Footprint #1 criteria to warrant a countermeasure. The Class II bike lanes along Camino Del Sur at Coyote Bush Dr currently have bike loop detectors (photos included in Appendix B). A recommended countermeasure is a safety messaging campaign to be undertaken by the school administration Prior to first occupancy, the Owner/Permittee shall prepare a bicycle safety messaging campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year.

Intersections #4 & #5 (Paseo Del Sur/Templeton St & Paseo Del Sur/Del Sur Ridge Rd) satisfy the Bicycle Footprint #2 criteria to warrant a countermeasure. There are currently no existing bike lanes on all approaches at intersections #4 & #5. A recommended countermeasure is a bicycle safety messaging campaign within the Cambridge school community to be undertaken by the school administration. Prior to first occupancy, the Owner/Permittee shall prepare a bicycle safety messaging

campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year.

7.3 Vehicle Systemic Safety Review

The study intersections were evaluated to determine if the vehicle systemic safety criteria would be satisfied. All the Hotspot Matrix questions for each Footprint need to be satisfied to warrant a countermeasure. The vehicle systemic hotspot matrix findings are shown in **Table 17**.

TABLE 17: VEHICLE SYSTEMIC HOTSPOT MATRIX

Intersection	Vehicle Footprint #1				Vehicle Footprint #2			
	Sig?	4 Ln x 2 Ln?	Major >15k ADT	Minor ≤7k ADT	Sig?	6 Ln x 4 Ln?	Major >15k ADT	Minor >7k ADT
#1 Coyote Bush Dr/ Camino Del Sur	Yes	Yes	Yes	Yes	Yes	No	Yes	No
#2 Coyote Bush Dr/ Templeton St	No	No	No	Yes	No	No	No	No
#3 Coyote Bush Dr/ Del Sur Ridge Rd	No	No	No	Yes	No	No	No	No
#4 Paseo Del Sur/ Templeton St	No	No	No	Yes	No	No	No	No
#5 Paseo Del Sur/ Del Sur Ridge Rd	No	No	No	Yes	No	No	No	No
#6 Templeton St/ Project Driveway	No	No	No	Yes	No	No	No	No
#7 Coyote Bush Dr/ Project Driveway	No	No	No	Yes	No	No	No	No

Table continued

Intersection	Vehicle Footprint #3			Vehicle Footprint #4			
	Sig?	4 Ln x 4 Ln?	Minor >7k ADT	Sig?	3 Ln (1-way) x 3 Ln (1-way)?	Major ≤15k ADT	Minor >7k ADT
#1 Coyote Bush Dr/ Camino Del Sur	Yes	No	No	Yes	No	No	No
#2 Coyote Bush Dr/ Templeton St	No	No	No	No	No	No	No
#3 Coyote Bush Dr/ Del Sur Ridge Rd	No	No	No	No	No	No	No
#4 Paseo Del Sur/ Templeton St	No	No	No	No	No	No	No
#5 Paseo Del Sur/ Del Sur Ridge Rd	No	No	No	No	No	No	No
#6 Templeton St/ Project Driveway	No	No	No	No	No	No	No
#7 Coyote Bush Dr/ Project Driveway	No	No	No	No	No	No	No

Notes: BOLD and shaded indicates the location meets the Vehicle Footprint criteria to warrant a countermeasure. Sig? = Signalized (yes or no). 4 Ln x 2 Ln = 4 lane (2-way) roadway intersects with a 2 lane (2-way) roadway. 4 Ln x 4 Ln = 4 lane (2-way) roadway intersects with a 4 lane (2-way) roadway.

Countermeasures to address vehicles proceeding through a red light: 1) Signal hardware updates such as signal heads with backplates that have retroreflective borders for better visibility, 2) Convert the signalized intersection to a roundabout, 3) Intersection control awareness campaign, or 4) Vehicle red light enforcement.

Intersection #1 (Coyote Bush Dr/Camino Del Sur) satisfies the vehicle Footprint #1 systemic safety criteria for potential countermeasures. The recommended vehicle countermeasure is for the Owner/Permittee to install backplates that have retroreflective borders for better visibility.

Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond the installation of traffic signal heads with retroreflective backplates at all approaches at the intersection of Coyote Bush Dr/Camino Del Sur via traffic modification plans per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

7.4 Systemic Safety Review Summary

Intersection #1 (Coyote Bush Dr/Camino Del Sur) satisfies the Bicycle Footprint #1 systemic safety criteria to warrant a countermeasure. The Class II bike lanes along Camino Del Sur at Coyote Bush Dr currently have bike loop detectors (photos included in Appendix B). A recommended countermeasure is a bicycle safety messaging campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year. This intersection also satisfies the vehicle Footprint #1 systemic safety criteria for potential countermeasures. The recommended vehicle countermeasure is for the Owner/Permittee to install traffic signal heads with retroreflective borders for better visibility.

Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond the installation of traffic signal heads with retroreflective backplates at all approaches at the intersection of Coyote Bush Dr/Camino Del Sur via traffic modification plans per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.

Intersections #4 & #5 (Paseo Del Sur/Templeton St & Paseo Del Sur/ Del Sur Ridge Rd) satisfy the Bicycle Footprint #2 safety criteria to warrant a countermeasure. There are currently no existing bike lanes on all approaches at intersections #4 & #5. A recommended countermeasure is a bicycle safety messaging campaign to be undertaken by the school administration for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year.

Prior to first occupancy, the Owner/Permittee shall prepare a bicycle safety messaging campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means and school assemblies at least twice per school year.

8.0 On-Site Parking, Access, Circulation, and Drop-Off/Pick-Up

This section documents the proposed on-site parking, site access, circulation, drop-off and pick-up procedures.

8.1 Parking

The project is required to provide parking for both the school operations and proposed public assembly and entertainment. Parking requirements are included on the Architectural plans included in **Appendix O**.

The proposed development consist of a total of 48 classrooms, including 32 classrooms for Grades K-9, and 16 classrooms for 135 students in Grades 10-12, and 12,369 square feet of office space, which requires a minimum of 132 automobile parking spaces at a rate of 2 spaces/classroom for Grades K-9, 1 parking space/5 students for Grades 10-12 and 3.3 spaces/1,000 SF for the proposed office spaces per SDMC Section 142.0530(c), Table 142-05G.

The proposed project also includes public assembly and entertainment in a gymnasium, field deck, and multi-purpose building which if occupied simultaneously would require a total of 536 parking spaces, including 202 parking spaces for the gymnasium, 181 spaces for the field deck, and 163 spaces for the multi-purpose building. The project proposes that the event spaces are not in use during school hours, which will be a condition of approval. Therefore, the 132 parking spaces required for the school and office use will be utilized as event parking spaces during events. Additionally, the project proposes that no more than two events occur simultaneously, which will also be a condition of approval. A minimum of 383 parking spaces is required when a maximum of two events simultaneously occur.

During typical school day operations, the site will have a parking surplus of 254 spaces (386 proposed minus 132 required for school operations). There are three areas of parking that include the West surface lot, Parking Structure Level 1 (lowest level), and Parking Structure Level 2 (upper level with driveway access on Coyote Bush Dr). The project is proposed with 386 spaces including 345 parking spaces within a parking structure and 41 surface parking spaces as shown in **Table 18**.

TABLE 18: PROJECT PARKING SUMMARY (FOR TWO CONCURRENT PUBLIC ASSEMBLY AND ENTERTAINMENT SCENARIOS)

Parking Type by Planning Area	Minimum Required Parking	Proposed Parking
Vehicle	383	386 Vehicle (41 West surface lot; 156 Parking Structure Level 1; 189 Parking Structure Level 2)
Motorcycle	8	8 Motorcycle (Parking Structure Level 2)
Bicycle Short Term	20	20 Bicycle (West surface lot)
Bicycle Long Term	20	20 Bicycle (Parking Structure Level 2)

Note: Parking Structure Level 1 is the lower level, while Level 2 is the upper level with access to Coyote Bush Dr.

8.2 Site Access

The project proposes two driveways on Templeton St (one full access driveway and one emergency vehicle only access with a gate and Knox box within private property and rolled curb) and one full access driveway on Coyote Bush Drive. All further reference to the Templeton St driveway is specific to the full access driveway. The two gated project driveways will have the entry and exit gates remain in the open position during drop-off, pick-up, and events such as public assembly and entertainment to prevent queuing back to the public right-of-way and this will be a condition of approval.

When the entry gates are down, access will be controlled by either scan cards, license plate readers, or staff working the security booths. When the exit gates are down, egress will be permitted by loop detectors.

The proposed driveway on Templeton St is considered the main project driveway, closest to the front office and is for visitors, deliveries, and some staff. Visitors and delivery personnel will be asked for their appointment information and ID check, which is anticipated to take approximately 1-2 minutes. There is approximately 68 feet from the back of sidewalk to the gate just past the security booth that can accommodate up to 3 vehicles at one time. Please note that the site plan shows 49.5 feet to the perimeter fence that will be open during school hours. Based on historical operations at the existing school, there are between 1 to 2 vehicles per hour entering outside the drop-off and pick-up periods. To account for the increase in the number of students at the new location, the number of vehicles is forecasted to be up to 3 vehicles per hour at the Templeton St driveway. A queuing analysis based on queuing theory was prepared using a random arrival with up to 3 vehicles entering per hour with a service rate of 30 vehicles per hour. This results in a 9.0% probability of one vehicle and 0.9% probability of two vehicles at the gate at any one time, which can be accommodated without spill back to the street based on the probability of a specific number of vehicles in the queue.

The proposed driveway on Coyote Bush Dr is for staff and students only with entry either by a scan card, a license plate reader, or security personnel requiring approximately 30 seconds. There is approximately 26.5 feet from the property line to the gate just past the security booth that can accommodate 1 vehicle at one time. Based on historical operations at the existing school, there is up to 1 vehicle per hour for staff and students that enter outside the drop-off and pick-up periods. There is no anticipated increase beyond the 1 vehicle per hour for staff and students because this estimate is very conservative for the existing and proposed school. A queuing analysis based on queuing theory was prepared using a random arrival with 1 vehicle entering per hour with a service rate of 120 vehicles per hour results in a 0.8% probability of one vehicle and 0.0% probability of two vehicles at the gate at any one time, which can be accommodated without spill back to the street based on the probability of a specific number of vehicles in the queue. Gate queuing outputs are included in **Appendix Q**.

8.3 On-Site Circulation

The project driveway on Templeton Street will serve a surface parking lot, a staging and pickup area, a gated loading dock, and an on-site vehicle turnaround area.

The project driveway on Coyote Bush Drive will serve a two-level parking structure with the driveway connecting to the upper level, which is below the field deck. There is no vehicular access from the parking structure to the field deck. A center ramp connects the two parking levels. The drive aisles and center ramp have double-loaded parking. The parking structure provides a circular pattern for entering and exiting vehicles. Multiple pedestrian points of access, stairs, and an elevator serve the parking structure. All faculty, staff, and students who drive will be required to use the lower level of the parking structure.

8.4 Drop-Off and Pick-Up Procedures

The existing Cambridge school drop-off procedure includes a curbside drop-off area that is used by about 60% of the parents and the remaining 40% park and walk their child into the school based on existing school operations that are observed daily by staff who control on-site traffic flow and help unload and load students. The existing pick-up procedure requires all parents to park and walk to the school to pick-up their child if they are in 6th grade or lower while grades 7 through 12 are released at their specific bell time and walk to the parked vehicle. The existing operations include a range of drop-off times (7:40-8 AM for K-6th grade; 8-8:15AM for Junior Kindergarten, and 8-8:25AM for 7-12th grade). Similarly, there is a range of existing pick-up times (2:50-3 PM Junior Kindergarten, 3-3:10 PM K-6th grade, 3:10-5:30 PM remaining students and after school activities). Staggered times will be used at the new location to reduce congestion along with the following operations by area.

Drop-off/arrival procedures for the new location:

1. West surface lot with on-site curbside drop-off, used by about 60% of the parents.
- 1) Upper-level parking structure, used by about 40% of the parents that will park and walk their child into the school.
- 2) Lower-level parking structure used by employees and self-driving high school students.

Pick-up/departure procedures for the new location:

- 1) West surface lot for parking and walking in to pick up lower grade levels (about 20%).
- 2) Upper-level parking structure for remaining parents to park and walk up one level to the field for child pick-up.
- 3) Lower-level parking structure for departing staff and self-driving high school students.

During typical school operations, the upper Level 2 will be reserved for parents to park and walk their child into the school. The restriction of parking on Level 2 will not result in a parking shortage because the available parking in the west surface lot (41 spaces) and in the parking structure lower Level 1 (156 spaces) is 197 spaces, which exceeds the required parking for school operations of 132 spaces for a surplus of 65 spaces. Parking restriction on Level 2 would be removed during public assembly and entertainment scenario conditions.

The parking, drop-off, and pick-up patterns are shown in **Figure 16** for the west side parking lot and in **Figure 17** for the Parking Structure.

Figure 16: West Side Parking Lot Circulation

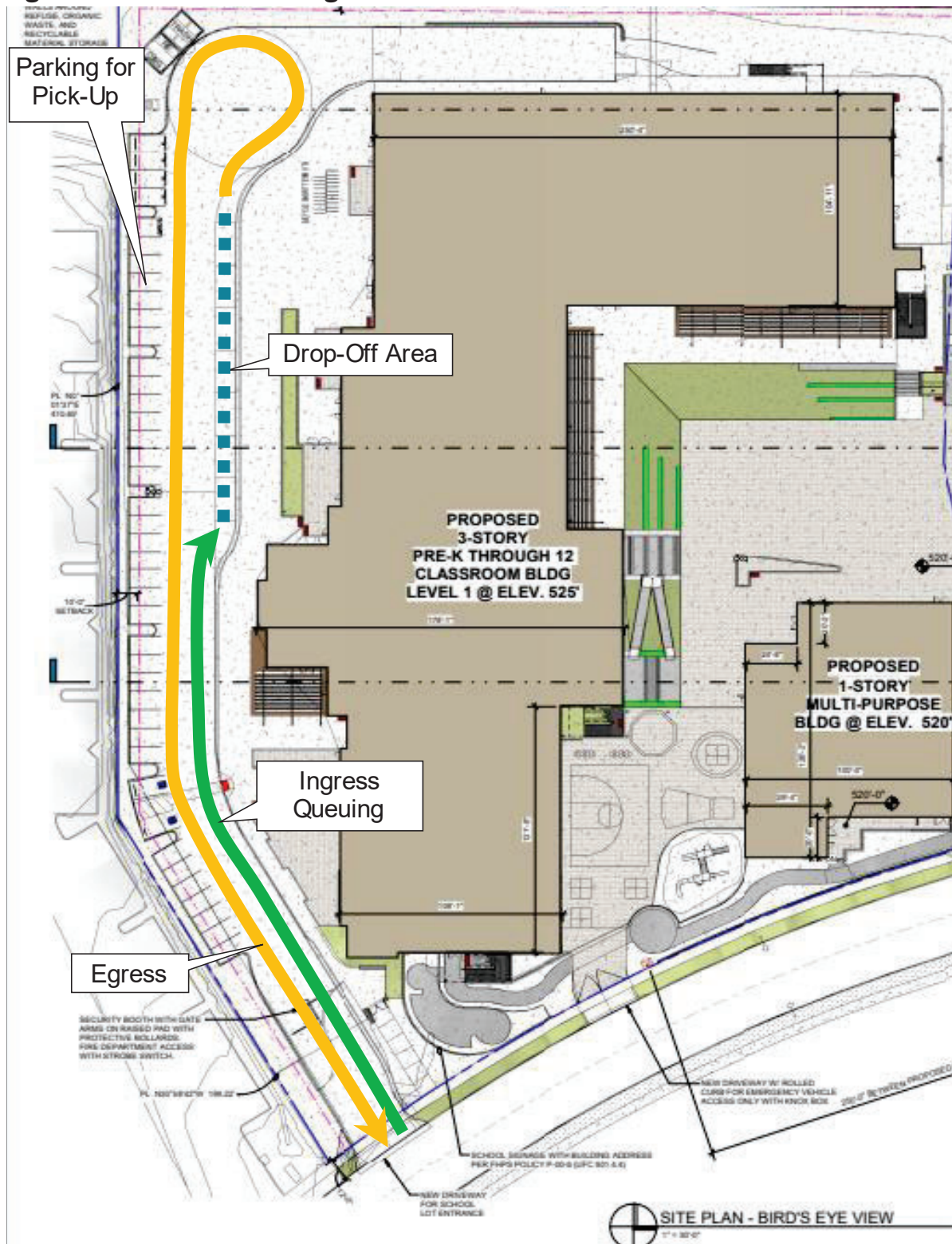
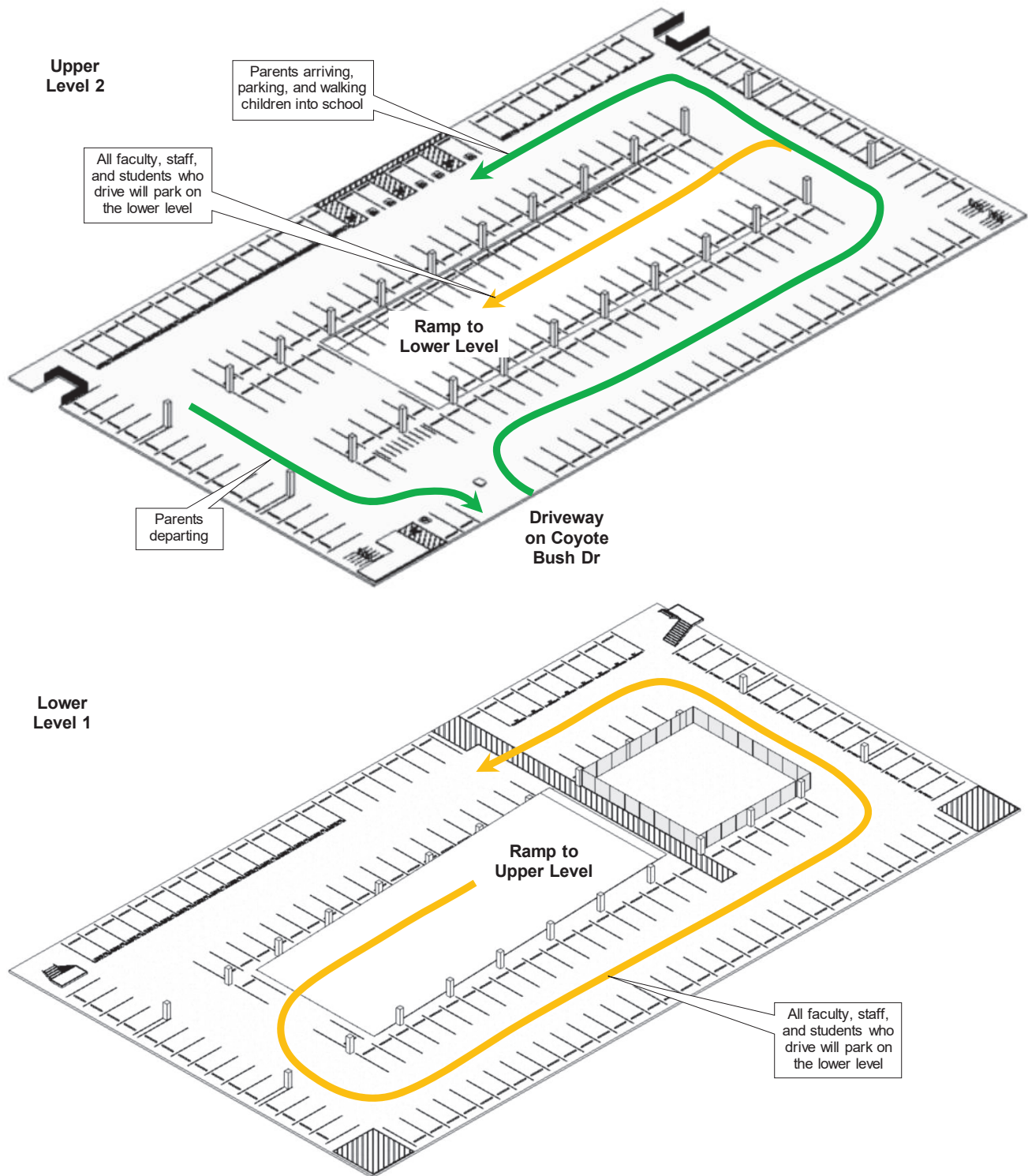


Figure 17: Parking Structure Circulation



9.0 Proposed Improvements

The City of San Diego recommends improvements be considered to accommodate the addition of project pedestrian, bicycle, transit, and roadway users. The following improvements are proposed by the Project applicant:

- 1) Systemic Safety Review: Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond the installation of traffic signal heads with retroreflective backplates at all approaches at the intersection of Coyote Bush Dr/Camino Del Sur via traffic modification plans per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.
- 2) Systemic Safety Review: Prior to first occupancy, the Owner/Permittee shall prepare a bicycle safety messaging campaign for the Cambridge school community to be disseminated to all school students, parents and guardians via physical handouts, electronic means, and school assemblies at least twice per school year.
- 3) Pedestrian: Prior to issuance of any building permit, the Owner/Permittee shall assure by permit and bond to upgrade the existing single curb ramp to two directional curb ramps on the southwest corner of Camino Del Sur/Coyote Bush Dr per current City standards, satisfactory to the City Engineer. All improvements shall be completed and operational prior to first occupancy.
- 4) Pedestrian: Prior to first occupancy, the Owner/Permittee shall provide and privately maintain the following pedestrian amenities per the Climate Action Plan (CAP) Consistency Regulations, satisfactory to the Development Services Department: Pedestrian scale lighting within private property along the project's frontages on Camino Del Sur, Coyote Bush Dr, and Templeton St.

#

Appendix A

Excerpts from SD Bicycle Master Plan and Black Mountain Ranch Subarea Plan

City of San Diego Bicycle Master Plan

San Diego, California

FINAL – December 2013

PREPARED BY:
Alta Planning + Design
PREPARED FOR:
The City of San Diego



FIGURE 6-1:
SAN DIEGO BICYCLE MASTER PLAN
PROPOSED BICYCLE NETWORK
WITH CLASSIFICATIONS
(NORTH)

Proposed Bicycle Network Classifications

Proposed	Existing
Class I - Bike Path	Existing
Class II - Bike Lane	Existing
Class III - Bike Route	Existing
N/A Freeway Shoulder	Existing
Class II or III	
Bicycle Boulevard	
Cycle Track	

Black Mountain Ranch Subarea Plan

Adopted July 1998
(Amended 2020)

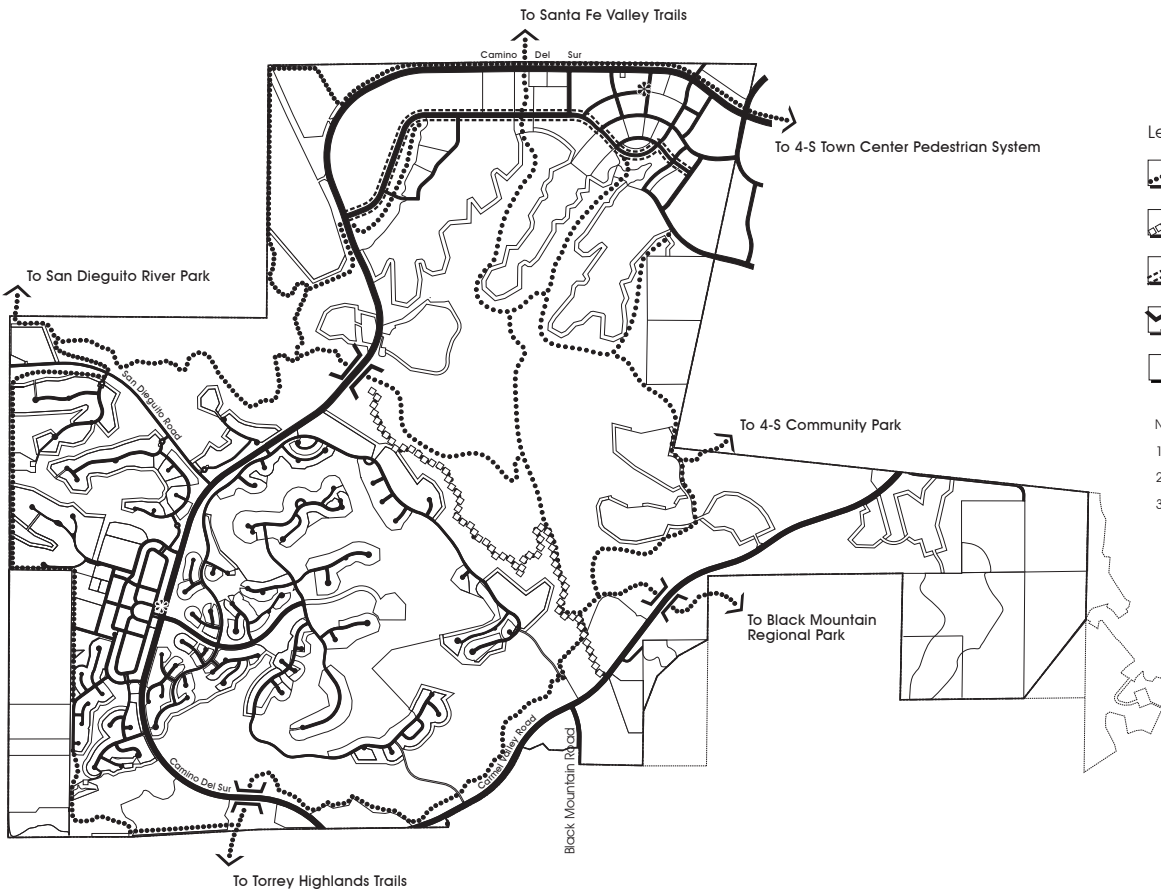
Alternative Transportation Modes 6.2 figure

Legend

-  Unsurfaced Trail (Hiking/Mountain Bike/Equestrian) ¹
-  Open Space Bike Path ²
-  Bike Lane Within R.O.W. ³ /Bike Path
-  Bridge Undercrossing
-  Transit Facility

Notes:

1. For illustration, (see figure 6.3 & 6.4).
2. For illustration, (see figure 6.4).
3. For bike lanes on Camino Del Norte, Camino Del Sur and Carmel Valley Road, (see figure 7.19).



Note: Streets shown represent Collector and above (North Village area)

April 2015
Cambridge Private School LMA Appendix

**Black Mountain Ranch
Subarea Plan**
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Appendix B

Existing Bicycle Loops at Camino Del Sur at Coyote Bush Dr

Existing Eastbound Bike Loop on Camino Del Sur at Coyote Bush Dr



Existing Westbound Bike Loop on Camino Del Sur at Coyote Bush Dr



Appendix C

Excerpts from SANDAG 2025 Regional Plan and MTS Bus Route Details

SANDAG

Plan

2025 Regional Plan
December 2025
SANDAG.org

Appendix A: Transportation Projects, Programs, Policies, and Phasing

Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika
Hỗ trợ ngôn ngữ miễn phí | 免费语言协助 | 免費語言協助 | مساعدة لغوية مجانية | 무료 언어 지원 | کمک زبان رایگان
無料の言語支援 | Бесплатная языковая помощь | Assistência linguística gratuita | मुफ्त भाषा सहायता
Assistance linguistique gratuite | ផ្លូវការណ៍សេរីភាសា | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາ
Kaalmda Luqadda ee Bilaashka ah | Безкоштовна мовна допомога



SANDAG.org/languageassistance | 619.699.1900

Data also reveals that approximately one-quarter of regional transit trips are linked to shopping, dining, or visiting attractions, while one-third of all travel in the region is dedicated to these activities. This underscores the importance of a well-connected transportation network to support the needs of all travelers, whether they are residents or visitors ([Attachment A3: Travel and Tourism](#)).

To refine and prioritize investments, feedback was gathered from the broader community, local partners, Policy Advisory Committees, and the Board of Directors. A summary of this input is organized by subregion in the following sections, with additional details available in [Appendix J: Public Involvement Program](#).

Transportation projects and improvements are outlined by four distinct subregions, including rural areas:

1. North County
2. East County and rural areas
3. Central County
4. South County

Tables A.1 through A.4 include detailed listings of the projects for each of the subregions.

North County Subregion

The North County Subregion extends from Oceanside down the coast to Del Mar, east to Poway and Escondido, and north to the communities of Fallbrook and Pala. Major transportation routes serving the area include I-15, SR 78, SR 76, SR 56, and I-5. The I-15 connects North County to inland communities and extends north to Riverside County's Inland Empire. The I-5 links North County's coastal communities, extending north to Orange County and south to central San Diego, while also providing access to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor, which supports the COASTER regional rail, interregional Amtrak services, and freight traffic. The SPRINTER and SR 78 provide east-west connectivity, with the SPRINTER offering transit options and SR 78 serving as a highway route. SR 56 connects Carmel Valley with Sorrento Valley, the region's largest employment center.

Projects located in or partially within North County are included in the table and figure below. These projects are categorized by type and organized by phasing periods: 2035 and 2050 within each project type.

Active Transportation

Regional bike network connections are identified between North County activity centers. This entails upgrading existing bike routes and adding new bike routes with both on-street and off-street bikeways. Upgrading and adding new bike routes will safely connect communities to the coast and improve the overall network.

With some segments currently under construction, the North Coast Bike Trail and Coastal Rail Trail are proposed for full implementation in the plan, with some segments due to be completed by 2035, and others by 2050. Other critical east-west connections like the Inland Rail Trail: Oceanside segment, are due to be completed by 2035.

Complete Corridors: Managed Lanes

Most corridors in North County (I-5, I-15, SR 78, and SR 56) are identified as part of the MLs network. These lanes will be implemented through a combination of new construction or conversion of existing lanes, depending on the corridor. The ML network also includes connectors between SR 78 and I-5 as well as SR 78 and I-15. Safety improvements are identified on SR 76 east of I-15, consistent with the [Intraregional Tribal Transportation Strategy](#) to support safe connections to tribal nations and rural communities. SR 67 also provides a critical connection and safety projects are identified in the plan. These include evacuation lanes and technology improvements that will be especially important during emergency events.

Transit Routes and Flexible Fleets

To provide more convenient and reliable transit options, the plan includes enhancements to the SPRINTER and COASTER, including additional double-tracking and grade separations to allow for double the frequencies on both routes during the peak and midday time periods. Several improvements are set to be addressed by 2035, while other enhancements, like a COASTER extension to Camp Pendleton, will come by 2050. A total of 16 Rapid routes are identified for North County, including *Rapid 483* connecting San Marcos to Riverside County. Connections between rural communities will be improved by establishing *Rapid 277* between Sabre Springs and Ramona and upgrading existing rural routes to have more trips throughout the week (Attachment A2: Transit Frequencies and Spans of Service).

Several Flexible Fleet services have been identified to enhance transit options and connectivity. These services include 15 Flexible Fleet services, such as microtransit in Oceanside , eastern Oceanside (covering the eastern core and El Corazon), Carlsbad Village , Encinitas , Solana Beach , and Del Mar . Additionally, services will serve employment and educational centers along Carlsbad Palomar Airport Road and Poinsettia, along with microtransit in Vista, Buena Creek, San Marcos, and Escondido. Further expansion includes microtransit in unincorporated North County (Fallbrook-Pala and Ramona). All these services are phased for completion by 2035.

AT150 Rancho Bernardo – Via de la Valle Bikeway

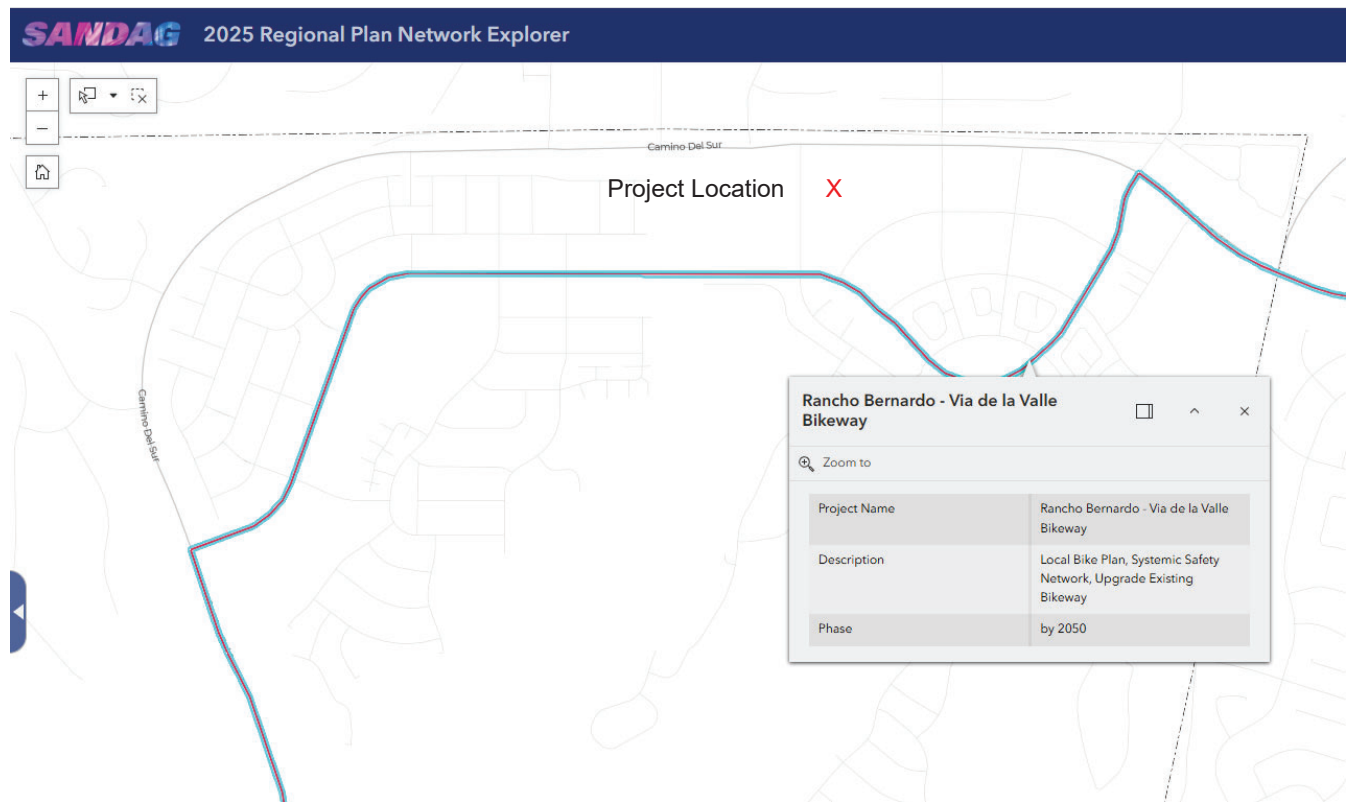


Table A.1: North County Subregion Projects Continued

Project ID	Phase Year	Project Category	Project Name	Project Description	Cost (2024\$) Million
AT140	2050	Active Transportation: On-Street Bikeway	Mira Mesa Corridor - Scranton Road to I-15 Bikeway	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$33
AT142	2050	Active Transportation: On-Street Bikeway	Mira Mesa to Miramar	Local Bike Plan, Systemic Safety Network, Upgrade existing bikeway	\$15
AT149	2050	Active Transportation: On-Street Bikeway	Poway Loop	Regional Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$46
AT150	2050	Active Transportation: On-Street Bikeway	Rancho Bernardo - Via de la Valle Bikeway	Local Bike Plan, Systemic Safety Network, Upgrade existing bikeway	\$59
AT153	2050	Active Transportation: On-Street Bikeway	San Luis Rey River to Coast	Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$35
AT154	2050	Active Transportation: On-Street Bikeway	San Marcos Bikeway	Regional Bike Plan, Local Bike Plan, Comprehensive Multimodal Corridor Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$72
AT161	2050	Active Transportation: On-Street Bikeway	SR 78 Bikeway	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$40
AT165	2050	Active Transportation: On-Street Bikeway	Vista Transit Center Connector	Regional Bike Plan, Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$31
AT166	2050	Active Transportation: On-Street Bikeway	Melrose Drive Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$32
AT171	2050	Active Transportation: On-Street Bikeway	Carlsbad to San Marcos Bikeway	Local Bike Plan, Safety Focus Network, Systemic Safety Network	\$49
AT172	2050	Active Transportation: On-Street Bikeway	College Boulevard Bikeway	Safety Focus Network, Systemic Safety Network, Upgrade existing bikeway	\$35
AT173	2050	Active Transportation: On-Street Bikeway	La Costa Bikeway	Systemic Safety Network, Upgrade existing bikeway	\$16



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Alternative formats available upon request. Call: (619) 231-1466. Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

20

Downtown San Diego → Rancho Bernardo Station
via Fashion Valley

110

Downtown San Diego → Mira Mesa Express
via I-15 / Hwy 163



Destinations

- City College
- Downtown Courthouse (110)
- Fashion Valley Mall (20)
- Miramar College
- Mira Mesa Market

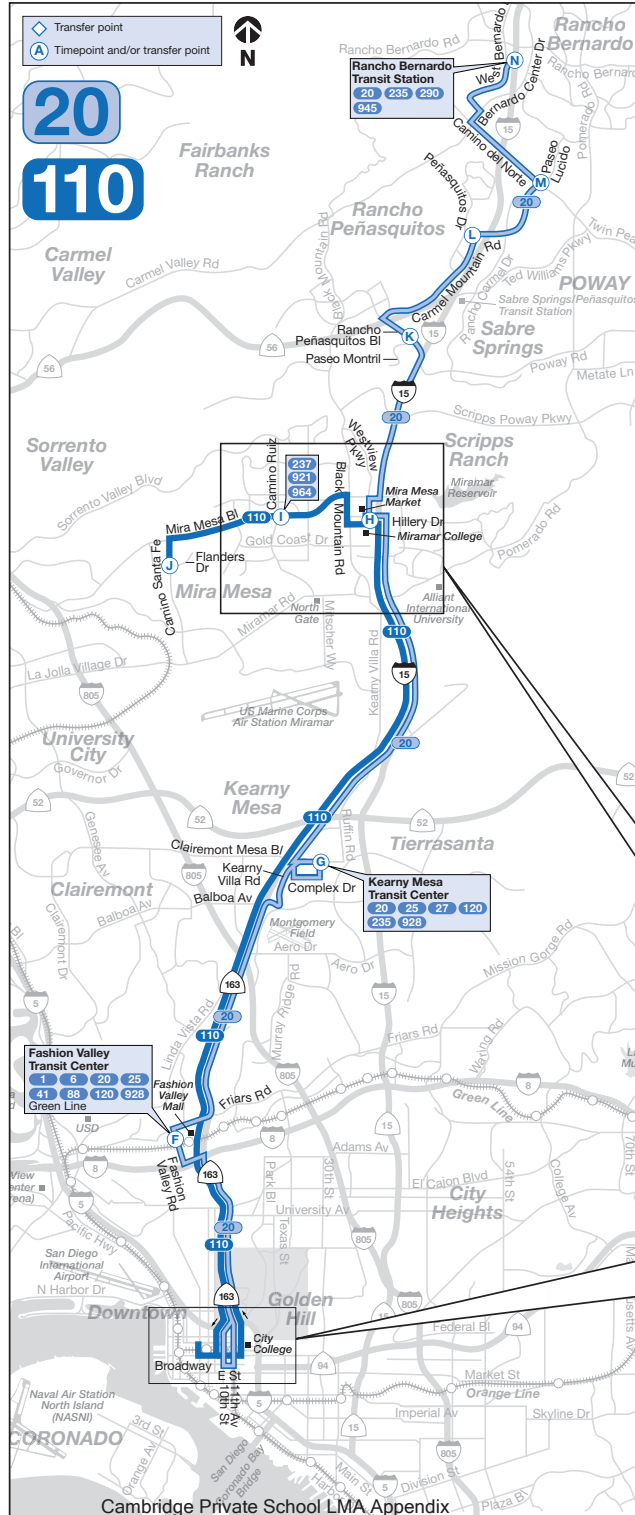
Bus Routes



Trolley Connections

- City College
- Fashion Valley (20)

Subject to change without notice
Sujeto a cambios sin previo aviso



110 Monday through Friday / lunes a viernes

Morning Only

Mira Mesa → Downtown San Diego

J	I	H	D	C	B
Camino Santa Fe & Flanders Dr. DEPART	Mira Mesa Bl. & Camino Ruiz	Miramar College Transit Station	10th Av. & B St.	Broadway & 5th Av.	Broadway & Union St. ARRIVE
6:02a	6:07a	6:15a	6:33a	6:37a	6:41a
6:22	6:27	6:35	6:53	6:57	7:01
6:41	6:46	6:55	7:14	7:18	7:23
7:04	7:10	7:20	7:41	7:45	7:51

110 Monday through Friday / lunes a viernes

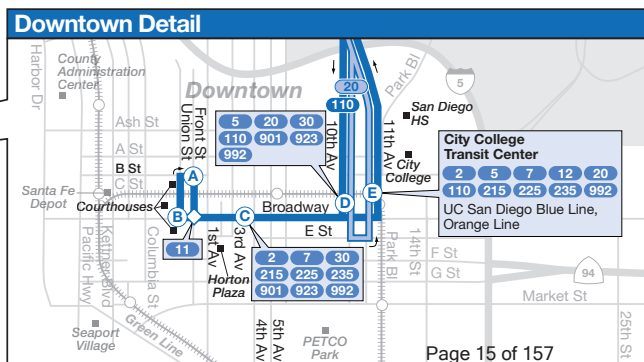
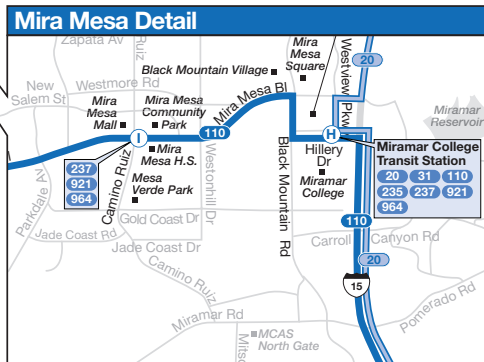
Afternoon Only

Downtown San Diego → Mira Mesa

A	C	E	H	I	J
Front St. & B St. DEPART	Broadway & 3rd Av.	City College Transit Center (11th & B)	Miramar College Transit Station	Mira Mesa Bl. & Camino Ruiz	Camino Santa Fe & Flanders Dr. ARRIVE
4:01p	4:05p	4:12p	4:35p	4:46p	4:55p
4:26	4:30	4:37	5:00	5:11	5:20
4:51	4:55	5:02	5:26	5:37	5:47
5:21	5:25	5:32	5:56	6:07	6:17

Gray-shaded times are approximate; trip may run earlier than scheduled. / Los tiempos sombreados en gris son aproximados; los viajes pueden operar más temprano de lo que se indica.

Route 110 does not operate on weekends or on the following holidays and observed holidays: La ruta 110 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas



Monday through Friday • lunes a viernes

Downtown San Diego → Rancho Bernardo

Downtown San Diego → Rancho Bernardo									
10th & A City College Broadway Transit Center (11th & C)	F	G	H	K	L	M	N		
DEPART	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	DEPART	ARRIVE	10th & A Broadway Transit Center	Rancho Bernardo Broadway Transit Center
—	4:56a	5:06a	5:08a	5:21a	5:30a	5:47a	5:53a	6:01a	—
—	5:41a	5:46a	5:48a	5:52a	6:01a	6:18a	6:25a	6:34a	—
—	5:53a	5:56a	6:00a	6:03a	6:23a	6:34a	6:42a	6:50a	6:57a
6:08	6:11	6:21	6:23	6:38	—	—	—	—	—
6:23	6:26	6:36	6:38	6:54	7:06	7:14a	7:23	7:30	7:40
6:38	6:41	6:51	6:53	7:09	7:20	7:28	7:36	7:44	7:53
6:53	6:56	7:06	7:08	7:22	7:36	—	—	—	—
7:08	7:11	7:21	7:23	7:39	—	—	—	—	—
7:23	7:26	7:36	7:38	7:54	8:06	8:14	8:23	8:30	8:41
7:38	7:41	7:51	7:53	8:09	—	—	—	—	—
7:53	7:56	8:06	8:08	8:24	8:36	8:44	8:53	9:00	9:11
8:08	8:11	8:21	8:23	8:39	—	—	—	—	—
8:23	8:26	8:36	8:38	8:54	9:06	9:14	9:23	9:30	9:41
8:38	8:41	8:51	8:53	9:08	—	—	—	—	—
8:53	8:56	9:06	9:08	9:23	9:34	9:42	9:51	9:58	10:08
9:08	9:11	9:21	9:23	9:39	9:50	9:58	10:06	10:14	10:24
9:23	9:26	9:36	9:38	9:54	10:06	10:14	10:23	10:30	10:41
9:38	9:41	9:51	9:53	10:08	10:20	10:28	10:36	10:44	10:54
10:03	10:06	10:16	10:18	10:32	10:44	10:52	11:00	11:08	11:18
10:18	10:21	10:31	10:33	10:48	11:00	11:08	11:16	11:24	11:34
10:33	10:36	10:46	10:48	10:64	10:76	10:84	10:92	11:00	11:10
10:48	10:51	11:01	11:03	11:18	11:30	11:38	11:46	11:54	12:04
11:03	11:06	11:16	11:18	11:33	11:45	11:53	12:01	12:09	12:19
11:18	11:21	11:31	11:33	11:48	12:00	12:08	12:16	12:24	12:34
11:33	11:36	11:46	11:48	12:03	12:15	12:23	12:31	12:39	12:49
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17:03	17:06	17:16	17:18	17:33	17:45	17:53	18:01	18:09	18:19
17:18	17:21	17:31	17:33	17:48	18:00	18:08	18:16	18:24	18:34
17:33	17:36	17:46	17:48	18:03	18:15	18:23	18:31	18:39	18:49
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34:48	34:51	35:01	35:03	35:18					

Appendix D

City of San Diego Street Segment Capacities

Roadway Segment LOS by Classification and Average Daily Traffic (ADT)

Table Appendix F-1 provides street classifications and associated LOS thresholds dependent on the roadway's average daily traffic (ADT).

TABLE APPENDIX F-1

ROADWAY CLASSIFICATIONS, LOS, AND AVERAGE DAILY TRAFFIC (ADT)

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Expressway	8 lanes	40,000	56,000	80,000	93,500	107,000
Expressway	7 lanes	35,000	49,000	70,000	82,000	93,500
Expressway	6 lanes	30,000	42,000	60,000	70,000	80,000
Prime Arterial ¹	8 lanes	35,000	50,000	70,000	75,000	80,000
Prime Arterial ¹	7 lanes	30,000	42,500	60,000	65,000	70,000
Prime Arterial	6 lanes	25,000	35,000	50,000	55,000	60,000
Prime Arterial ¹⁰	5 lanes	20,000	28,000	40,000	45,000	50,000
Prime Arterial ¹¹	4 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial ²	7 lanes	22,500	31,500	45,000	50,000	55,000
Major Arterial	6 lanes	20,000	28,000	40,000	45,000	50,000
Major Arterial ³	5 lanes	17,500	24,500	35,000	40,000	45,000
Major Arterial	4 lanes	15,000	21,000	30,000	35,000	40,000
Major Arterial	3 lanes	11,250	15,750	22,500	26,250	30,000
Major Arterial	2 lanes	7,500	10,500	15,000	17,500	20,000
Major Arterial (one-way) ⁴	3 lanes	12,500	16,500	22,500	25,000	27,500
Major Arterial (one-way) ⁵	2 lanes	10,000	13,000	17,500	20,000	22,500

STREET CLASSIFICATION	LANES	LEVEL OF SERVICE				
		A	B	C	D	E
Collector (with two-way left turn lane)	5 lanes	12,500	17,500	25,000	30,750	37,500
Collector (with two-way left turn lane)	4 lanes	10,000	14,000	20,000	25,000	30,000
Collector (with two-way left turn lane)	3 lanes	7,500	10,500	15,000	18,750	22,500
Collector (with two-way left turn lane)	2 lanes	5,000	7,000	10,000	13,000	15,000
Collector (without two-way left turn lane)	4 lanes	5,000	7,000	10,000	13,000	15,000
Collector (without two-way left turn lane) ⁶	3 lanes	4,000	5,000	7,500	10,000	11,000
Collector (without two-way left turn lane)	2 lanes	2,500	3,500	5,000	6,500	8,000
Collector (with no fronting property)	2 lanes	4,000	5,500	7,500	9,000	10,000
Collector (one-way) ⁷	3 lanes	11,000	14,000	19,000	22,500	26,000
Collector (one-way) ⁸	2 lanes	7,500	9,500	12,500	15,000	17,500
Collector (one-way) ⁹	1 lane	2,500	3,500	5,000	6,500	7,500
Sub-Collector (Single-family)	2 lanes	--	--	2,200	--	--

Notes:

The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

¹Calculated assuming that each additional lane above a 6-Ln Arterial adds 5,000 ADT for LOS A, 7,500 ADT for LOS B and 10,000 ADT for LOS C, D, and E

²Calculated assuming that ADT is 1/2 way between steps of a 6-Ln Major Arterial & 6 Ln Prime Arterial

³Calculated assuming that ADT is 1/2 way between steps of a 4-Ln Major Arterial & 6 Ln Major Arterial

⁴Calculated using: Capacity = 0.5 (6-Ln Major (2-way) + Added Capacity of 2,500 ADT)

⁵Calculated using: Capacity = 0.5 (4-Ln Major (2-way) + Added Capacity of 2,500 ADT)

⁶Calculated using: Capacity = 4-Ln Collector (no center lane) * (3/4)

⁷Calculated using: Capacity = 2-Ln Collector (one-way) * (3/2)

⁸Calculated using: Capacity = 0.5 (4-Ln Collector w/continuous left turn lane) + Added Capacity of 2,500 ADT)

⁹Calculated using: Capacity = 0.5 (2-Ln Collector w/ continuous left turn lane). Capacity took into account parking friction from both sides of roadway

¹⁰ Calculated by applying same differences between 8-Ln Prime & 7-Ln Prime & 7-Ln Prime & 6-Ln Prime

¹¹ Calculated assuming ratio between 6-Ln Prime & 6-Ln Major applied to 4-Ln Major

Appendix E

City of San Diego TSM Roadway Improvement Criteria

Bicycle Facilities

- Accommodating Bicycle Demand:
 - The project should construct (or reserve space for) any planned bicycle facility per the Community Plan or Bicycle Master Plan.
 - The project should consider upgrading adjacent bicycle facilities by adding upgraded treatments (such as green bike lane paint, buffers, etc. where appropriate) to accommodate an increase in bicycle demand.

Transit Facilities

- Transit Priority Treatments/Improvements
 - The project should consider transit priority treatments when operational analysis determines a transit movement would experience LOS E or worse.
 - The project should consider transit priority treatments identified within the Community Plan for the study area.
- Proposed Transit Stops:
 - The project should consider accommodating transit stops to serve existing or proposed transit services, including those identified in the Community Plan, RTIP and/or RTP within the study area. The project should coordinate any identified transit stops with SANDAG, the Metropolitan Transit System (MTS) and/or the North County Transit District (NCTD).
- Transit Stop Amenities:
 - The project should coordinate with MTS and/or the NCTD, as applicable, to determine additional or upgraded transit stop amenities.

Signalized Intersections

- Adding or lengthening a turn lane:
 - Considerations for intersection improvements:

When considering intersection improvements for circulation, access, and safety for all modes, factors that should be considered include, but are not limited to, conflicting pedestrian movements, existing and proposed bicycle facilities, transit priority, protected or permissive turn movement phasing, number of lanes, speed of prevailing traffic and expected queue lengths.
 - Left Turn Lane:

- No Existing Left-Turn Lane: If the project adds traffic to an individual left turn movement causing the total number of peak hour left turns to exceed 100, consider adding a left turn lane.⁸
- Existing Single Left-Turn Lane: If the project adds traffic to an individual left turn movement causing the total number of peak hour left turns to exceed 300, consider adding a second left turn lane.
- Right Turn Lane:
 - No Existing Right-Turn Lane: If the addition of a right turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, AND the project adds traffic to an individual right turn movement causing the total number of peak hour right turns to exceed 500, consider adding a right turn lane.
 - Existing Single Right-Turn Lane: If the addition of a right turn lane will not negatively affect other roadway users, will maintain a comfortable roadway environment, AND the project adds traffic to an individual right turn movement causing the total number of peak hour right turns to exceed 800, consider adding a second right turn lane. In addition to the considerations previously stated, dual-right turn (or more) treatments may require supplementary improvements including but not limited to no right-turn on red with blank-out signs, lead pedestrian intervals (LPIs) for pedestrians and cycle track treatment for bicyclists.
- Lengthening a Turn Pocket:
 - If the project adds traffic to a turning movement and causes the 95th percentile queue to exceed the available turn pocket length, consider lengthening the turn pocket.
- Signal Timing Improvements/Signal Modifications:
 - Determined based on intersection operations analysis as follows:

⁸ FHWA, *Signalized Intersections: Informational Guide*, August 2004. This source also provides additional factors which can be used to determine the need of a single left turn lane or additional left turn lanes including, left-turn volumes on the major and minor approaches, number of lanes, and vehicles per hour.

- Within a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an intersection to degrade to LOS F, or if the project adds traffic to a signal already operating at LOS F.
- Outside of a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an intersection to degrade to LOS E or F, or if the project adds traffic to a signal already operating at LOS E or F.
- Types of signal improvements that can be considered are:
 - Updating signal split times
 - Transit signal priority improvements
 - Right turn overlap phasing
 - Signal phasing changes
 - Intelligent Transportation Systems (ITS) improvements

Unsignalized Intersections

- Considerations for intersection improvements:
 - When considering intersection improvements for circulation, access, and safety for all modes, factors that should be considered include, but are not limited to, conflicting pedestrian movements, existing and proposed bicycle facilities, transit priority, protected or permissive turn movement phasing, number of lanes, speed of prevailing traffic and expected queue lengths.
- Constructing a Roundabout or Traffic Signal at an all-way stop-controlled intersection: If the project causes the operations at an all-way stop-controlled intersection to degrade (see below), perform an intersection control evaluation that includes a signal warrant analysis and a roundabout LOS analysis. Prepare a roundabout conceptual layout (prepared by a consultant qualified/experienced in roundabout design) to determine the geometric impact of a roundabout. Coordinate with Development Services Department Transportation Development Section staff on appropriate intersection control improvement. Staff may request additional lifecycle safety and mobility
 - The intersection control evaluation should be prepared If the project causes an all-way stop-controlled intersection to degrade as follows:
 - Within a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an all-way stop-controlled intersection located to degrade to LOS F, or if the project adds traffic to an all-way stop-controlled intersection already operating at LOS F.

- Outside of a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an all-way stop-controlled intersection to degrade to LOS E or F, or if the project adds traffic to an all-way stop controlled intersection already operating at LOS E or F.
- Constructing a Roundabout or Traffic Signal at a side-street stop-controlled intersection: If the project causes the operations at a side-street stop-controlled intersection to degrade (see below), perform an intersection control evaluation that includes a signal warrant analysis and a roundabout LOS analysis. Prepare a roundabout conceptual layout (prepared by a consultant qualified/experienced in roundabout design) to determine the geometric impact of a roundabout. Coordinate with Development Services Department Transportation Development Section staff on appropriate intersection control improvement. Staff may request additional lifecycle safety and mobility
 - The intersection control evaluation should be prepared If the project causes a side-street stop-controlled intersection to degrade as follows:
 - Within a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes the **worst movement** of a side-street stop-controlled intersection to degrade to LOS F, or if the project adds traffic to the **worst movement** of a side-street stop-controlled intersection that is already operating at LOS F.
 - Outside of a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes the **worst movement** of a side-street stop-controlled intersection to degrade to LOS E or F, or if the project adds traffic to the **worst movement** of a side-street stop-controlled intersection that is already operating at LOS E or F.
- Improvements to a Roundabout Intersection
 - If the project causes a roundabout intersection to degrade determined based on operations analysis as follows:
 - Within a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an intersection to degrade to LOS F, or if the project adds traffic to a roundabout already operating at LOS F.
 - Outside of a 1/2 mile path of travel of a *Major Transit Stop*: If the project causes an intersection to degrade to LOS E or F, or if the project adds traffic to a roundabout already operating at LOS E or F.
 - Determine improvements to the roundabout to reduce vehicle delay, such as metering traffic during peak hours or other geometric improvements - such

as adding a right turn bypass lane or multilane segments within the roundabout.

Roadway Segments

- Improvements identified in the community plan (including upgrading to ultimate classification):
 - If the project adds greater than 50% of total daily vehicle trips on the segment, the project should consider implementing the improvement as identified in the community plan.
 - If the project adds less than or equal to 50% of total daily vehicle trips on the segment, the project should evaluate its fair share towards the improvement.
- Planned new circulation element roadways:
 - If the project adds greater than 50% of total daily vehicle trips on the segment, the project should consider implementing the improvement as identified in the community plan.
 - If the project adds less than or equal to 50% of total daily vehicle trips on the segment, the project should evaluate its fair share towards the improvement.

In addition, the project should make improvements to study intersections and roadways to preserve consistency with Community Plan/PFFP/IFS identified improvements. The project applicant will have responsibility for the implementation of identified improvements.

The improvement types listed above are typical mobility improvements. Other types of mobility improvements may be proposed by the applicant or considered thorough coordination with the Development Services Departments Transportation Development Section staff.

Appendix F

City of San Diego Community Roadway Classification Map

Black Mountain Ranch Subarea Plan

Adopted July 1998
(Amended 2020)

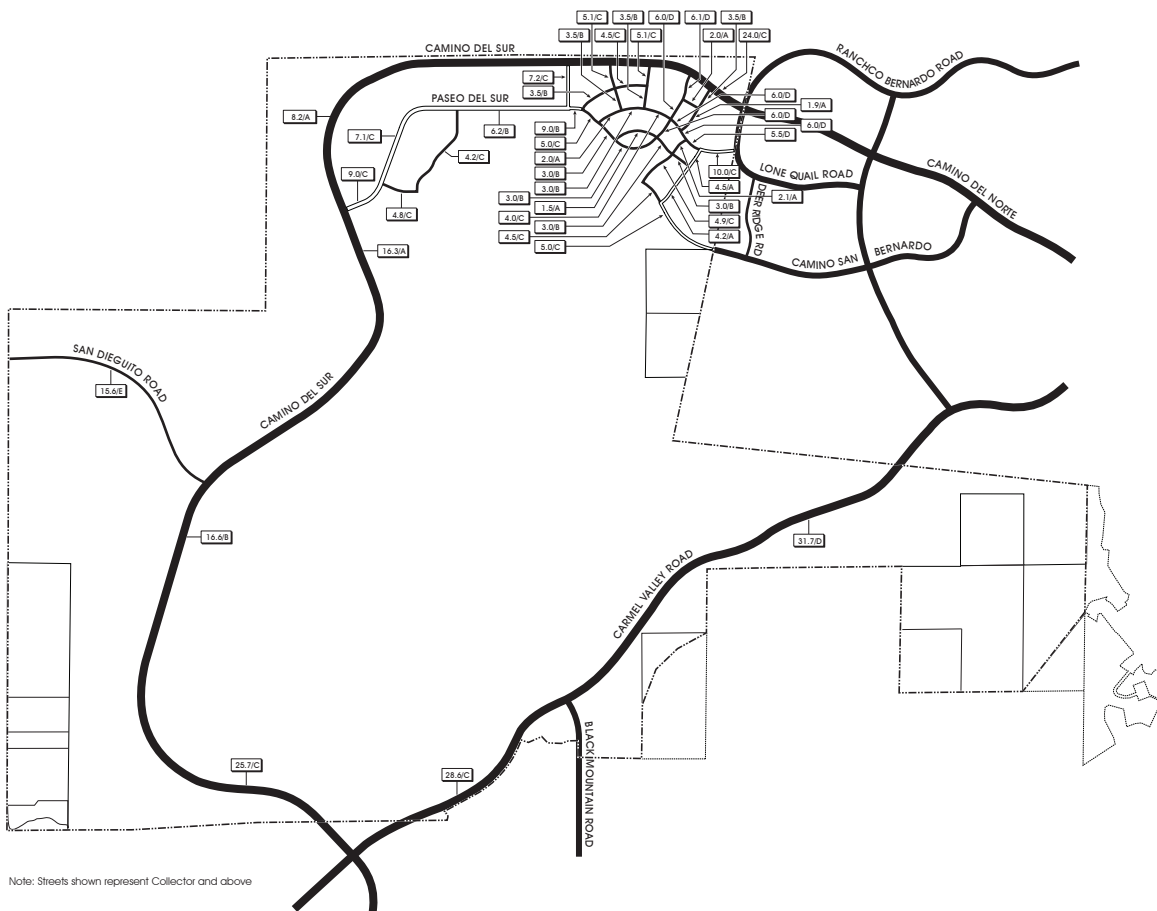
Street Classifications

6.1
figure

Legend

-  Modified 4 Lane Major (122' Right-of-Way)
-  4 Lane Collector (98' Right-of-Way)
-  Modified 2 Lane Collector w/ Median (100' Right-of-Way)
-  2 Lane Collector w/ 2 Way Left Turn Lane (78' Right-of-Way)
-  2 Lane Collector (60' Right-of-Way)
-  Forecast average daily traffic volume in thousands/ projected level of service at subarea and regional build out.

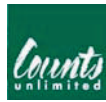
All other streets within Subarea I which are not shown will be 2 lane sub-collector or local with 56' of Right-of-Way or less. Portions of such streets may be widened or narrowed as entry features, or to establish community character with the approval of the City Engineer.



Note: Streets shown represent Collector and above

Appendix G

Count Data



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Camino Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	3	1	5	2	0	2	0	93	0	14	213	0	333
7:15 AM	2	0	9	5	0	0	2	162	1	11	217	0	409
7:30 AM	1	0	6	7	0	5	0	154	0	10	294	6	483
7:45 AM	2	1	7	6	0	2	0	221	0	6	343	2	590
8:00 AM	4	0	12	2	0	2	1	260	1	10	229	10	531
8:15 AM	7	1	7	8	2	7	2	194	3	13	221	3	468
8:30 AM	4	2	12	10	0	6	3	224	3	8	236	2	510
8:45 AM	4	2	11	8	1	1	1	278	6	5	215	5	537
TOTAL VOLUMES:	27	7	69	48	3	25	9	1586	14	77	1968	28	3861

AM Peak Hr Begins at: 745 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	17	4	38	26	2	17	6	899	7	37	1029	17	2099

PEAK HR FACTOR:	0.819	0.662	0.870	0.771	0.889
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Bicycle Counts

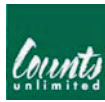
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:00 AM	0	0	0	1	2	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
8:30 AM	0	0	0	0	1	0	0	3	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	1	3	0	0	6	0	0	5	0	15

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	1	3	0	0	6	0	0	2	0	12

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Camino Del Sur East Leg		Camino Del Sur West Leg		TOTAL
7:00 AM	1		1		0		0		2
7:15 AM	1		2		0		0		3
7:30 AM	0		1		0		0		1
7:45 AM	2		1		0		0		3
8:00 AM	4		0		0		0		4
8:15 AM	1		0		1		0		2
8:30 AM	0		0		2		0		2
8:45 AM	0		1		0		0		1
TOTAL VOLUMES:	9		6		3		0		18

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	7		1		3		0		11



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Camino Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 2:00 PM to 4:00 PM
Peak Hour: 2:45 PM to 3:45 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	2	0	10	4	1	1	0	212	4	6	173	1	414
2:15 PM	3	0	9	5	0	2	2	172	4	7	210	2	416
2:30 PM	1	2	13	5	0	1	3	210	1	3	268	3	510
2:45 PM	6	1	22	4	1	2	5	230	4	7	285	7	574
3:00 PM	4	1	25	3	2	1	0	339	10	6	195	3	589
3:15 PM	0	0	26	2	0	2	5	333	17	7	198	4	594
3:30 PM	4	1	30	6	0	2	3	259	2	6	232	7	552
3:45 PM	3	1	12	4	0	2	4	211	3	5	224	7	476
TOTAL VOLUMES:	23	6	147	33	4	13	22	1966	45	47	1785	34	4125

NOON Peak Hr Begins at: 245 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	14	3	103	15	3	7	13	1161	33	26	910	21	2309

PEAK HR FACTOR:	0.857	0.781	0.850	0.800	0.972
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Bicycle Counts

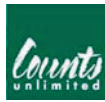
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	4
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	2	0	0	0	7	0	0	0	0	0	0	10

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	1	0	0	0	6	0	0	0	0	0	0	7

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Camino Del Sur East Leg		Camino Del Sur West Leg		TOTAL
2:00 PM	4		1		0		0		5
2:15 PM	1		2		0		2		5
2:30 PM	1		3		2		3		9
2:45 PM	0		7		1		5		13
3:00 PM	0		3		1		0		4
3:15 PM	0		4		0		5		9
3:30 PM	0		7		1		3		11
3:45 PM	0		7		1		4		12
TOTAL VOLUMES:	6		34		6		22		68

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	0		21		3		13		37



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Camino Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	1	0	19	1	0	2	2	246	3	9	217	8	508
4:15 PM	1	1	15	7	1	1	3	268	1	6	202	2	508
4:30 PM	1	0	17	5	0	1	5	225	5	8	221	8	496
4:45 PM	0	2	12	2	3	3	3	283	1	8	240	5	562
5:00 PM	2	1	12	3	0	0	4	224	4	5	242	3	500
5:15 PM	3	4	7	12	0	1	0	238	1	9	268	12	555
5:30 PM	3	0	13	3	1	0	2	280	5	14	253	7	581
5:45 PM	1	0	4	10	0	0	2	240	3	6	220	11	497
TOTAL VOLUMES:	12	8	99	43	5	8	21	2004	23	65	1863	56	4207

PM Peak Hr Begins at: 445 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	8	7	44	20	4	4	9	1025	11	36	1003	27	2198

PEAK HR FACTOR:	0.922	0.538	0.910	0.922	0.946
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Bicycle Counts

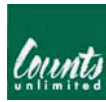
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Camino Del Sur Eastbound			Camino Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	3	0	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Camino Del Sur East Leg		Camino Del Sur West Leg		TOTAL
4:00 PM	1		0		2		0		3
4:15 PM	0		0		0		0		0
4:30 PM	1		0		2		0		3
4:45 PM	0		0		0		0		0
5:00 PM	0		1		0		0		1
5:15 PM	3		0		0		1		4
5:30 PM	3		0		0		0		3
5:45 PM	1		0		0		0		1
TOTAL VOLUMES:	9		1		4		1		15

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	6		1		0		1		8



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Templeton Street

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	7	1	1	1	10	1	0	0	0	7	0	28
7:15 AM	0	7	1	3	3	8	1	1	0	0	1	2	27
7:30 AM	1	4	1	2	1	7	1	0	0	1	4	1	23
7:45 AM	0	10	1	0	0	6	1	1	0	0	6	1	26
8:00 AM	0	13	1	2	3	3	1	3	0	2	3	0	31
8:15 AM	2	13	1	2	12	6	1	3	1	0	2	2	45
8:30 AM	2	16	0	2	7	3	1	6	1	0	1	2	41
8:45 AM	0	15	4	0	12	0	4	6	2	0	3	2	48
TOTAL VOLUMES:	5	85	10	12	39	43	11	20	4	3	27	10	269

AM Peak Hr Begins at: 800 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	4	57	6	6	34	12	7	18	4	2	9	6	165

PEAK HR FACTOR:	0.882	0.650	0.604	0.850	0.859
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Bicycle Counts

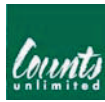
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	2	1	4	0	0	0	0	8

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	1	2	1	2	0	0	0	0	6

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Templeton Street East Leg		Templeton Street West Leg		TOTAL
7:00 AM	8		9		12		0		29
7:15 AM	1		10		11		0		22
7:30 AM	0		0		0		0		0
7:45 AM	7		1		0		0		8
8:00 AM	8		2		1		0		11
8:15 AM	2		3		5		0		10
8:30 AM	0		2		1		0		3
8:45 AM	0		2		2		0		4
TOTAL VOLUMES:	26		29		32		0		87

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	10	9	9	0	28



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Templeton Street

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 2:00 PM to 7:00 PM
Peak Hour: 2:45 PM to 3:45 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	4	1	0	10	0	5	2	0	2	5	1	30
2:15 PM	1	8	0	1	8	2	4	5	0	1	4	0	34
2:30 PM	0	4	0	0	4	0	13	5	1	1	2	0	30
2:45 PM	3	22	1	2	9	0	6	3	0	1	7	1	55
3:00 PM	1	8	3	5	11	1	17	9	1	0	7	1	64
3:15 PM	1	7	2	3	21	0	15	12	0	4	14	1	80
3:30 PM	0	8	2	3	8	0	21	10	0	2	10	3	67
3:45 PM	0	6	4	3	3	2	7	5	0	2	11	0	43
TOTAL VOLUMES:	6	67	13	17	74	5	88	51	2	13	60	7	403

NOON Peak Hr Begins at: 245 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	5	45	8	13	49	1	59	34	1	7	38	6	266

PEAK HR FACTOR:	0.558	0.656	0.758	0.671	0.831
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Bicycle Counts

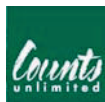
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	0	0	1	1	0	0	0	0	0	0	7

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	1	0	0	1	1	0	0	0	0	0	0	3

Pedestrian Counts

	Coyote Bush Drive North Leg	Coyote Bush Drive South Leg	Templeton Street East Leg	Templeton Street West Leg	TOTAL
2:00 PM	2	1	1	1	5
2:15 PM	3	4	0	0	7
2:30 PM	3	0	0	0	3
2:45 PM	3	1	1	1	6
3:00 PM	9	7	1	0	17
3:15 PM	3	4	1	0	8
3:30 PM	5	5	2	0	12
3:45 PM	0	1	2	1	4
TOTAL VOLUMES:	28	23	8	3	62

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	20	17	5	1	43



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Templeton Street

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	2	1	0	9	1	18	4	0	3	4	1	43
4:15 PM	0	10	1	0	7	1	5	4	0	4	6	1	39
4:30 PM	1	9	2	1	12	0	9	7	0	0	4	0	45
4:45 PM	0	9	0	0	8	1	4	4	0	0	4	1	31
5:00 PM	1	12	0	2	10	0	3	8	0	4	5	1	46
5:15 PM	0	8	0	0	9	1	3	2	0	1	9	1	34
5:30 PM	0	9	1	1	19	0	5	2	0	0	9	0	46
5:45 PM	0	3	0	1	7	2	1	5	0	0	9	1	29
TOTAL VOLUMES:	2	62	5	5	81	6	48	36	0	12	50	6	313

PM Peak Hr Begins at: 415 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	2	40	3	3	37	2	21	23	0	8	19	3	161

PEAK HR FACTOR:	0.865	0.808	0.688	0.682	0.875
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Bicycle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Templeton Street Eastbound			Templeton Street Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	1	4
4:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
4:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	1	1	0	0	3	0	0	10	2	19

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	2	0	1	0	0	0	3	0	0	2	1	9

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Templeton Street East Leg		Templeton Street West Leg		TOTAL
4:00 PM	0		0		1		0		1
4:15 PM	1		2		0		1		4
4:30 PM	0		4		1		0		5
4:45 PM	0		0		0		0		0
5:00 PM	1		0		1		1		3
5:15 PM	0		2		0		0		2
5:30 PM	4		0		0		0		4
5:45 PM	0		0		0		0		0
TOTAL VOLUMES:	6		8		3		2		19

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	2		6		2		2		12



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Del Sur Ridge Road

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	1	0	0	1	1	1	2	0	1	2	1	10
7:15 AM	0	4	0	1	2	0	1	1	0	0	2	0	11
7:30 AM	0	1	1	2	0	0	1	5	0	0	6	5	21
7:45 AM	0	5	0	1	1	0	2	1	1	0	4	1	16
8:00 AM	1	4	0	0	3	2	0	5	0	0	4	3	22
8:15 AM	6	6	1	2	5	3	0	6	0	1	12	0	42
8:30 AM	3	7	4	6	3	2	5	13	3	0	8	1	55
8:45 AM	0	2	3	10	0	0	2	14	3	2	25	3	64
TOTAL VOLUMES:	10	30	9	22	15	8	12	47	7	4	63	14	241

AM Peak Hr Begins at: 800 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	10	19	8	18	11	7	7	38	6	3	49	7	183

PEAK HR FACTOR:	0.661	0.818	0.607	0.492	0.715
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Bicycle Counts

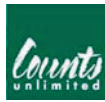
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	5	0	0	0	0	6

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	1	0	0	5	0	0	0	0	6

Pedestrian Counts

	Coyote Bush Drive North Leg	Coyote Bush Drive South Leg	Del Sur Ridge Road East Leg	Del Sur Ridge Road West Leg	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	3	0	4
7:45 AM	2	0	0	0	2
8:00 AM	2	0	1	2	5
8:15 AM	3	0	2	1	6
8:30 AM	1	2	0	0	3
8:45 AM	2	6	5	0	13
TOTAL VOLUMES:	11	8	11	3	33

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	8	8	8	3	27



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Del Sur Ridge Road

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 2:00 PM to 4:00 PM
Peak Hour: 3:00 PM to 4:00 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	1	0	3	4	0	0	0	0	0	4	1	13
2:15 PM	0	3	0	0	2	1	0	1	0	0	2	1	10
2:30 PM	2	2	1	1	1	0	1	3	0	1	16	0	28
2:45 PM	2	9	0	2	3	1	2	3	1	0	9	3	35
3:00 PM	1	3	1	4	5	2	4	14	4	0	5	0	43
3:15 PM	1	2	2	11	10	2	4	9	4	1	8	4	58
3:30 PM	0	3	0	3	2	1	1	4	0	3	31	2	50
3:45 PM	1	3	0	1	3	0	3	3	2	1	26	5	48
TOTAL VOLUMES:	7	26	4	25	30	7	15	37	11	6	101	16	285

NOON Peak Hr Begins at: 300 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	3	11	3	19	20	5	12	30	10	5	70	11	199

PEAK HR FACTOR:	0.850	0.478	0.591	0.597	0.858
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Bicycle Counts

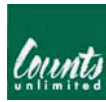
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	1	0	0	0	0	0	4	0	5
3:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	5	0	0	2	0	0	0	0	0	5	0	12

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	2	0	0	0	0	0	5	0	7

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Del Sur Ridge Road East Leg		Del Sur Ridge Road West Leg		TOTAL
2:00 PM	3		0		0		0		3
2:15 PM	0		1		1		2		4
2:30 PM	0		0		0		2		2
2:45 PM	1		0		1		0		2
3:00 PM	0		3		1		0		4
3:15 PM	1		2		1		0		4
3:30 PM	1		6		0		1		8
3:45 PM	3		0		3		0		6
TOTAL VOLUMES:	9		12		7		5		33

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	5		11		5		1		22



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Coyote Bush Drive
E/W: Del Sur Ridge Road

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Vehicle Counts

	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	1	0	0	2	0	0	6	0	0	11	2	22
4:15 PM	1	3	0	2	4	1	2	2	1	0	6	0	22
4:30 PM	1	1	0	2	5	1	0	0	1	0	7	3	21
4:45 PM	1	3	0	2	1	1	0	0	1	0	2	4	15
5:00 PM	0	4	1	4	3	1	2	3	2	1	5	1	27
5:15 PM	1	4	1	1	0	1	1	4	0	1	8	4	26
5:30 PM	1	3	0	4	9	1	0	4	3	1	3	3	32
5:45 PM	0	4	0	2	4	3	0	3	0	0	8	1	25
TOTAL VOLUMES:	5	23	2	17	28	9	5	22	8	3	50	18	190

PM Peak Hr Begins at: 500 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	2	15	2	11	16	6	3	14	5	3	24	9	110

PEAK HR FACTOR:	0.792	0.589	0.786	0.692	0.859
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Bicycle Counts

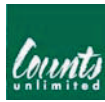
	Coyote Bush Drive Northbound			Coyote Bush Drive Southbound			Del Sur Ridge Road Eastbound			Del Sur Ridge Road Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	3	0	0	0	0	0	0	0	2	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	3	2	0	0	1	1	0	0	2	0	5	0	14

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	3	0	0	0	0	0	0	0	2	0	1	0	6

Pedestrian Counts

	Coyote Bush Drive North Leg		Coyote Bush Drive South Leg		Del Sur Ridge Road East Leg		Del Sur Ridge Road West Leg		TOTAL
4:00 PM	6		0		1		4		11
4:15 PM	1		0		1		0		2
4:30 PM	2		0		2		4		8
4:45 PM	1		0		1		0		2
5:00 PM	5		0		1		1		7
5:15 PM	2		1		2		0		5
5:30 PM	1		0		1		0		2
5:45 PM	0		0		0		0		0
TOTAL VOLUMES:	18		1		9		9		37

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	8		1		4		1		14



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Templeton Street
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Vehicle Counts

	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	5	2	9	0	0	21	0	37
7:15 AM	0	0	0	0	0	1	2	8	0	0	11	0	22
7:30 AM	0	0	0	0	0	1	1	25	0	0	31	0	58
7:45 AM	0	0	0	0	0	4	2	22	0	0	30	0	58
8:00 AM	0	0	0	0	0	4	2	31	0	0	37	0	74
8:15 AM	0	0	0	0	0	6	3	53	0	0	103	0	165
8:30 AM	0	0	0	0	0	3	10	117	0	0	86	0	216
8:45 AM	0	0	0	0	0	1	10	107	0	0	54	0	172
TOTAL VOLUMES:	0	0	0	0	0	25	32	372	0	0	373	0	802

AM Peak Hr Begins at: 800 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	14	25	308	0	0	280	0	627

PEAK HR FACTOR:	0.000	0.583	0.656	0.680	0.726
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Bicycle Counts

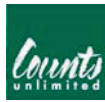
	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	5
8:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	0	0	5	8	0	0	1	0	14

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	3	8	0	0	1	0	12

Pedestrian Counts

	Templeton Street North Leg	Templeton Street South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
7:00 AM	1	0	1	0	2
7:15 AM	2	0	0	0	2
7:30 AM	0	0	1	0	1
7:45 AM	1	0	0	0	1
8:00 AM	3	0	0	0	3
8:15 AM	2	0	0	0	2
8:30 AM	3	0	0	0	3
8:45 AM	1	0	1	0	2
TOTAL VOLUMES:	13	0	3	0	16

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	9	0	1	0	10



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Templeton Street
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 2:00 PM to 4:00 PM
Peak Hour: 3:00 PM to 4:00 PM

Vehicle Counts

	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	4	1	23	0	0	13	1	42
2:15 PM	0	0	0	0	0	5	7	35	0	0	17	0	64
2:30 PM	0	0	0	0	0	1	3	33	0	0	82	0	119
2:45 PM	0	0	0	0	0	13	2	39	0	0	91	0	145
3:00 PM	0	0	0	0	0	11	7	100	0	0	47	0	165
3:15 PM	0	0	0	0	0	16	10	104	0	0	37	1	168
3:30 PM	0	0	0	0	0	10	2	59	0	0	57	1	129
3:45 PM	0	0	0	0	0	12	4	50	0	0	98	0	164
TOTAL VOLUMES:	0	0	0	0	0	72	36	443	0	0	442	3	996

NOON Peak Hr Begins at: 300 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	49	23	313	0	0	239	2	626

PEAK HR FACTOR:	0.000	0.766	0.737	0.615	0.932
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Bicycle Counts

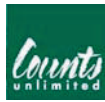
	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
2:45 PM	0	0	0	0	0	1	0	1	0	0	5	0	7
3:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
3:30 PM	0	0	0	1	0	1	1	1	0	0	8	0	12
3:45 PM	0	0	0	0	0	5	0	2	0	0	12	0	19
TOTAL VOLUMES:	0	0	0	1	0	9	2	5	0	0	32	0	49

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	1	0	8	2	3	0	0	22	0	36

Pedestrian Counts

	Templeton Street North Leg	Templeton Street South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
2:00 PM	2	0	0	1	3
2:15 PM	1	0	0	0	1
2:30 PM	1	0	1	0	2
2:45 PM	4	0	0	0	4
3:00 PM	1	0	0	0	1
3:15 PM	1	0	0	0	1
3:30 PM	0	0	0	0	0
3:45 PM	2	0	1	2	5
TOTAL VOLUMES:	12	0	2	3	17

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	4	0	1	2	7



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Templeton Street
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Vehicle Counts

	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	1	0	6	4	40	0	0	41	0	92
4:15 PM	0	0	0	1	0	6	3	56	0	0	31	0	97
4:30 PM	0	0	0	2	0	4	3	26	0	0	27	0	62
4:45 PM	0	0	0	0	0	4	4	41	0	0	17	0	66
5:00 PM	0	0	0	0	0	6	9	35	0	0	30	0	80
5:15 PM	0	0	0	0	0	9	1	46	0	0	40	0	96
5:30 PM	0	0	0	0	0	9	3	61	0	0	25	0	98
5:45 PM	0	0	0	0	0	13	5	68	0	0	34	0	120
TOTAL VOLUMES:	0	0	0	4	0	57	32	373	0	0	245	0	711

PM Peak Hr Begins at: 500 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	37	18	210	0	0	129	0	394

PEAK HR FACTOR:	0.000	0.712	0.781	0.806	0.821
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Bicycle Counts

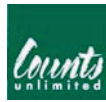
	Templeton Street Northbound			Templeton Street Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	2	0	1	0	0	6	0	9
4:15 PM	0	0	0	0	0	0	1	0	0	0	3	0	4
4:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	3
5:15 PM	0	0	0	0	0	4	0	0	0	0	2	0	6
5:30 PM	0	0	0	0	0	2	0	1	0	0	3	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	9	3	4	0	0	15	0	31

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	7	1	2	0	0	5	0	15

Pedestrian Counts

	Templeton Street North Leg	Templeton Street South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
4:00 PM	4	0	0	0	4
4:15 PM	0	0	1	0	1
4:30 PM	5	0	2	0	7
4:45 PM	3	0	3	1	7
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	15	0	6	1	22

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	3	0	0	0	3



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Del Sur Ridge Road
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Vehicle Counts

		Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM		0	0	0	0	0	3	2	7	0	0	18	1	31
7:15 AM		0	0	0	0	0	3	2	6	0	0	8	0	19
7:30 AM		0	0	0	0	0	6	6	18	0	0	25	0	55
7:45 AM		0	0	0	0	0	4	4	19	0	0	27	0	54
8:00 AM		0	0	0	0	0	7	5	24	0	0	30	0	66
8:15 AM		0	0	0	0	0	21	6	47	0	0	82	0	156
8:30 AM		0	0	0	0	0	10	20	99	0	0	73	1	203
8:45 AM		0	0	0	0	0	23	20	87	0	0	29	1	160
TOTAL VOLUMES:		0	0	0	0	0	77	65	307	0	0	292	3	744

AM Peak Hr Begins at: 800 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	61	51	257	0	0	214	2	585

PEAK HR FACTOR:	0.000	0.663	0.647	0.659	0.720
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Bicycle Counts

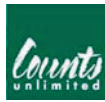
		Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM		0	0	0	0	0	0	0	3	0	0	0	0	3
8:30 AM		0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:		0	0	0	0	0	0	0	5	0	0	1	0	6

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	0	5	0	0	1	0	6

Pedestrian Counts

		Del Sur Ridge Road North Leg	Del Sur Ridge Road South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
7:00 AM		1	0	1	1	3
7:15 AM		3	0	0	1	4
7:30 AM		0	0	0	0	0
7:45 AM		0	0	1	1	2
8:00 AM		0	0	0	0	0
8:15 AM		2	0	0	0	2
8:30 AM		1	0	3	2	6
8:45 AM		0	0	1	1	2
TOTAL VOLUMES:		7	0	6	6	19

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	3	0	4	3	10



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Del Sur Ridge Road
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 2:00 PM to 4:00 PM
Peak Hour: 3:00 PM to 4:00 PM

Vehicle Counts

	Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	5	0	23	0	0	8	0	36
2:15 PM	0	0	0	0	0	3	1	32	0	0	14	0	50
2:30 PM	0	0	0	0	0	18	4	30	0	0	64	0	116
2:45 PM	0	0	0	0	0	12	5	34	0	0	81	0	132
3:00 PM	0	0	0	0	0	8	21	78	0	0	37	1	145
3:15 PM	0	0	0	0	0	11	17	87	0	0	30	0	145
3:30 PM	0	0	0	2	0	29	5	52	0	0	30	0	118
3:45 PM	0	0	0	0	0	28	9	46	0	0	66	0	149
TOTAL VOLUMES:	0	0	0	2	0	114	62	382	0	0	330	1	891

NOON Peak Hr Begins at: 300 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	2	0	76	52	263	0	0	163	1	557

PEAK HR FACTOR:	0.000	0.629	0.757	0.621	0.935
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Bicycle Counts

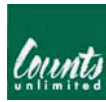
	Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
2:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	2	0	1	0	0	0	0	4
3:30 PM	0	0	0	0	0	1	0	2	0	0	7	0	10
3:45 PM	0	0	0	0	0	0	0	3	0	0	11	0	14
TOTAL VOLUMES:	0	0	0	1	0	3	0	8	0	0	28	0	40

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	1	0	3	0	6	0	0	18	0	28

Pedestrian Counts

	Del Sur Ridge Road North Leg	Del Sur Ridge Road South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
2:00 PM	2	0	2	1	5
2:15 PM	2	0	0	2	4
2:30 PM	1	0	1	0	2
2:45 PM	3	0	0	0	3
3:00 PM	0	0	1	2	3
3:15 PM	1	0	1	0	2
3:30 PM	2	0	1	0	3
3:45 PM	5	0	2	0	7
TOTAL VOLUMES:	16	0	8	5	29

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	8	0	5	2	15



PO Box 1178
Corona, CA 92880
951-268-6268

Location: San Diego
N/S: Del Sur Ridge Road
E/W: Paseo Del Sur

Date: 1/29/2025
Day: WEDNESDAY
Project # 143-25040

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

Vehicle Counts

	Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	11	6	35	0	0	29	0	81
4:15 PM	0	0	0	2	0	6	6	51	0	0	25	0	90
4:30 PM	0	0	0	1	0	6	1	27	0	0	21	1	57
4:45 PM	0	0	0	0	0	4	1	39	0	0	14	0	58
5:00 PM	0	0	0	0	0	7	5	31	0	0	22	2	67
5:15 PM	0	0	0	0	0	10	4	41	0	0	30	1	86
5:30 PM	0	0	0	0	0	3	6	56	0	0	24	0	89
5:45 PM	0	0	0	0	0	10	3	64	0	0	24	0	101
TOTAL VOLUMES:	0	0	0	3	0	57	32	344	0	0	189	4	629

PM Peak Hr Begins at: 500 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	30	18	192	0	0	100	3	343

PEAK HR FACTOR:	0.000	0.750	0.784	0.831	0.849
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Bicycle Counts

	Del Sur Ridge Road Northbound			Del Sur Ridge Road Southbound			Paseo Del Sur Eastbound			Paseo Del Sur Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	3	0	1	0	0	3	0	7
4:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	6	0	3	0	0	7	0	16

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	1	0	1	0	0	2	0	4

Pedestrian Counts

	Del Sur Ridge Road North Leg	Del Sur Ridge Road South Leg	Paseo Del Sur East Leg	Paseo Del Sur West Leg	TOTAL
4:00 PM	3	0	1	1	5
4:15 PM	3	0	1	2	6
4:30 PM	2	0	1	1	4
4:45 PM	3	0	1	5	9
5:00 PM	3	0	1	0	4
5:15 PM	1	0	2	0	3
5:30 PM	0	0	0	0	0
5:45 PM	3	0	1	0	4
TOTAL VOLUMES:	18	0	8	9	35

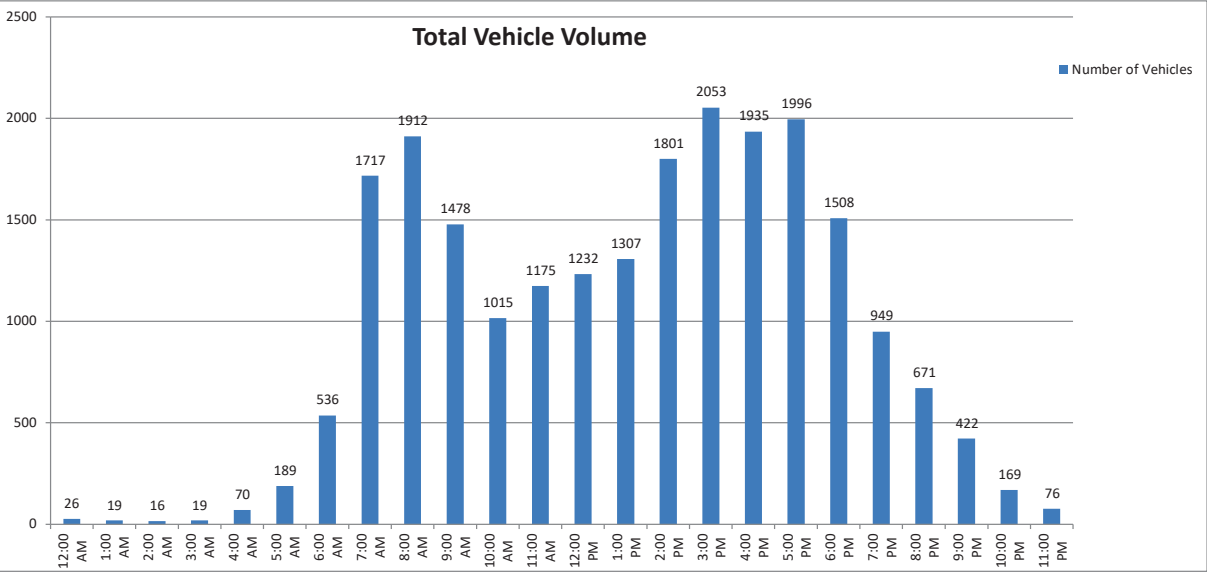
	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	7	0	4	0	11

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Camino Del Sur
W/ Coyote Bush Drive
1/29/2025

Start Time	1/29/2025
12:00 AM	26
1:00 AM	19
2:00 AM	16
3:00 AM	19
4:00 AM	70
5:00 AM	189
6:00 AM	536
7:00 AM	1717
8:00 AM	1912
9:00 AM	1478
10:00 AM	1015
11:00 AM	1175
12:00 PM	1232
1:00 PM	1307
2:00 PM	1801
3:00 PM	2053
4:00 PM	1935
5:00 PM	1996
6:00 PM	1508
7:00 PM	949
8:00 PM	671
9:00 PM	422
10:00 PM	169
11:00 PM	76
Total	22291



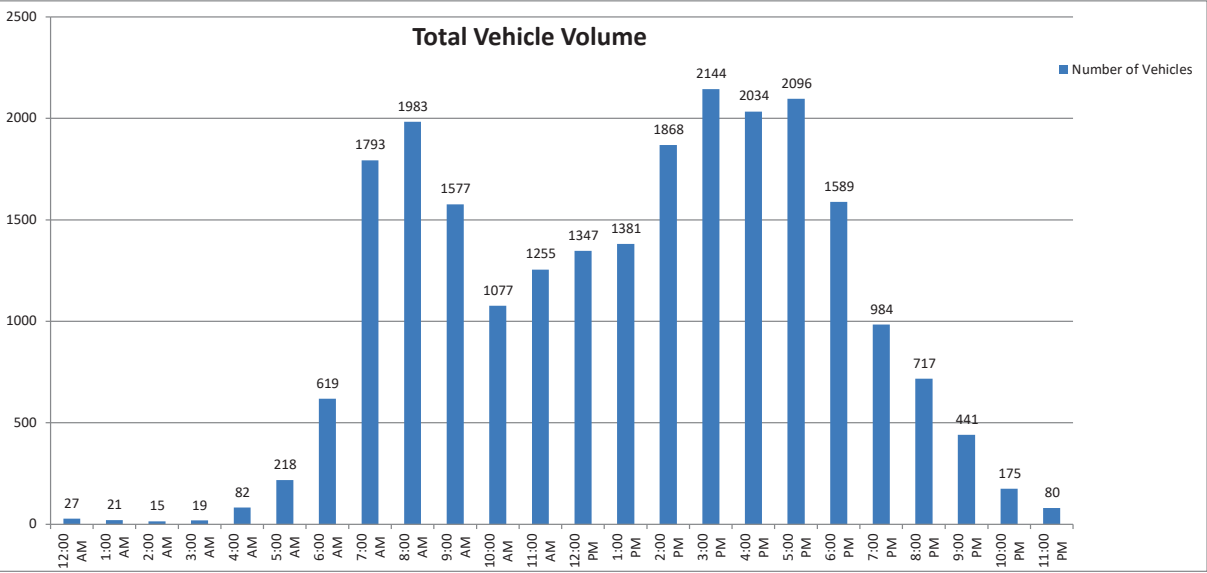
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Camino Del Sur
E/ Coyote Bush Drive
1/29/2025

Start Time	1/29/2025
12:00 AM	27
1:00 AM	21
2:00 AM	15
3:00 AM	19
4:00 AM	82
5:00 AM	218
6:00 AM	619
7:00 AM	1793
8:00 AM	1983
9:00 AM	1577
10:00 AM	1077
11:00 AM	1255
12:00 PM	1347
1:00 PM	1381
2:00 PM	1868
3:00 PM	2144
4:00 PM	2034
5:00 PM	2096
6:00 PM	1589
7:00 PM	984
8:00 PM	717
9:00 PM	441
10:00 PM	175
11:00 PM	80
Total	23542



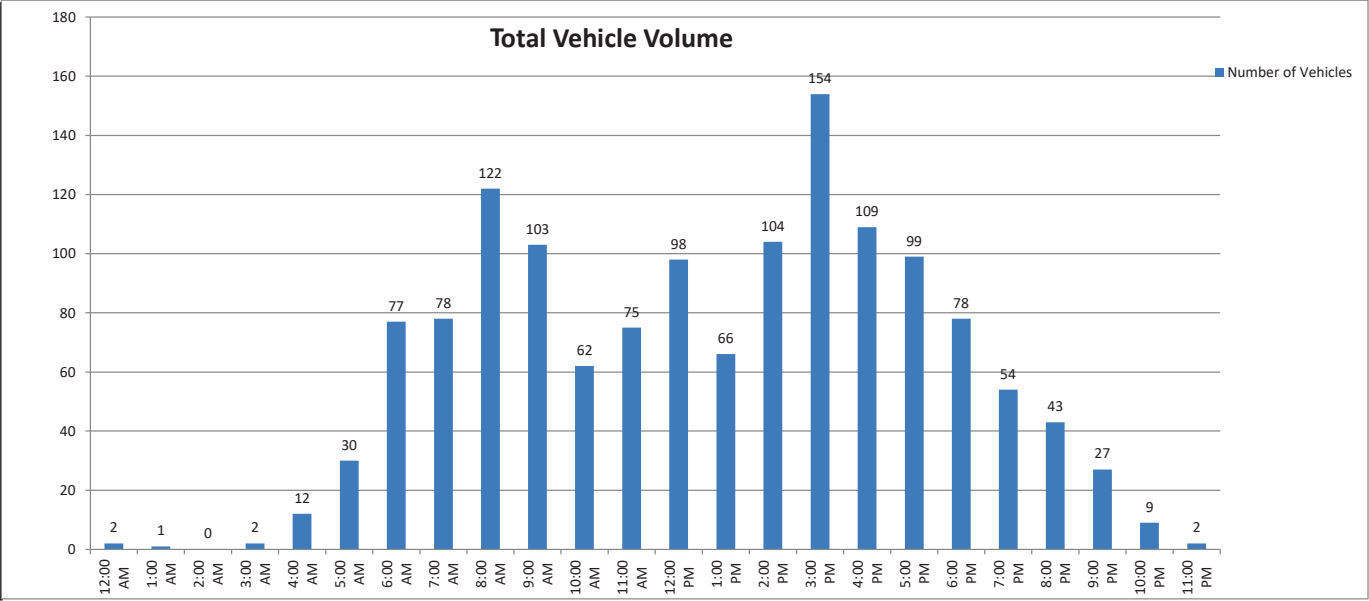
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Coyote Bush Drive
B/ Camino Del Sur - Templeton Street
1/29/2025

Start Time	1/29/2025
12:00 AM	2
1:00 AM	1
2:00 AM	0
3:00 AM	2
4:00 AM	12
5:00 AM	30
6:00 AM	77
7:00 AM	78
8:00 AM	122
9:00 AM	103
10:00 AM	62
11:00 AM	75
12:00 PM	98
1:00 PM	66
2:00 PM	104
3:00 PM	154
4:00 PM	109
5:00 PM	99
6:00 PM	78
7:00 PM	54
8:00 PM	43
9:00 PM	27
10:00 PM	9
11:00 PM	2
Total	1407



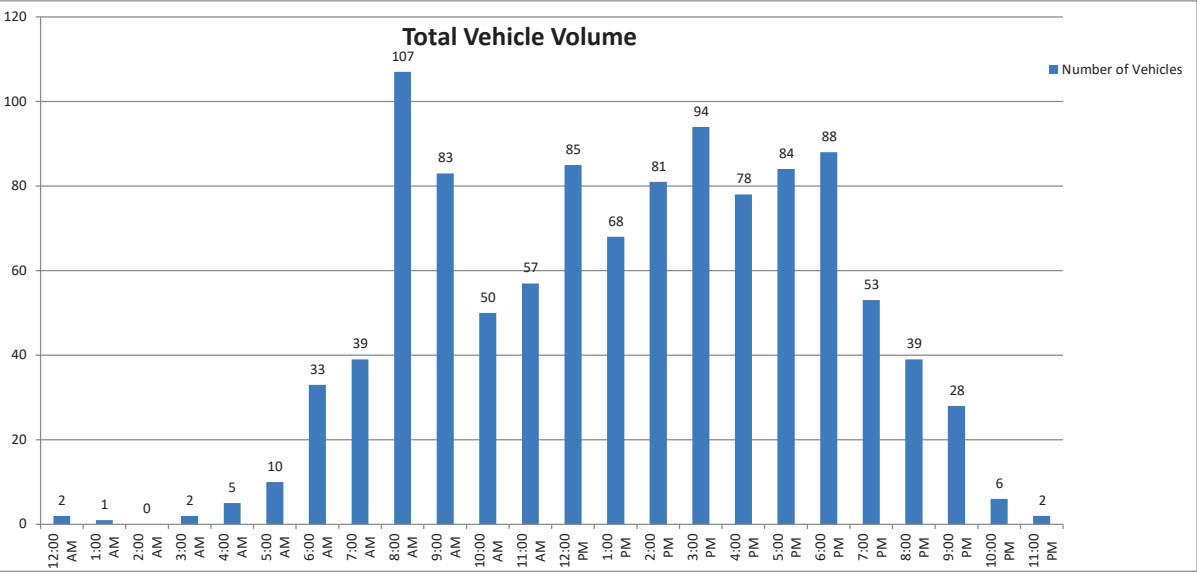
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Coyote Bush Drive
B/ Templeton Street - Del Sur Ridge Road
1/29/2025

Start Time	1/29/2025
12:00 AM	2
1:00 AM	1
2:00 AM	0
3:00 AM	2
4:00 AM	5
5:00 AM	10
6:00 AM	33
7:00 AM	39
8:00 AM	107
9:00 AM	83
10:00 AM	50
11:00 AM	57
12:00 PM	85
1:00 PM	68
2:00 PM	81
3:00 PM	94
4:00 PM	78
5:00 PM	84
6:00 PM	88
7:00 PM	53
8:00 PM	39
9:00 PM	28
10:00 PM	6
11:00 PM	2
Total	1095



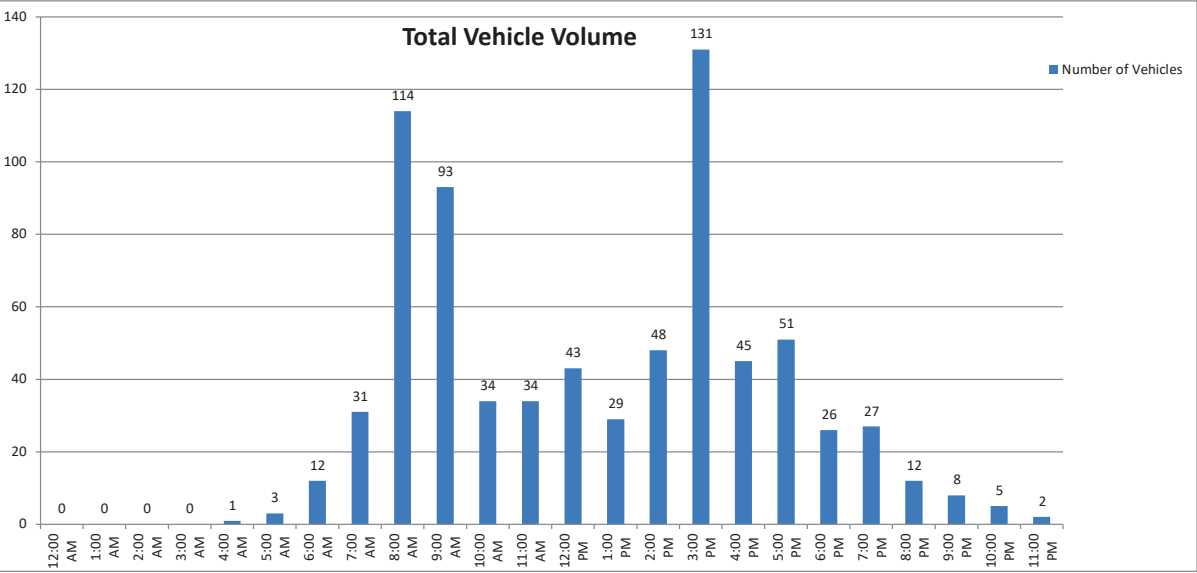
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Del Sur Ridge Road
B/ Paseo Del Sur - Coyote Bush Road
1/29/2025

Start Time	1/29/2025
12:00 AM	0
1:00 AM	0
2:00 AM	0
3:00 AM	0
4:00 AM	1
5:00 AM	3
6:00 AM	12
7:00 AM	31
8:00 AM	114
9:00 AM	93
10:00 AM	34
11:00 AM	34
12:00 PM	43
1:00 PM	29
2:00 PM	48
3:00 PM	131
4:00 PM	45
5:00 PM	51
6:00 PM	26
7:00 PM	27
8:00 PM	12
9:00 PM	8
10:00 PM	5
11:00 PM	2
Total	749



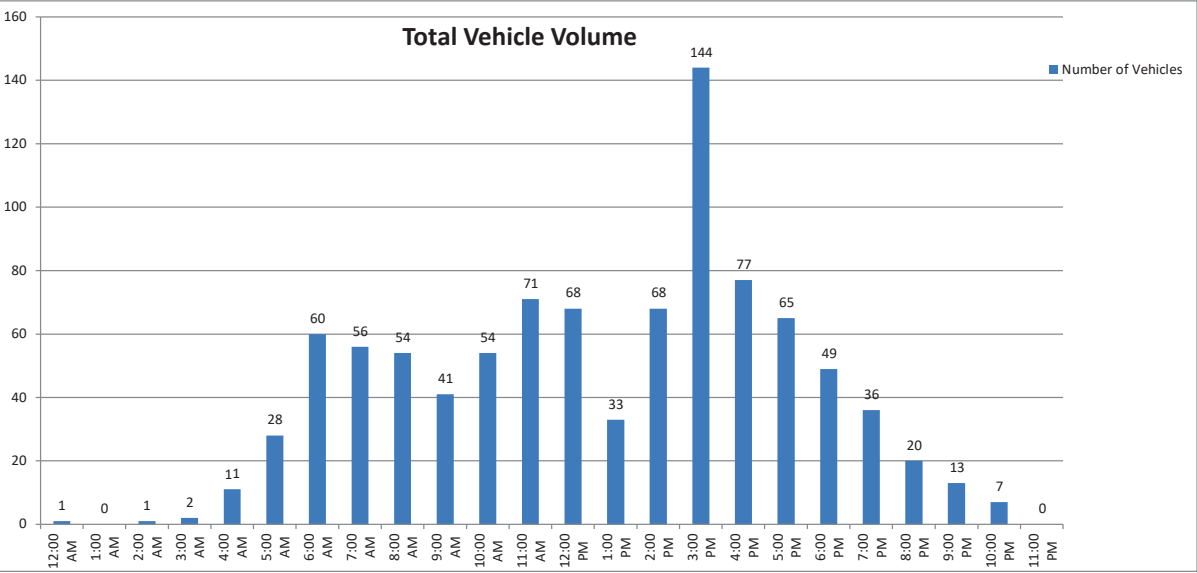
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Templeton Street
B/ Paseo Del Sur - Coyote Bush Drive
1/29/2025

Start Time	1/29/2025
12:00 AM	1
1:00 AM	0
2:00 AM	1
3:00 AM	2
4:00 AM	11
5:00 AM	28
6:00 AM	60
7:00 AM	56
8:00 AM	54
9:00 AM	41
10:00 AM	54
11:00 AM	71
12:00 PM	68
1:00 PM	33
2:00 PM	68
3:00 PM	144
4:00 PM	77
5:00 PM	65
6:00 PM	49
7:00 PM	36
8:00 PM	20
9:00 PM	13
10:00 PM	7
11:00 PM	0
Total	959



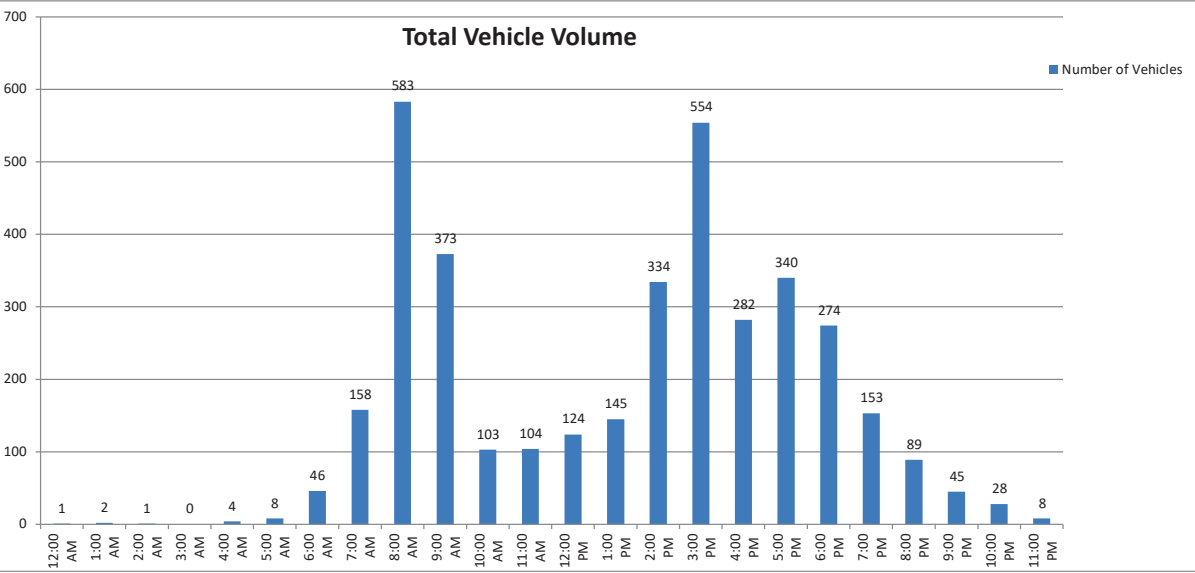
Volumes represent the combined totals for both directions

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878



24 Hour Volume Plot
Paseo Del Sur
B/ Templeton Street - Del Sur Ridge Road
1/29/2025

Start Time	1/29/2025
12:00 AM	1
1:00 AM	2
2:00 AM	1
3:00 AM	0
4:00 AM	4
5:00 AM	8
6:00 AM	46
7:00 AM	158
8:00 AM	583
9:00 AM	373
10:00 AM	103
11:00 AM	104
12:00 PM	124
1:00 PM	145
2:00 PM	334
3:00 PM	554
4:00 PM	282
5:00 PM	340
6:00 PM	274
7:00 PM	153
8:00 PM	89
9:00 PM	45
10:00 PM	28
11:00 PM	8
Total	3759



Volumes represent the combined totals for both directions

Appendix H

Signal Timing Sheets

SECTION: CAMINO DEL SUR & COYOTE BUSH DR

233 Program



Group Assignment:
Field Master Assignment:
System Reference Number:

N/S Street: Coyote Bush Dr
E/W Street: Camino del Sur

Last Database Change:

Timing sheets by: JMV

Approved by:

Timing implemented on: 4/3/2013

Row	Phase Numbers-->	Camino del Sur				Coyote Bush Dr			
		1	2	3	4	5	6	7	8
0	Ped Walk		7		7		7		7
1	Ped FDW		9		26		9		26
2	Min Green	4	7		4	4	7		4
3	Type 3 Disconnect								
4	Added per Vehicle								
5	Veh Extension	2.0	5.5	6.6	2.0	2.0	5.2	6.6	2.0
6	Max Gap	2.0	5.5	6.6	2.0	2.0	5.2	6.6	2.0
7	Min Gap	2.0	0.2		2.0	2.0	0.2		2.0
8	Max Limit	30	60		40	30	60		30
9	Max Limit 2								
A	Adv. / Delay Walk								
B	PE Min Ped FDW								
C	Cond Serv Check								
D	Reduce Every		0.6	0.5			0.6	0.5	
E	Yellow Change	3.4	5.0		3.9	3.4	5.1		3.9
F	Red Clear	1.0	1.0		1.0	1.0	1.0		1.0

Phase Timing - Bank 1 <F/1+Phase+Row>

Preempt Timing <F/1+E+Row> Phase Functions <F/1+F+Row>

Current Calculated Cycle Length: C/O + B + F

	9	A	B	C	D
Phase 1	---	---	---	---	---
Phase 2					
Phase 3					
Phase 4					
Phase 5					
Phase 6					
Phase 7					
Phase 8					
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <F/1+Column+Phase>

Free Lag 2 4 6 8 <C/1+F+0>

How to Set Page Access Code:
F/1 - C + 0 + F = 1
F + 9 + E = 1

Drop Number		<C/0+0+0>
Zone Number		<C/0+0+1>
Area Number		<C/0+0+2>
Area Address		<C/0+0+3>
QuicNet Channel		(QuicNet)

Communication Addresses

Flash Start	0	<F/1+0+E>
Red Revert	5.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

Notes: 33870-50-D

(Outputs specified in Assignable Outputs at E/127+A+E & F)

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase

Manual Plan14		<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

INTERSECTION: CAMINO DEL SUR & COYOTE BUSH DRIVE

233 Program

		Overlap							
		1	2	3	4	5	6	7	8
Row									
0	Load Switch Number								
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear								
E	Yellow Change								
F	Red Clear								

Overlap Assignments <E/29+Column+Row>

		F	
Row			
0	Fast Green Flash Phase		
1	Green Flash Phases		
2	Flashing Walk Phases		
3	Guaranteed Passage		
4	Simultaneous Gap Term		
5	Sequential Timing		
6	Advance Walk Phases		
7	Delay Walk Phases		
8	External Recall		
9	Start-up Overlap Green		
A	Max Extension		
B	Inhibit Ped Reserve		
C	Semi-Actuated		
D	Start-up Overlap Yellow		
E	Start-up Vehicle Calls		
F	Start-up Ped Calls		

Specials <F/2+F+Row>

Row		E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4
C	EV-C Phases	1 6
D	EV-D Phases	8
E	Extra 1 Config. Bits	1 345
F	IC Select (Interconnect)	2

Configuration <E/125+E+Row>

Row		F
0	Ext. Permit 1 Phases	
1	Ext. Permit 2 Phases	
2	Exclusive Ped Assign	
3	Preempt Non-Lock	12345678
4	Ped for 2P Output	2
5	Ped for 6P Output	6
6	Ped for 4P Output	4
7	Ped for 8P Output	8
8	Yellow Flash Phases	
9	Low Priority A Phases	
A	Low Priority B Phases	
B	Low Priority C Phases	
C	Low Priority D Phases	
D	Restricted Phases	
E	Extra 2 Config. Bits	3

Configuration <E/125+F+Row>

Row		C
0	EV-A	
1	EV-B	
2	EV-C	
3	EV-D	
4	RR-1 *	---
5	RR-2 *	---
6	SE-1	0
7	SE-2	0

<E/125+C+Row>

Preemption Priority
(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row		2
0	Phase 1	0
1	Phase 2	0
2	Phase 3	0
3	Phase 4	0
4	Phase 5	0
5	Phase 6	0
6	Phase 7	0
7	Phase 8	0

<C/5+2+Row>

Coordination Transition Minims

Extra 1 Flags

1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

IC Select Flags

1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Extra 2 Flags

1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuickNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Flash to PE & PE Non-Lock

1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

8-0 Hour, Minute, Day-of-Week
8-1 Day-of-Month, Year, Month
8-F Seconds

Time and Date

Begin Month	0	<C/5+2+A>
Begin Week	0	<C/5+2+B>
End Month	0	<C/5+2+C>
End Week	0	<C/5+2+D>

Daylight Savings Time

Daylight Savings Date:
If set to all zeros, standard dates will be used.

INTERSECTION: CAMINO DEL SUR & COYOTE BUSH

233 Program

Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over
0	2I2U	39					1.8
1	6J2U	40					1.8
2	4I6U	41				15.0	
3	8J6U	42					
4	2I2L	43					1.8
5	6J2L	44					1.8
6	4I6L	45					
7	8J6L	46					
8	2I4	47					
9	6J4	48					
A	4I8	49					
B	8J8	50					
C	5J1U	55					
D	1I1U	56					
E	7J5	57					
F	3I5	58					

Program Type:

	Ped / Phase / Overlap								Row
	1	2	3	4	5	6	7	8	
Walk									0
Don't Walk									1
Phase Green									2
Phase Yellow									3
Phase Red									4
Overlap Green									5
Overlap Yellow									6
Overlap Red									7

Redirect Phase Outputs <E/127+Column+Row>

Cabinet Type 30
<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes) 20 <D/0+0+1>
Max ON (minutes) 60 <D/0+0+2>

Detector Failure Monitor

	D	Row
Output Port 1		0
Output Port 2		1
Output Port 3		2
Output Port 4		3
Output Port 5		4
Output Port 6		5
Output Port 7		6
		7

Dimming <E/125+D+Row>

Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-Over
0	5J9U	59					
1	1I9U	60					
2	7J9L	61					
3	3I9L	62					
4	2I3U	63					1.8
5	6J3U	64					1.8
6	4I7U	65					
7	8J7U	66					
8	2 PPB	67					
9	6 PPB	68					
A	4 PPB	69					
B	8 PPB	70					
C	2I3L	76					
D	6J3L	77					
E	4I7L	78					
F	8J7L	79					

Detector Attributes

- 1 = Full Time Delay
- 2 = Ped Call
- 3 =
- 4 = Count
- 5 = Extension
- 6 = Type 3
- 7 = Calling
- 8 = Alternate

Det. Assignments

- 1 = Det. Set 1
- 2 = Det. Set 2
- 3 = Det. Set 3
- 4 =
- 5 =
- 6 = Failure - Min Recall
- 7 = Failure - Max Recall
- 8 = Report on Failure

	D
Number of Digits	
1 st Digit	
2 ed Digit	
3 ed Digit	
4 th Digit	
5 th Digit	
6 th Digit	
7 th Digit	
8 th Digit	
9 th Digit	
10 th Digit	
11 th Digit	
12 th Digit	
13 th Digit	
14 th Digit	
15 th Digit	

Disable Alarms

- 1 = Stop Time
- 2 = Flash Sense
- 3 = Keyboard Entry
- 4 = Manual Plan
- 5 = Police Control
- 6 = External Alarm
- 7 = Detector Failure
- 8 =

	B	Row
DELAY-A	1	A
DELAY-B	1	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

<D/0+B+Row> (seconds)

Delay Logic Times

Omit Alarm #NAME?

<C/5+F+0>

Disable Alarm Reporting

Time 0 <C/5+C+0>

Redial Time (minutes)

(View Redial Timer at E/2+D+6)

Dial-Back Telephone Number

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Spec. Funct. 1	NOT-3	Max 2	Pretimed	Set Monday	Dial 2 (7-Wire)	Sim Term	0
1	Spec. Funct. 2	NOT-4	System Det 1	Plan 1	Ext. Perm 1	Dial 3 (7-Wire)	EV-A	1
2	Spec. Funct. 3	OR-4 (a)	System Det 2	Plan 2	Ext. Perm 2	Offset 1 (7-Wire)	EV-B	2
3	Spec. Funct. 4	OR-4 (b)	System Det 3	Plan 3	Dimming	Offset 2 (7-Wire)	EV-C	3
4	NAND-3 (a)	OR-5 (a)	System Det 4	Plan 4	Set Clock	Offset 3 (7-Wire)	EV-D	4
5	NAND-3 (b)	OR-5 (b)	System Det 5	Plan 5	Stop Time	Free (7-Wire)	RR-1	5
6	NAND-4 (a)	OR-6 (a)	System Det 6	Plan 6	Flash Sense	81 Flash (7-Wire)	RR-2	6
7	NAND-4 (b)	OR-6 (b)	System Det 7	Plan 7	Manual Enable	Excl. Ped Omit	Spec. Event 1	7
8	OR-7 (a)	Fig 3 Diamond	System Det 8	Plan 8	Man. Advance	NOT-1	Spec. Event 2	8
9	OR-7 (b)	Fig 4 Diamond	Max Inhibit (nema)	Plan 9	External Alarm	NOT-2	External Lag	9
A	OR-7 (c)	AND-4 (a)	Force A (nema)	DELAY-A	Phase Bank 2	OR-1 (a)	AND-1 (a)	A
B	OR-7 (d)	AND-4 (b)	Force B (nema)	DELAY-B	Phase Bank 3	OR-1 (b)	AND-1 (b)	B
C	OR-8 (a)	NAND-1 (a)	C.N.A. (nema)	DELAY-C	Overlap Set 2	OR-2 (a)	AND-2 (a)	C
D	OR-8 (b)	NAND-1 (b)	Hold (nema)	DELAY-D	Overlap Set 3	OR-2 (b)	AND-2 (b)	D
E	OR-8 (c)	NAND-2 (a)	Max Recall	DELAY-E	Detector Set 2	OR-3 (a)	AND-3 (a)	E
F	OR-8 (d)	NAND-2 (b)	Min Recall	DELAY-F	Detector Set 3	OR-3 (b)	AND-3 (b)	F

Assignable Inputs

<E/126+Column+Row>

Row	Column 9	Column A	Column B	Column C	Column D	Column E	Column F	Row
0	Phase ON - 1	Preempt Fail	Flasher 0	Free	NOT-1	TOD Out 1	Dial 2 (7-Wire)	0
1	Phase ON - 2	Sp Evnt Out 1	Flasher 1	Plan 1	OR-1	TOD Out 2	Dial 3 (7-Wire)	1
2	Phase ON - 3	Sp Evnt Out 2	Fast Flasher	Plan 2	OR-2	TOD Out 3	Offset 1 (7-Wire)	2
3	Phase ON - 4	Sp Evnt Out 3	Fig 3 Diamond	Plan 3	OR-3	TOD Out 4	Offset 2 (7-Wire)	3
4	Phase ON - 5	Sp Evnt Out 4	Fig 4 Diamond	Plan 4	AND-1	TOD Out 5	Offset 3 (7-Wire)	4
5	Phase ON - 6	Sp Evnt Out 5		Plan 5	AND-2	TOD Out 6	Free (7-Wire)	5
6	Phase ON - 7	Sp Evnt Out 6		Plan 6	AND-3	TOD Out 7	Flash (7-Wire)	6
7	Phase ON - 8	Sp Evnt Out 7		Plan 7	NOT-2	TOD Out 8	Preempt	7
8	Ph. Check - 1	Sp Evnt Out 8	NOT-3	Plan 8	EV-A	Adv. Warn - 1	Low Priority A	8
9	Ph. Check - 2		NOT-4	Plan 9	EV-B	Adv. Warn - 2	Low Priority B	9
A	Ph. Check - 3	Detector Fail	OR-4	Spec. Funct. 3	EV-C	DELAY-A	Low Priority C	A
B	Ph. Check - 4	Spec. Funct. 1	OR-5	Spec. Funct. 4	EV-D	DELAY-B	Low Priority D	B
C	Ph. Check - 5	Spec. Funct. 2	OR-6	NAND-3	RR-1	DELAY-C		C
D	Ph. Check - 6	Central Control	AND-4	NAND-4	RR-2	DELAY-D		D
E	Ph. Check - 7	Excl. Ped DW	NAND-1	OR-7	Spec. Event 1	DELAY-E		E
F	Ph. Check - 8	Excl. Ped WK	NAND-2	OR-8	Spec. Event 2	DELAY-F		F

Assignable Outputs

<E/127+Column+Row>

Appendix I

Existing LOS and Queuing Worksheets

School AM Existing

1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	6	899	7	37	1029	17	17	4	38	26	2
Future Volume (veh/h)	6	899	7	37	1029	17	17	4	38	26	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.95	0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	1033	8	48	1336	22	21	5	46	39	3
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.82	0.82	0.82	0.66	0.66
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	91	2191	17	93	2172	36	96	39	133	173	28
Arrive On Green	0.05	0.61	0.61	0.05	0.61	0.61	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3584	28	1767	3547	58	264	286	972	726	201
Grp Volume(v), veh/h	7	508	533	48	664	694	72	0	0	68	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1849	1767	1763	1843	1521	0	0	1502	0
Q Serve(g_s), s	0.3	12.2	12.2	2.0	18.1	18.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.2	12.2	2.0	18.1	18.2	3.1	0.0	0.0	2.7	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.29		0.64	0.57	
Lane Grp Cap(c), veh/h	91	1078	1131	93	1079	1128	269	0	0	279	0
V/C Ratio(X)	0.08	0.47	0.47	0.52	0.61	0.62	0.27	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h	370	1257	1318	374	1259	1316	695	0	0	686	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.0	8.2	8.2	35.7	9.3	9.3	30.2	0.0	0.0	30.0	0.0
Incr Delay (d2), s/veh	0.1	1.5	1.4	1.6	2.6	2.5	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	3.9	4.0	0.9	5.9	6.1	1.2	0.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	35.1	9.7	9.6	37.4	12.0	11.9	30.4	0.0	0.0	30.2	0.0
LnGrp LOS	D	A	A	D	B	B	C			C	
Approach Vol, veh/h	1048			1406			72			68	
Approach Delay, s/veh	9.8			12.8			30.4			30.2	
Approach LOS	A			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.5	53.4		15.5	8.4	53.5		15.5			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.4	* 55		33.1	16.2	55.3		33.1			
Max Q Clear Time (g_c+I1), s	4.0	14.2		4.7	2.3	20.2		5.1			
Green Ext Time (p_c), s	0.0	23.1		0.2	0.0	27.3		0.3			
Intersection Summary											
HCM 7th Control Delay, s/veh	12.5										
HCM 7th LOS	B										

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	26
Peak Hour Factor	0.66
Percent Heavy Veh, %	3
Cap, veh/h	79
Arrive On Green	0.14
Sat Flow, veh/h	574
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.38
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	18	4	2	9	6	4	57	6	6	34	12
Future Vol, veh/h	7	18	4	2	9	6	4	57	6	6	34	12
Peak Hour Factor	0.60	0.60	0.60	0.85	0.85	0.85	0.88	0.88	0.88	0.65	0.65	0.65
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	30	7	2	11	7	5	65	7	9	52	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.5	7.2		7.5		7.5						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	24%	12%	12%
Vol Thru, %	85%	62%	53%	65%
Vol Right, %	9%	14%	35%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	29	17	52
LT Vol	4	7	2	6
Through Vol	57	18	9	34
RT Vol	6	4	6	12
Lane Flow Rate	76	48	20	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.056	0.023	0.089
Departure Headway (Hd)	4.089	4.202	4.07	4.013
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	843	868	887
Service Time	2.14	2.275	2.151	2.064
HCM Lane V/C Ratio	0.087	0.057	0.023	0.09
HCM Control Delay, s/veh	7.5	7.5	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.3

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	38	6	3	49	7	10	19	8	18	11	7
Future Vol, veh/h	7	38	6	3	49	7	10	19	8	18	11	7
Peak Hour Factor	0.61	0.61	0.61	0.49	0.49	0.49	0.66	0.66	0.66	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	62	10	6	100	14	15	29	12	22	13	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.7	7.9		7.7		7.7						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	14%	5%	50%
Vol Thru, %	51%	75%	83%	31%
Vol Right, %	22%	12%	12%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	51	59	36
LT Vol	10	7	3	18
Through Vol	19	38	49	11
RT Vol	8	6	7	7
Lane Flow Rate	56	84	120	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.097	0.138	0.054
Departure Headway (Hd)	4.377	4.174	4.128	4.448
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	845	856	810
Service Time	2.378	2.267	2.213	2.45
HCM Lane V/C Ratio	0.068	0.099	0.14	0.054
HCM Control Delay, s/veh	7.7	7.7	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.5	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	308	280	0	0	14
Future Vol, veh/h	25	308	280	0	0	14
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	68	68	58	58
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	467	412	0	0	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	422	0	-	0	974	432
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1132	-	-	-	278	622
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	261	611
Mov Cap-2 Maneuver	-	-	-	-	261	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	570	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.62	0		11.13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	135	-	-	-	-	611
HCM Lane V/C Ratio	0.034	-	-	-	-	0.039
HCM Ctrl Dly (s/v)	8.3	0	-	-	-	11.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

LOS Engineering, Inc.

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	51	257	214	2	0	61
Future Vol, veh/h	51	257	214	2	0	61
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	78	395	324	3	0	92
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	332	0	-	0	888	336
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1222	-	-	-	313	704
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	285	698
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	569	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.35	0		10.94		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	298	-	-	-	698	
HCM Lane V/C Ratio	0.065	-	-	-	0.132	
HCM Ctrl Dly (s/v)	8.2	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

School PM Existing

1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	13	1161	33	26	910	21	14	3	103	15	3
Future Volume (veh/h)	13	1161	33	26	910	21	14	3	103	15	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.98		0.96	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1366	39	32	1138	26	16	3	120	19	4
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.86	0.86	0.86	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	84	2056	59	84	2070	47	63	22	239	205	49
Arrive On Green	0.05	0.59	0.59	0.05	0.59	0.59	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3495	100	1767	3520	80	86	122	1314	755	270
Grp Volume(v), veh/h	15	688	717	32	570	594	139	0	0	32	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1832	1767	1763	1838	1523	0	0	1426	0
Q Serve(g_s), s	0.7	22.3	22.4	1.5	16.6	16.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	22.3	22.4	1.5	16.6	16.6	6.8	0.0	0.0	1.3	0.0
Prop In Lane	1.00		0.05	1.00		0.04	0.12		0.86	0.59	
Lane Grp Cap(c), veh/h	84	1037	1077	84	1037	1081	325	0	0	328	0
V/C Ratio(X)	0.18	0.66	0.67	0.38	0.55	0.55	0.43	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	339	1157	1202	339	1155	1204	639	0	0	614	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	38.6	11.7	11.8	39.0	10.6	10.6	31.0	0.0	0.0	28.8	0.0
Incr Delay (d2), s/veh	0.4	3.4	3.3	1.1	2.1	2.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	7.8	8.1	0.6	5.7	6.0	2.6	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	39.0	15.1	15.0	40.1	12.7	12.6	31.4	0.0	0.0	28.8	0.0
LnGrp LOS	D	B	B	D	B	B	C			C	
Approach Vol, veh/h	1420			1196			139			32	
Approach Delay, s/veh	15.3			13.4			31.4			28.8	
Approach LOS	B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.4	55.8		20.3	8.4	55.8		20.3			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.2	* 55		33.1	16.2	55.3		33.1			
Max Q Clear Time (g_c+l1), s	3.5	24.4		3.3	2.7	18.6		8.8			
Green Ext Time (p_c), s	0.0	25.3		0.1	0.0	24.4		0.6			
Intersection Summary											
HCM 7th Control Delay, s/veh				15.4							
HCM 7th LOS				B							

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	7
Future Volume (veh/h)	7
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	9
Peak Hour Factor	0.78
Percent Heavy Veh, %	3
Cap, veh/h	73
Arrive On Green	0.18
Sat Flow, veh/h	401
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.28
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	34	1	7	38	6	5	45	8	13	49	1
Future Vol, veh/h	59	34	1	7	38	6	5	45	8	13	49	1
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.56	0.56	0.56	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	78	45	1	10	57	9	9	80	14	20	74	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	8.5	8		8.2		8.2						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	63%	14%	21%
Vol Thru, %	78%	36%	75%	78%
Vol Right, %	14%	1%	12%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	94	51	63
LT Vol	5	59	7	13
Through Vol	45	34	38	49
RT Vol	8	1	6	1
Lane Flow Rate	104	124	76	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.129	0.159	0.096	0.121
Departure Headway (Hd)	4.469	4.621	4.517	4.574
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	778	794	785
Service Time	2.491	2.642	2.539	2.596
HCM Lane V/C Ratio	0.13	0.159	0.096	0.121
HCM Control Delay, s/veh	8.2	8.5	8	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.3	0.4

Intersection

Intersection Delay, s/veh 8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	30	10	5	70	11	3	11	3	19	20	5
Future Vol, veh/h	12	30	10	5	70	11	3	11	3	19	20	5
Peak Hour Factor	0.59	0.59	0.59	0.60	0.60	0.60	0.85	0.85	0.85	0.48	0.48	0.48
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	51	17	8	117	18	4	13	4	40	42	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.8	8.1		7.6		8.1						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	23%	6%	43%
Vol Thru, %	65%	58%	81%	45%
Vol Right, %	18%	19%	13%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	52	86	44
LT Vol	3	12	5	19
Through Vol	11	30	70	20
RT Vol	3	10	11	5
Lane Flow Rate	20	88	143	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.105	0.169	0.115
Departure Headway (Hd)	4.5	4.294	4.252	4.504
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	837	849	798
Service Time	2.517	2.306	2.252	2.519
HCM Lane V/C Ratio	0.025	0.105	0.168	0.115
HCM Control Delay, s/veh	7.6	7.8	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.6	0.4

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	313	239	2	0	49
Future Vol, veh/h	23	313	239	2	0	49
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	62	62	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	31	423	385	3	0	64
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	394	0	-	0	882	397
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1159	-	-	-	315	650
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	302	645
Mov Cap-2 Maneuver	-	-	-	-	302	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	611	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.56	0		11.19		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	123	-	-	-	-	645
HCM Lane V/C Ratio	0.027	-	-	-	-	0.099
HCM Ctrl Dly (s/v)	8.2	0	-	-	-	11.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

LOS Engineering, Inc.

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	263	163	1	2	76
Future Vol, veh/h	52	263	163	1	2	76
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	62	62	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	68	346	263	2	3	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	275	0	-	0	767	284
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1283	-	-	-	369	753
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1272	-	-	-	339	740
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	607	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.32	0		11.05		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	297	-	-	-	-	719
HCM Lane V/C Ratio	0.054	-	-	-	-	0.172
HCM Ctrl Dly (s/v)	8	0	-	-	-	11.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.6

LOS Engineering, Inc.

The Commuter period uses the following numbering convention:

Intersection #1 Coyote Bush Dr/Camino Del Sur uses #11

Intersection #2 Coyote Bush Dr/Templeton St uses #12

Intersection #3 Coyote Bush Dr/Del Sur Ridge Rd uses #13

Intersection #4 Paseo Del Sur/Templeton St uses #14

Intersection #5 Paseo Del Sur/Del Sur Ridge Rd uses #15

Intersection #6 Templeton St/Project Driveway uses #16

Intersection #7 Coyote Bush Dr/Project Driveway uses #17

Commuter PM Existing

11: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	9	1025	11	36	1003	27	8	7	44	20	4
Future Volume (veh/h)	9	1025	11	36	1003	27	8	7	44	20	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.96	0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	1126	12	39	1090	29	9	8	48	37	7
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.54	0.54
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	131	1781	19	131	1747	46	90	43	163	251	47
Arrive On Green	0.07	0.50	0.50	0.07	0.50	0.50	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3572	38	1767	3504	93	101	306	1149	956	333
Grp Volume(v), veh/h	10	556	582	39	548	571	65	0	0	51	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1847	1767	1763	1835	1555	0	0	1494	0
Q Serve(g_s), s	0.3	12.5	12.5	1.1	12.2	12.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.5	12.5	1.1	12.2	12.2	2.0	0.0	0.0	1.4	0.0
Prop In Lane	1.00		0.02	1.00		0.05	0.14		0.74	0.73	
Lane Grp Cap(c), veh/h	131	879	921	131	879	915	297	0	0	327	0
V/C Ratio(X)	0.08	0.63	0.63	0.30	0.62	0.62	0.22	0.00	0.00	0.16	0.00
Avail Cap(c_a), veh/h	530	993	1040	530	990	1030	1014	0	0	985	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.3	9.9	9.9	23.7	9.8	9.8	20.7	0.0	0.0	20.5	0.0
Incr Delay (d2), s/veh	0.1	3.4	3.3	0.5	3.3	3.2	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	4.2	0.4	4.0	4.1	0.7	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	23.4	13.4	13.2	24.1	13.2	13.0	20.9	0.0	0.0	20.5	0.0
LnGrp LOS	C	B	B	C	B	B	C			C	
Approach Vol, veh/h	1148			1158			65			51	
Approach Delay, s/veh	13.4			13.5			20.9			20.5	
Approach LOS	B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.4	33.0		12.6	8.4	33.0		12.6			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.2	* 30		33.1	16.2	30.3		33.1			
Max Q Clear Time (g_c+l1), s	3.1	14.5		3.4	2.3	14.2		4.0			
Green Ext Time (p_c), s	0.0	12.5		0.2	0.0	12.4		0.2			
Intersection Summary											
HCM 7th Control Delay, s/veh				13.8							
HCM 7th LOS				B							

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (veh/h)	4
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.96
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	7
Peak Hour Factor	0.54
Percent Heavy Veh, %	3
Cap, veh/h	29
Arrive On Green	0.14
Sat Flow, veh/h	205
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.14
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	23	0	8	19	3	2	40	3	3	37	2
Future Vol, veh/h	21	23	0	8	19	3	2	40	3	3	37	2
Peak Hour Factor	0.69	0.69	0.69	0.68	0.68	0.68	0.87	0.87	0.87	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	33	0	12	28	4	2	46	3	4	46	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.5	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	48%	27%	7%
Vol Thru, %	89%	52%	63%	88%
Vol Right, %	7%	0%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	44	30	42
LT Vol	2	21	8	3
Through Vol	40	23	19	37
RT Vol	3	0	3	2
Lane Flow Rate	52	64	44	52
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.075	0.051	0.06
Departure Headway (Hd)	4.147	4.26	4.173	4.164
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	833	849	851
Service Time	2.218	2.325	2.244	2.235
HCM Lane V/C Ratio	0.061	0.077	0.052	0.061
HCM Control Delay, s/veh	7.5	7.7	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.2

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	14	5	3	24	9	2	15	2	11	16	6
Future Vol, veh/h	3	14	5	3	24	9	2	15	2	11	16	6
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.59	0.59	0.59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	18	6	4	35	13	3	19	3	19	27	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.3	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	8%	33%
Vol Thru, %	79%	64%	67%	48%
Vol Right, %	11%	23%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	22	36	33
LT Vol	2	3	3	11
Through Vol	15	14	24	16
RT Vol	2	5	9	6
Lane Flow Rate	24	28	52	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.031	0.058	0.063
Departure Headway (Hd)	4.09	4.02	3.978	4.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	885	896	878
Service Time	2.137	2.068	2.02	2.105
HCM Lane V/C Ratio	0.028	0.032	0.058	0.064
HCM Control Delay, s/veh	7.3	7.2	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	210	129	0	0	37
Future Vol, veh/h	18	210	129	0	0	37
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	269	159	0	0	52
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	164	0	-	0	485	169
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1408	-	-	-	540	872
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	525	865
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	730	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.6	0		9.43		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	142	-	-	-	-	865
HCM Lane V/C Ratio	0.016	-	-	-	-	0.06
HCM Ctrl Dly (s/v)	7.6	0	-	-	-	9.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	192	100	3	0	30
Future Vol, veh/h	18	192	100	3	0	30
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	83	83	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	246	120	4	0	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	134	0	-	0	435	142
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1444	-	-	-	577	903
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	557	888
Mov Cap-2 Maneuver	-	-	-	-	557	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	741	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.65	0		9.25		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	154	-	-	-	-	888
HCM Lane V/C Ratio	0.016	-	-	-	-	0.045
HCM Ctrl Dly (s/v)	7.6	0	-	-	-	9.2
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1

Intersection: 1: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	40	303	255	79	335	296	80	77
Average Queue (ft)	5	133	88	30	135	95	33	29
95th Queue (ft)	26	257	207	65	282	232	68	65
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)		0			0	0		
Queuing Penalty (veh)		0			0	0		
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		1			1			
Queuing Penalty (veh)		0			1			

Intersection: 1: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	58	384	329	131	378	304	114	60
Average Queue (ft)	15	174	133	25	142	101	48	18
95th Queue (ft)	46	326	275	79	289	234	89	49
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)		0			0	0		
Queuing Penalty (veh)		0			0	0		
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		2			2			
Queuing Penalty (veh)		0			0			

Intersection: 11: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	39	325	274	106	320	292	72	59
Average Queue (ft)	7	159	112	28	143	99	29	19
95th Queue (ft)	29	284	235	71	279	224	59	51
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		1			1			
Queuing Penalty (veh)		0			0			

Appendix J

Cambridge School Traffic Data



City: San Diego
Location: The Cambridge School
Date: Tuesday, May 21, 2024
Count Type: Driveway Volume Count

School Lot				Church Lot (School Related)				TOTAL				In	Out	Total	
	Entering	Exiting	Total		Entering	Exiting	Total		Entering	Exiting	Total				
7:00	5	3	8	7:00	0	0	0	7:00	5	3	8	180	100	280	7:00-8:00am
7:15	20	7	27	7:15	1	0	1	7:15	21	7	28	217	161	378	7:15-8:15am
7:30	42	18	60	7:30	5	1	6	7:30	47	19	66	234	182	416	7:30-8:30am AM Peak Hour
7:45	74	61	135	7:45	33	10	43	7:45	107	71	178	192	169	361	7:45-8:45am
8:00	33	46	79	8:00	9	18	27	8:00	42	64	106	91	102	193	8:00-9:00am
8:15	27	24	51	8:15	11	4	15	8:15	38	28	66				
8:30	3	4	7	8:30	2	2	4	8:30	5	6	11				
8:45	3	3	6	8:45	3	1	4	8:45	6	4	10				
9:00	7	1	8	9:00	3	0	3	9:00	10	1	11				
9:15	2	1	3	9:15	4	0	4	9:15	6	1	7				
9:30	3	1	4	9:30	2	2	4	9:30	5	3	8				
9:45	3	2	5	9:45	3	0	3	9:45	6	2	8				
10:00	1	1	2	10:00	1	0	1	10:00	2	1	3				
10:15	1	4	5	10:15	1	0	1	10:15	2	4	6				
10:30	0	3	3	10:30	0	0	0	10:30	0	3	3				
10:45	2	0	2	10:45	0	0	0	10:45	2	0	2				
11:00	3	1	4	11:00	0	1	1	11:00	3	2	5				
11:15	3	1	4	11:15	1	0	1	11:15	4	1	5				
11:30	3	5	8	11:30	0	1	1	11:30	3	6	9				
11:45	2	3	5	11:45	1	0	1	11:45	3	3	6				
12:00	1	6	7	12:00	0	0	0	12:00	1	6	7				
12:15	3	3	6	12:15	0	0	0	12:15	3	3	6				
12:30	2	6	8	12:30	0	0	0	12:30	2	6	8				
12:45	2	4	6	12:45	0	3	3	12:45	2	7	9				
13:00	5	5	10	13:00	3	2	5	13:00	8	7	15				
13:15	0	7	7	13:15	0	1	1	13:15	0	8	8				
13:30	2	2	4	13:30	1	1	2	13:30	3	3	6				
13:45	6	4	10	13:45	0	1	1	13:45	6	5	11				
14:00	3	2	5	14:00	0	1	1	14:00	3	3	6	97	19	116	2:00-3:00pm
14:15	5	2	7	14:15	1	0	1	14:15	6	2	8	114	80	194	2:15-3:15pm
14:30	20	0	20	14:30	10	0	10	14:30	30	0	30	126	143	269	2:30-3:30pm
14:45	29	8	37	14:45	29	6	35	14:45	58	14	72	105	169	274	2:45-3:45pm PM Peak Hour
15:00	7	43	50	15:00	13	21	34	15:00	20	64	84	60	166	226	3:00-4:00pm
15:15	10	28	38	15:15	8	37	45	15:15	18	65	83	45	123	168	3:15-4:15pm
15:30	7	12	19	15:30	2	14	16	15:30	9	26	35	36	71	107	3:30-4:30pm
15:45	8	8	16	15:45	5	3	8	15:45	13	11	24	37	61	98	3:45-4:45pm
16:00	5	13	18	16:00	0	8	8	16:00	5	21	26	30	66	96	4:00-5:00pm 4-6pm Peak Hour
16:15	8	7	15	16:15	1	6	7	16:15	9	13	22	35	57	92	4:15-5:15pm
16:30	10	11	21	16:30	0	5	5	16:30	10	16	26	32	59	91	4:30-5:30pm
16:45	6	13	19	16:45	0	3	3	16:45	6	16	22	25	48	73	4:45-5:45pm
17:00	10	9	19	17:00	0	3	3	17:00	10	12	22	22	38	60	5:00-6:00pm
17:15	5	14	19	17:15	1	1	2	17:15	6	15	21	12	26	38	5:15-6:15pm
17:30	3	5	8	17:30	0	0	0	17:30	3	5	8	6	11	17	5:30-6:30pm
17:45	3	4	7	17:45	0	2	2	17:45	3	6	9	3	6	9	5:45-6:45pm
TOTAL	397	405	802	TOTAL	154	158	312	TOTAL	551	563	1114				



City: San Diego
Location: The Cambridge School
Date: Wednesday, May 22, 2024
Count Type: Driveway Volume Count

School Lot				Church Lot (School Related)				TOTAL			
	Entering	Exiting	Total		Entering	Exiting	Total		Entering	Exiting	Total
	7:00	3	3		7:00	0	0		7:00	0	3
	7:15	13	14		7:15	1	1		7:15	14	2
	7:30	41	20	61	7:30	8	0	8	7:30	49	20
	7:45	30	25	55	7:45	10	3	13	7:45	40	28
	8:00	53	40	93	8:00	16	1	17	8:00	69	41
	8:15	43	34	77	8:15	12	11	23	8:15	55	45
	8:30	30	26	56	8:30	6	9	15	8:30	36	35
	8:45	6	8	14	8:45	1	1	2	8:45	7	9
	9:00	1	1	2	9:00	0	1	1	9:00	1	2
	9:15	2	0	2	9:15	1	1	2	9:15	3	1
	9:30	3	2	5	9:30	12	1	13	9:30	15	3
	9:45	4	4	8	9:45	3	0	3	9:45	7	4
	10:00	0	2	2	10:00	0	0	0	10:00	0	2
	10:15	0	0	0	10:15	0	1	1	10:15	0	1
	10:30	3	0	3	10:30	2	2	4	10:30	5	2
	10:45	3	3	6	10:45	1	3	4	10:45	4	6
	11:00	6	3	9	11:00	2	9	11	11:00	8	12
	11:15	5	7	12	11:15	0	1	1	11:15	5	8
	11:30	1	2	3	11:30	0	2	2	11:30	1	4
	11:45	4	5	9	11:45	1	1	2	11:45	5	6
	12:00	0	3	3	12:00	0	0	0	12:00	0	3
	12:15	0	1	1	12:15	1	0	1	12:15	1	1
	12:30	1	2	3	12:30	0	0	0	12:30	1	2
	12:45	0	1	1	12:45	1	1	2	12:45	1	2
	13:00	6	2	8	13:00	1	1	2	13:00	7	3
	13:15	6	0	6	13:15	9	1	10	13:15	15	1
	13:30	6	0	6	13:30	2	3	5	13:30	8	3
	13:45	10	3	13	13:45	5	0	5	13:45	15	3
	14:00	7	4	11	14:00	2	1	3	14:00	9	5
	14:15	5	7	12	14:15	1	2	3	14:15	6	9
	14:30	12	6	18	14:30	7	1	8	14:30	19	7
	14:45	28	11	39	14:45	33	7	40	14:45	61	18
	15:00	9	52	61	15:00	10	34	44	15:00	19	86
	15:15	5	27	32	15:15	9	31	40	15:15	14	58
	15:30	7	10	17	15:30	3	12	15	15:30	10	22
	15:45	4	11	15	15:45	2	8	10	15:45	6	19
	16:00	7	9	16	16:00	5	7	12	16:00	12	16
	16:15	5	14	19	16:15	2	5	7	16:15	7	19
	16:30	8	12	20	16:30	1	4	5	16:30	9	16
	16:45	8	9	17	16:45	0	5	5	16:45	8	14
	17:00	8	10	18	17:00	0	2	2	17:00	8	12
	17:15	4	7	11	17:15	1	5	6	17:15	5	12
	17:30	4	7	11	17:30	1	1	2	17:30	5	8
	17:45	1	1	2	17:45	0	2	2	17:45	1	3
TOTAL	399	395	794	TOTAL	172	181	353	TOTAL	571	576	1147
	</										



City: San Diego
Location: The Cambridge School
Date: Thursday, May 23, 2024
Count Type: Driveway Volume Count

School Lot

	Entering	Exiting	Total
7:00	7	2	9
7:15	18	3	21
7:30	36	18	54
7:45	61	40	101
8:00	31	52	83
8:15	27	35	62
8:30	6	4	10
8:45	9	0	9
9:00	6	12	18
9:15	3	5	8
9:30	0	3	3
9:45	2	0	2
10:00	1	0	1
10:15	1	2	3
10:30	0	1	1
10:45	3	1	4
11:00	2	2	4
11:15	2	3	5
11:30	0	1	1
11:45	7	1	8
12:00	5	9	14
12:15	7	2	9
12:30	0	2	2
12:45	2	3	5
13:00	1	1	2
13:15	3	3	6
13:30	2	2	4
13:45	6	2	8
14:00	1	4	5
14:15	3	1	4
14:30	16	2	18
14:45	32	6	38
15:00	12	53	65
15:15	7	24	31
15:30	9	8	17
15:45	8	15	23
16:00	9	15	24
16:15	8	11	19
16:30	9	15	24
16:45	8	10	18
17:00	6	9	15
17:15	4	7	11
17:30	2	3	5
17:45	0	2	2
TOTAL	382	394	776

Church Lot (School Related)

	Entering	Exiting	Total
7:00	2	1	3
7:15	1	0	1
7:30	10	1	11
7:45	47	6	53
8:00	18	17	35
8:15	11	20	31
8:30	5	5	10
8:45	1	1	2
9:00	2	3	5
9:15	5	2	7
9:30	1	10	11
9:45	2	2	4
10:00	0	4	4
10:15	1	0	1
10:30	0	0	0
10:45	3	1	4
11:00	0	1	1
11:15	2	0	2
11:30	0	4	4
11:45	2	0	2
12:00	3	4	7
12:15	1	0	1
12:30	1	2	3
12:45	3	2	5
13:00	0	1	1
13:15	0	1	1
13:30	1	2	3
13:45	1	0	1
14:00	1	1	2
14:15	2	0	2
14:30	9	0	9
14:45	40	5	45
15:00	12	54	66
15:15	6	41	47
15:30	3	10	13
15:45	1	3	4
16:00	6	1	7
16:15	1	6	7
16:30	2	2	4
16:45	6	7	13
17:00	5	3	8
17:15	4	2	6
17:30	1	2	3
17:45	0	0	0
TOTAL	222	227	449

TOTAL

	Entering	Exiting	Total	In	Out	Total
7:00	9	3	12	182	71	253
7:15	19	3	22	222	137	359
7:30	46	19	65	241	189	430
7:45	108	46	154	206	179	385
8:00	49	69	118	108	134	242
8:15	38	55	93			
8:30	11	9	20			
8:45	10	1	11			
9:00	8	15	23			
9:15	8	7	15			
9:30	1	13	14			
9:45	4	2	6			
10:00	1	4	5			
10:15	2	2	4			
10:30	0	1	1			
10:45	6	2	8			
11:00	2	3	5			
11:15	4	3	7			
11:30	0	5	5			
11:45	9	1	10			
12:00	8	13	21			
12:15	8	2	10			
12:30	1	4	5			
12:45	5	5	10			
13:00	1	2	3			
13:15	3	4	7			
13:30	3	4	7			
13:45	7	2	9			
14:00	2	5	7	104	19	123
14:15	5	1	6	126	121	247
14:30	25	2	27	134	185	319
14:45	72	11	83	121	201	322
15:00	24	107	131	58	208	266
15:15	13	65	78	49	117	166
15:30	12	18	30	45	69	114
15:45	9	18	27	44	68	112
16:00	15	16	31	49	67	116
16:15	9	17	26	45	63	108
16:30	11	17	28	44	55	99
16:45	14	17	31	36	43	79
17:00	11	12	23	22	28	50
17:15	8	9	17	11	16	27
17:30	3	5	8	3	7	10
17:45	0	2	2	0	2	2
TOTAL	604	621	1225			



City: San Diego
Location: The Cambridge School
Date: Wednesday, May 29, 2024
Count Type: Driveway Volume Count

School Lot

	Entering	Exiting	Total
7:00	10	0	10
7:15	11	1	12
7:30	49	25	74
7:45	91	60	151
8:00	24	37	61
8:15	27	27	54
8:30	8	12	20
8:45	2	2	4
9:00	0	2	2
9:15	2	1	3
9:30	1	1	2
9:45	5	5	10
10:00	2	2	4
10:15	1	3	4
10:30	1	1	2
10:45	6	2	8
11:00	6	4	10
11:15	0	4	4
11:30	5	0	5
11:45	3	1	4
12:00	2	4	6
12:15	1	2	3
12:30	2	3	5
12:45	0	3	3
13:00	1	1	2
13:15	4	3	7
13:30	2	2	4
13:45	3	1	4
14:00	1	2	3
14:15	3	0	3
14:30	19	1	20
14:45	18	6	24
15:00	11	43	54
15:15	15	27	42
15:30	14	13	27
15:45	11	13	24
16:00	10	24	34
16:15	19	13	32
16:30	12	31	43
16:45	5	10	15
17:00	6	12	18
17:15	7	10	17
17:30	1	5	6
17:45	0	0	0
TOTAL	421	419	840

Church Lot (School Related)

	Entering	Exiting	Total
7:00	0	0	0
7:15	1	0	1
7:30	11	1	12
7:45	33	2	35
8:00	9	14	23
8:15	11	16	27
8:30	1	4	5
8:45	0	1	1
9:00	1	0	1
9:15	1	1	2
9:30	7	0	7
9:45	4	0	4
10:00	1	2	3
10:15	0	1	1
10:30	1	0	1
10:45	1	2	3
11:00	0	5	5
11:15	1	3	4
11:30	0	0	0
11:45	0	0	0
12:00	2	1	3
12:15	2	0	2
12:30	0	1	1
12:45	1	5	6
13:00	0	1	1
13:15	1	0	1
13:30	5	0	5
13:45	4	2	6
14:00	2	4	6
14:15	1	1	2
14:30	3	6	9
14:45	22	1	23
15:00	14	16	30
15:15	13	33	46
15:30	3	9	12
15:45	0	9	9
16:00	3	6	9
16:15	2	6	8
16:30	2	8	10
16:45	0	3	3
17:00	2	4	6
17:15	5	4	9
17:30	1	3	4
17:45	0	0	0
TOTAL	171	175	346

TOTAL

	Entering	Exiting	Total	In	Out	Total
7:00	10	0	10	206	89	295
7:15	12	1	13	229	140	369
7:30	60	26	86	255	182	437
7:45	124	62	186	204	172	376
8:00	33	51	84	82	113	195
8:15	38	43	81			
8:30	9	16	25			
8:45	2	3	5			
9:00	1	2	3			
9:15	3	2	5			
9:30	8	1	9			
9:45	9	5	14			
10:00	3	4	7			
10:15	1	4	5			
10:30	2	1	3			
10:45	7	4	11			
11:00	6	9	15			
11:15	1	7	8			
11:30	5	0	5			
11:45	3	1	4			
12:00	4	5	9			
12:15	3	2	5			
12:30	2	4	6			
12:45	1	8	9			
13:00	1	2	3			
13:15	5	3	8			
13:30	7	2	9			
13:45	7	3	10			
14:00	3	6	9	69	21	90
14:15	4	1	5	91	74	165
14:30	22	7	29	115	133	248
14:45	40	7	47	110	148	258
15:00	25	59	84	81	163	244
15:15	28	60	88	69	134	203
15:30	17	22	39	62	93	155
15:45	11	22	33	59	110	169
16:00	13	30	43	53	101	154
16:15	21	19	40	48	87	135
16:30	14	39	53	39	82	121
16:45	5	13	18	27	51	78
17:00	8	16	24	22	38	60
17:15	12	14	26	14	22	36
17:30	2	8	10	2	8	10
17:45	0	0	0	0	0	0
TOTAL	592	594	1186			

7:30-8:30am AM Peak Hour

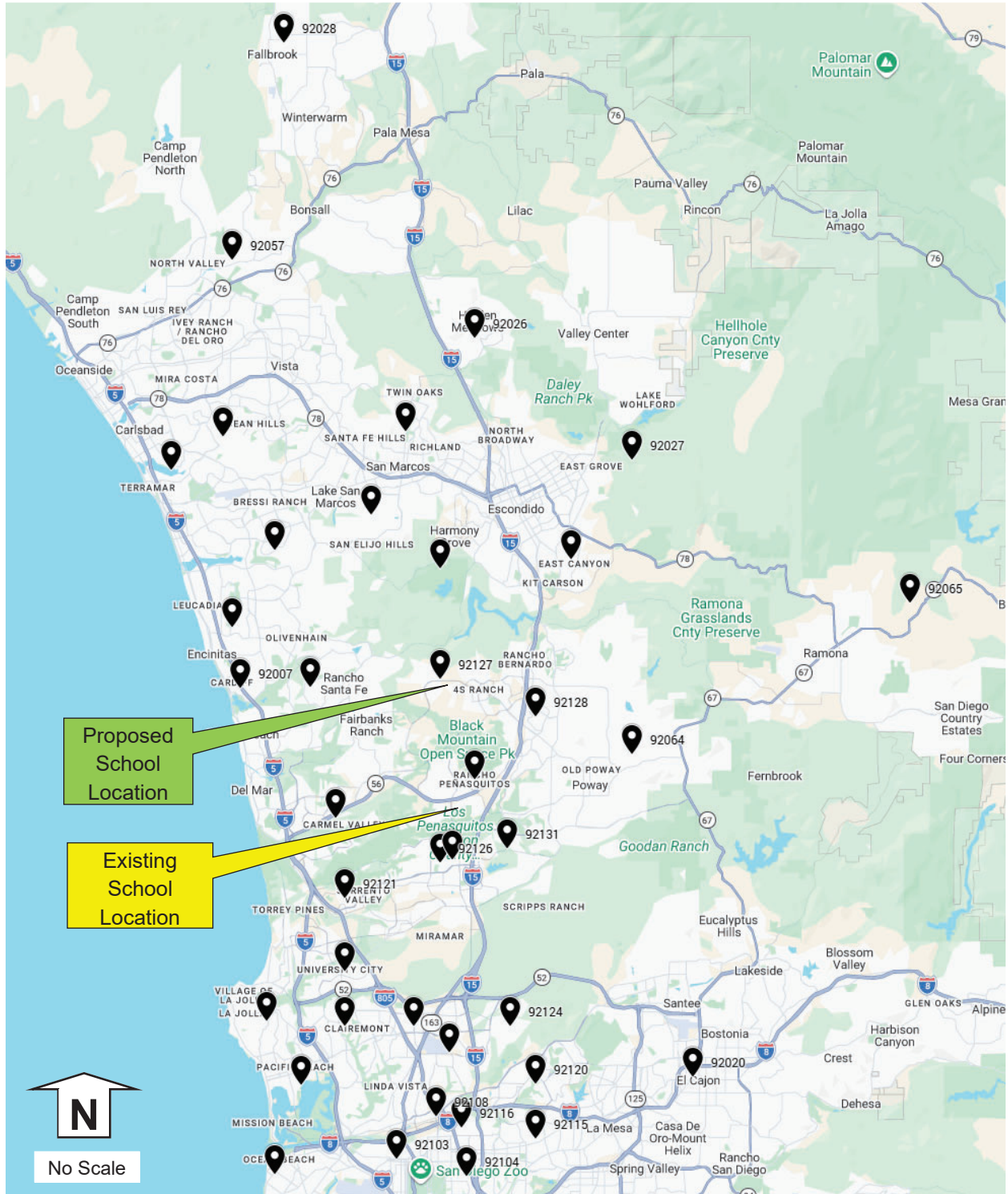
2:45-3:45pm PM Peak Hour

4:00-5:00pm 4-6pm Peak Hour

Appendix K

Cambridge School Existing Student Families and Staff Zip Codes

Zip Codes for Existing Students and Staff



Source: Google Maps

Number of Families and Staff by Zip Code Driving to Existing School in 92129

Zip Code	Students	Student % by Zip Code	Families	Family % by Zip Code	Staff	Families & Staff	Students & Staff % by Zip Code	Miles to Existing School in 92129
92007	1	0.3%	1	0.4%	0	1	0.3%	14.4
92008	0	0.0%	0	0.0%	1	1	0.3%	25.7
92009	3	0.8%	2	0.8%	3	5	1.5%	23.6
92010	0	0.0%	0	0.0%	1	1	0.3%	26.4
92020	2	0.5%	1	0.4%	0	1	0.3%	22.0
92024	11	2.9%	6	2.5%	0	6	1.8%	18.0
92025	3	0.8%	3	1.2%	7	10	2.9%	13.6
92026	5	1.3%	3	1.2%	4	7	2.1%	21.8
92027	5	1.3%	3	1.2%	3	6	1.8%	26.3
92028	0	0.0%	0	0.0%	2	2	0.6%	38.2
92029	10	2.7%	5	2.1%	2	7	2.1%	16.5
92037	7	1.9%	3	1.2%	0	3	0.9%	20.1
92057	0	0.0%	0	0.0%	2	2	0.6%	32.9
92064	24	6.4%	13	5.4%	5	18	5.3%	7.9
92065	4	1.1%	2	0.8%	0	2	0.6%	24.8
92067	13	3.5%	7	2.9%	1	8	2.3%	11.2
92069	0	0.0%	0	0.0%	2	2	0.6%	20.3
92078	1	0.3%	1	0.4%	1	2	0.6%	21.0
92103	3	0.8%	1	0.4%	0	1	0.3%	17.8
92104	0	0.0%	0	0.0%	1	1	0.3%	18.1
92107	2	0.5%	1	0.4%	0	1	0.3%	21.4
92108	1	0.3%	1	0.4%	0	1	0.3%	16.4
92109	0	0.0%	0	0.0%	1	1	0.3%	18.6
92111	0	0.0%	0	0.0%	4	4	1.2%	17.3
92115	2	0.5%	1	0.4%	1	2	0.6%	17.1
92116	0	0.0%	0	0.0%	1	1	0.3%	16.8
92117	2	0.5%	1	0.4%	2	3	0.9%	16.0
92120	1	0.3%	1	0.4%	1	2	0.6%	17.4
92121	3	0.8%	3	1.2%	0	3	0.9%	11.9
92122	6	1.6%	3	1.2%	2	5	1.5%	15.3
92123	3	0.8%	3	1.2%	3	6	1.8%	13.0
92124	12	3.2%	6	2.5%	1	7	2.1%	13.0
92126	7	1.9%	6	2.5%	7	13	3.8%	3.5
92127	42	11.2%	28	11.6%	12	40	11.7%	7.6
92128	26	7.0%	16	6.6%	11	27	7.9%	7.3
92129	76	20.3%	49	20.3%	12	61	17.9%	1.6
92130	54	14.4%	39	16.2%	2	41	12.0%	6.3
92131	43	11.5%	31	12.9%	5	36	10.6%	4.8
92196	2	0.5%	1	0.4%	0	1	0.3%	2.9
Totals	374	100.0%	241	100.0%	100	341	100.0%	
Average								16.6
Weighted Average								9.1

Google Driving Distance between Zip Code and Existing School Location

← from Cardiff, CA 92007 to The Cambridge School, 12855 Black Mountain... 20 min (14.4 miles)   	← from Carlsbad, CA 92008 to 12855 Black Mountain Rd, San Diego, CA 92129 39 min (25.7 miles)   
← from Carlsbad, CA 92009 to The Cambridge School, 12855 Black Mountain... 31 min (23.6 miles)   	← from Carlsbad, CA 92010 to 12855 Black Mountain Rd, San Diego, CA 92129 41 min (26.4 miles)   
← from El Cajon, CA 92020 to The Cambridge School, 12855 Black Mountain... 27 min (22.0 miles)   	← from Encinitas, CA 92024 to The Cambridge School, 12855 Black Mountain... 25 min (18.0 miles)   
← from Escondido, CA 92025 to The Cambridge School, 12855 Black Mountain... 20 min (13.6 miles)   	← from Escondido, CA 92026 to The Cambridge School, 12855 Black Mountain... 25 min (21.8 miles)   
← from Escondido, CA 92027 to The Cambridge School, 12855 Black Mountain... 47 min (26.3 miles)   	← from Fallbrook, CA 92028 to 12855 Black Mountain Rd, San Diego, CA 92129 45 min (38.2 miles)   
← from Escondido, CA 92029 to The Cambridge School, 12855 Black Mountain... 23 min (16.5 miles)   	← from La Jolla, CA 92037 to The Cambridge School, 12855 Black Mountain... 28 min (20.1 miles)   
← from Oceanside, CA 92057 to 12855 Black Mountain Rd, San Diego, CA 92129 42 min (32.9 miles)   	← from Poway, CA 92064 to The Cambridge School, 12855 Black Mountain... 17 min (7.9 miles)   
← from Ramona, CA 92065 to The Cambridge School, 12855 Black Mountain... 41 min (24.8 miles)   	← from Rancho Santa Fe, CA 92067 to The Cambridge School, 12855 Black Mountain... 21 min (11.2 miles)   

Google Driving Distance between Zip Code and Existing School Location	
← from San Marcos, CA 92069 to 12855 Black Mountain Rd, San Diego, CA 92129 31 min (20.3 miles)   	← from San Marcos, CA 92078 to The Cambridge School, 12855 Black Mountain... 29 min (21.0 miles)   
← from San Diego, CA 92103 to The Cambridge School, 12855 Black Mountain... 23 min (17.8 miles)   	← from San Diego, CA 92104 to 12855 Black Mountain Rd, San Diego, CA 92129 31 min (18.1 miles)   
← from San Diego, CA 92107 to The Cambridge School, 12855 Black Mountain... 28 min (21.4 miles)   	← from San Diego, CA 92108 to The Cambridge School, 12855 Black Mountain... 21 min (16.4 miles)   
← from San Diego, CA 92109 to 12855 Black Mountain Rd, San Diego, CA 92129 36 min (18.6 miles)   	← from San Diego, CA 92111 to 12855 Black Mountain Rd, San Diego, CA 92129 32 min (17.3 miles)   
← from San Diego, CA 92115 to The Cambridge School, 12855 Black Mountain... 24 min (17.1 miles)   	← from San Diego, CA 92116 to 12855 Black Mountain Rd, San Diego, CA 92129 28 min (16.8 miles)   
← from San Diego, CA 92117 to The Cambridge School, 12855 Black Mountain... 24 min (16.0 miles)   	← from San Diego, CA 92120 to The Cambridge School, 12855 Black Mountain... 24 min (17.4 miles)   
← from San Diego, CA 92121 to The Cambridge School, 12855 Black Mountain... 15 min (11.9 miles)   	← from San Diego, CA 92122 to The Cambridge School, 12855 Black Mountain... 18 min (15.3 miles)   
← from San Diego, CA 92123 to The Cambridge School, 12855 Black Mountain... 18 min (13.0 miles)   	← from San Diego, CA 92124 to The Cambridge School, 12855 Black Mountain... 20 min (13.0 miles)   

Google Driving Distance between Zip Code and Existing School Location

← from San Diego, CA 92126 to The Cambridge School, 12855 Black Mountain... 9 min (3.5 miles)   	← from San Diego, CA 92127 to The Cambridge School, 12855 Black Mountain... 14 min (7.6 miles)   
← from San Diego, CA 92128 to The Cambridge School, 12855 Black Mountain... 13 min (7.3 miles)   	← from San Diego, CA 92129 to The Cambridge School, 12855 Black Mountain... 6 min (1.6 miles)   
← from San Diego, CA 92130 to The Cambridge School, 12855 Black Mountain... 9 min (6.3 miles)   	← from San Diego, CA 92131 to The Cambridge School, 12855 Black Mountain... 11 min (4.8 miles)   
← from San Diego, CA 92196 to The Cambridge School, 12855 Black Mountain... 8 min (2.9 miles)   	

Number of Families and Staff by Zip Code Driving to NEW School in 92127

Zip Code	Students	Student % by Zip Code	Families	Family % by Zip Code	Staff	Families & Staff	Students & Staff % by Zip Code	Miles to NEW School in 92127
92007	1	0.3%	1	0.4%	0	1	0.3%	12.7
92008	0	0.0%	0	0.0%	1	1	0.3%	24.6
92009	3	0.8%	2	0.8%	3	5	1.5%	17.7
92010	0	0.0%	0	0.0%	1	1	0.3%	22.5
92020	2	0.5%	1	0.4%	0	1	0.3%	27.3
92024	11	2.9%	6	2.5%	0	6	1.8%	14.4
92025	3	0.8%	3	1.2%	7	10	2.9%	10.0
92026	5	1.3%	3	1.2%	4	7	2.1%	18.2
92027	5	1.3%	3	1.2%	3	6	1.8%	22.8
92028	0	0.0%	0	0.0%	2	2	0.6%	34.6
92029	10	2.7%	5	2.1%	2	7	2.1%	13.0
92037	7	1.9%	3	1.2%	0	3	0.9%	22.2
92057	0	0.0%	0	0.0%	2	2	0.6%	29.4
92064	24	6.4%	13	5.4%	5	18	5.3%	8.0
92065	4	1.1%	2	0.8%	0	2	0.6%	24.9
92067	13	3.5%	7	2.9%	1	8	2.3%	9.2
92069	0	0.0%	0	0.0%	2	2	0.6%	16.8
92078	1	0.3%	1	0.4%	1	2	0.6%	17.5
92103	3	0.8%	1	0.4%	0	1	0.3%	23.2
92104	0	0.0%	0	0.0%	1	1	0.3%	22.7
92107	2	0.5%	1	0.4%	0	1	0.3%	26.7
92108	1	0.3%	1	0.4%	0	1	0.3%	21.7
92109	0	0.0%	0	0.0%	1	1	0.3%	23.6
92111	0	0.0%	0	0.0%	4	4	1.2%	17.7
92115	2	0.5%	1	0.4%	1	2	0.6%	22.4
92116	0	0.0%	0	0.0%	1	1	0.3%	21.4
92117	2	0.5%	1	0.4%	2	3	0.9%	22.5
92120	1	0.3%	1	0.4%	1	2	0.6%	22.7
92121	3	0.8%	3	1.2%	0	3	0.9%	16.8
92122	6	1.6%	3	1.2%	2	5	1.5%	20.2
92123	3	0.8%	3	1.2%	3	6	1.8%	18.3
92124	12	3.2%	6	2.5%	1	7	2.1%	18.3
92126	7	1.9%	6	2.5%	7	13	3.8%	11.5
92127	42	11.2%	28	11.6%	12	40	11.7%	0.7
92128	26	7.0%	16	6.6%	11	27	7.9%	4.8
92129	76	20.3%	49	20.3%	12	61	17.9%	6.6
92130	54	14.4%	39	16.2%	2	41	12.0%	11.3
92131	43	11.5%	31	12.9%	5	36	10.6%	10.2
92196	2	0.5%	1	0.4%	0	1	0.3%	10.9
Totals	374	100.0%	241	100.0%	100	341	100.0%	
Average								17.9
Weighted Average								10.4

Google Driving Distance between Zip Code and NEW School Location

← from Cardiff, CA 92007 to Camino Del Sur & Coyote Bush Dr, San Diego,... 25 min (12.7 miles)   	← from Carlsbad, CA 92008 to Coyote Bush Dr & Camino Del Sur, San Diego,... 58 min (24.6 miles)   
← from Carlsbad, CA 92009 to Camino Del Sur & Coyote Bush Dr, San Diego,... 36 min (17.7 miles)   	← from Carlsbad, CA 92010 to Coyote Bush Dr & Camino Del Sur, San Diego,... 52 min (22.5 miles)   
← from El Cajon, CA 92020 to Camino Del Sur & Coyote Bush Dr, San Diego,... 32 min (27.3 miles)   	← from Encinitas, CA 92024 to Camino Del Sur & Coyote Bush Dr, San Diego,... 29 min (14.4 miles)   
← from Escondido, CA 92025 to Camino Del Sur & Coyote Bush Dr, San Diego,... 20 min (10.0 miles)   	← from Escondido, CA 92026 to Camino Del Sur & Coyote Bush Dr, San Diego,... 24 min (18.2 miles)   
← from Escondido, CA 92027 to Camino Del Sur & Coyote Bush Dr, San Diego,... 48 min (22.8 miles)   	← from Fallbrook, CA 92028 to Coyote Bush Dr & Camino Del Sur, San Diego,... 46 min (34.6 miles)   
← from Escondido, CA 92029 to Camino Del Sur & Coyote Bush Dr, San Diego,... 23 min (13.0 miles)   	← from La Jolla, CA 92037 to Coyote Bush Dr & Camino Del Sur, San Diego,... 35 min (22.2 miles)   
← from Oceanside, CA 92057 to Coyote Bush Dr & Camino Del Sur, San Diego,... 46 min (29.4 miles)   	← from Poway, CA 92064 to Camino Del Sur & Coyote Bush Dr, San Diego,... 19 min (8.0 miles)   
← from Ramona, CA 92065 to Coyote Bush Dr & Camino Del Sur, San Diego,... 42 min (24.9 miles)   	← from Rancho Santa Fe, CA 92067 to Camino Del Sur & Coyote Bush Dr, San Diego,... 16 min (9.2 miles)   

Google Driving Distance between Zip Code and NEW School Location

← from San Marcos, CA 92069 to Coyote Bush Dr & Camino Del Sur, San Diego,... 26 min (16.8 miles)   	← from San Marcos, CA 92078 to Camino Del Sur & Coyote Bush Dr, San Diego,... 28 min (17.5 miles)   
← from San Diego, CA 92103 to Camino Del Sur & Coyote Bush Dr, San Diego,... 28 min (23.2 miles)   	← from San Diego, CA 92104 to Coyote Bush Dr & Camino Del Sur, San Diego,... 33 min (22.7 miles)   
← from San Diego, CA 92107 to Coyote Bush Dr & Camino Del Sur, San Diego,... 34 min (26.7 miles)   	← from San Diego, CA 92108 to Camino Del Sur & Coyote Bush Dr, San Diego,... 26 min (21.7 miles)   
← from San Diego, CA 92109 to Coyote Bush Dr & Camino Del Sur, San Diego,... 43 min (23.6 miles)   	← from San Diego, CA 92111 to Coyote Bush Dr & Camino Del Sur, San Diego,... 24 min (17.7 miles)   
← from San Diego, CA 92115 to Camino Del Sur & Coyote Bush Dr, San Diego,... 29 min (22.4 miles)   	← from San Diego, CA 92116 to Coyote Bush Dr & Camino Del Sur, San Diego,... 30 min (21.4 miles)   
← from San Diego, CA 92117 to Coyote Bush Dr & Camino Del Sur, San Diego,... 31 min (22.5 miles)   	← from San Diego, CA 92120 to Camino Del Sur & Coyote Bush Dr, San Diego,... 29 min (22.7 miles)   
← from San Diego, CA 92121 to Camino Del Sur & Coyote Bush Dr, San Diego,... 22 min (16.8 miles)   	← from San Diego, CA 92122 to Camino Del Sur & Coyote Bush Dr, San Diego,... 26 min (20.2 miles)   
← from San Diego, CA 92123 to Camino Del Sur & Coyote Bush Dr, San Diego,... 24 min (18.3 miles)   	← from San Diego, CA 92124 to Camino Del Sur & Coyote Bush Dr, San Diego,... 25 min (18.3 miles)   

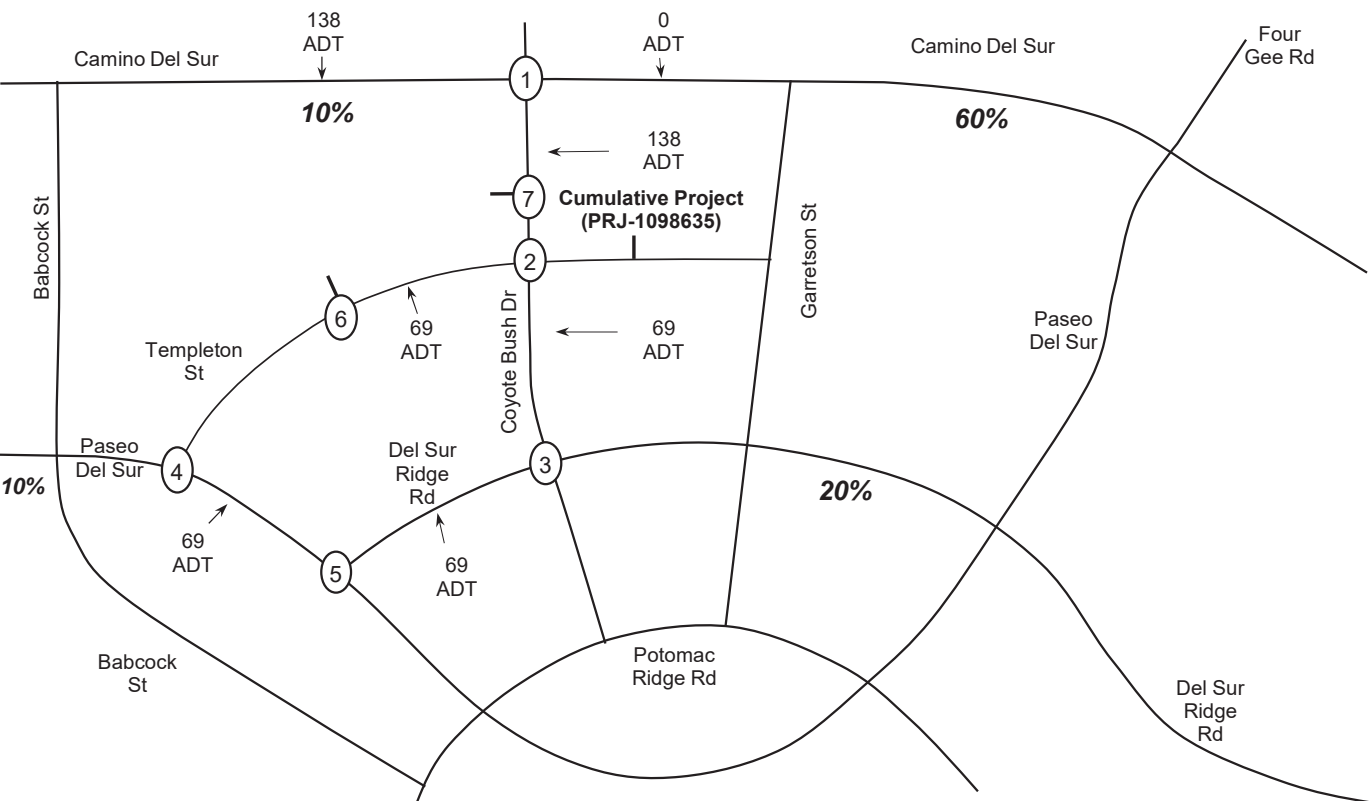
Google Driving Distance between Zip Code and NEW School Location

← from San Diego, CA 92126 to Coyote Bush Dr & Camino Del Sur, San Diego,... 21 min (11.5 miles)   	← from San Diego, CA 92127 to Camino Del Sur & Coyote Bush Dr, San Diego,... 2 min (0.7 mile)   
← from San Diego, CA 92128 to Camino Del Sur & Coyote Bush Dr, San Diego,... 12 min (4.8 miles)   	← from San Diego, CA 92129 to Coyote Bush Dr & Camino Del Sur, San Diego,... 13 min (6.6 miles)   
← from San Diego, CA 92130 to Camino Del Sur & Coyote Bush Dr, San Diego,... 17 min (11.3 miles)   	← from San Diego, CA 92131 to Camino Del Sur & Coyote Bush Dr, San Diego,... 17 min (10.2 miles)   
← from San Diego, CA 92196 to Camino Del Sur & Coyote Bush Dr, San Diego,... 20 min (10.9 miles)   	

Appendix L

Cumulative Project Details, Distribution, and Trip Assignment

Cumulative Project: Del Sur Affordable Housing

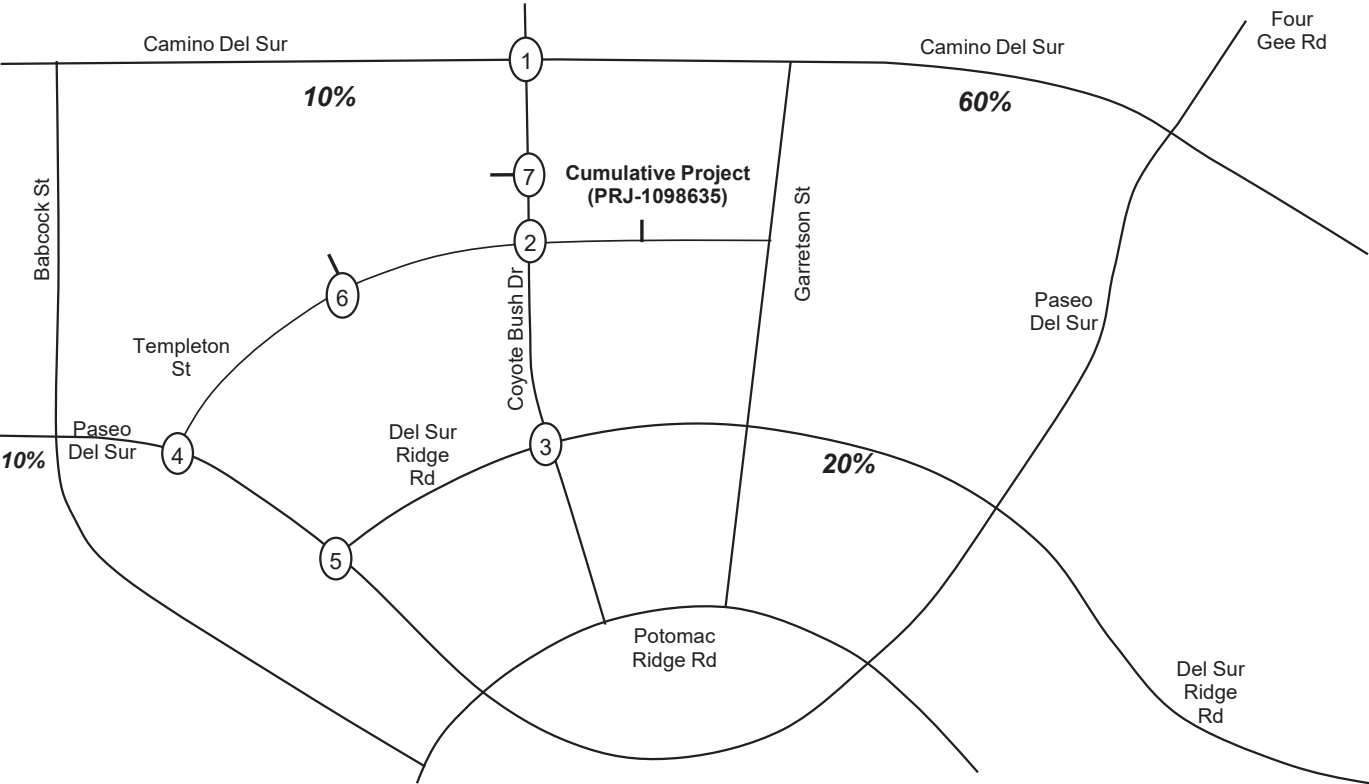


Camino Del Sur 2 (8) 1 7 (4) Coyote Bush Dr	Templeton St 2 (8) 2 (8) 7 (4) 7 (4) Coyote Bush Dr	Del Sur Ridge Rd 2 (8) 3 7 (4) Coyote Bush Dr
Paseo Del Sur 2 (8) 4 7 (4) Templeton St	Paseo Del Sur 2 (8) 5 7 (4) Del Sur Ridge Rd	Templeton St 7 (4) 6 7 (4) Project Driveway
Project Driveway 2 (8) 7 7 (4) Coyote Bush Dr	LEGEND % Cumulative Project Distribution XX AM School peak hour volumes at intersections (YY) PM School peak hour volumes at intersections Z,ZZZ Average Daily Traffic volumes # Intersection Reference Number to LOS Tables — Existing Roadways	

N

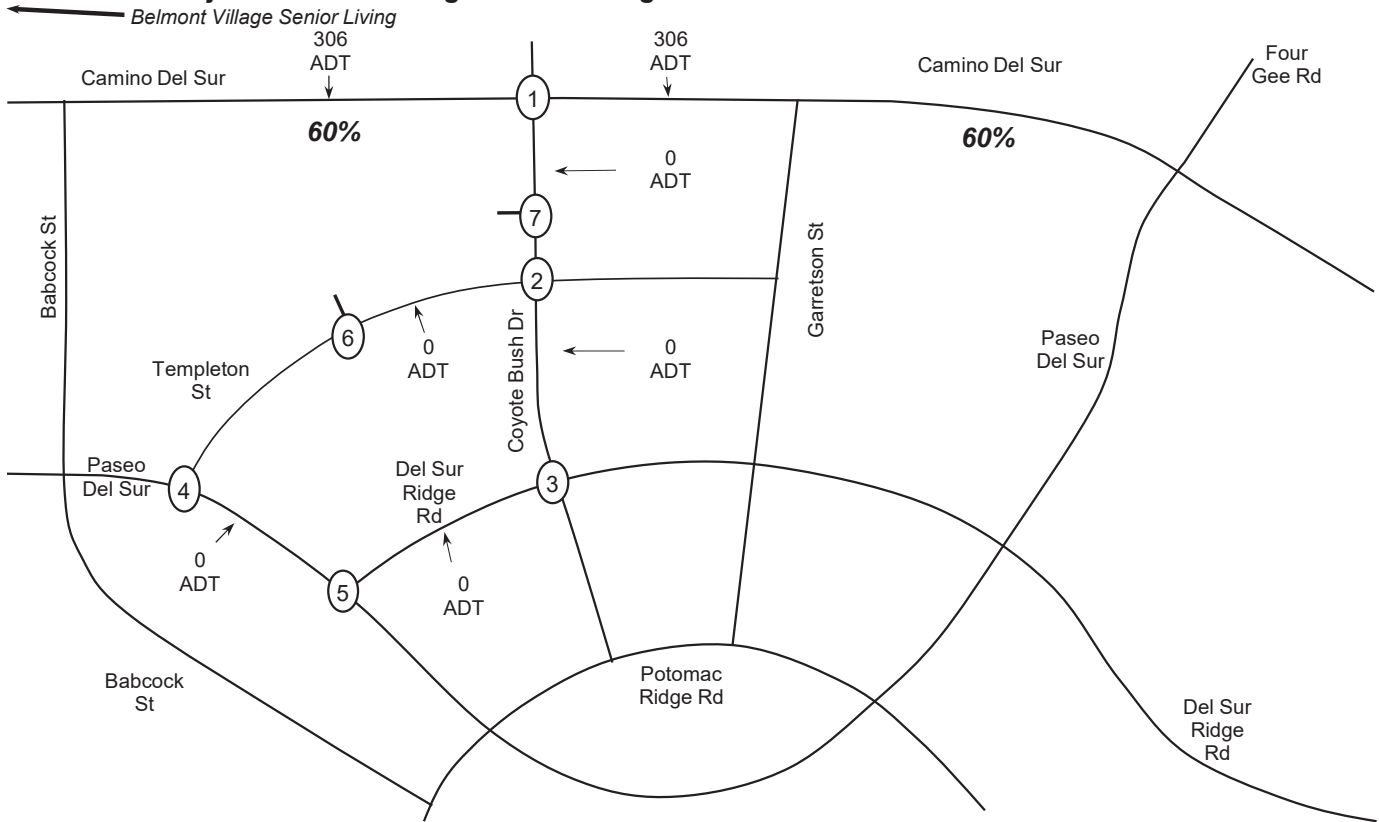
No Scale

Cumulative Project: Del Sur Affordable Housing



Camino Del Sur 8 4 1 8 4 Coyote Bush Dr	Templeton St 8 4 2 8 4 Coyote Bush Dr	Del Sur Ridge Rd 8 4 3 8 4 Coyote Bush Dr
Paseo Del Sur 4 8 4 4 4 Templeton St	Paseo Del Sur 8 4 5 8 4 Del Sur Ridge Rd	Templeton St 4 4 6 4 4 Project Drive-way
Project Driveway 8 4 7 8 4 Coyote Bush Dr	LEGEND % Cumulative Project Distribution XX PM commuter peak hour volumes at intersections # Intersection Reference Number to LOS Tables — Existing Roadways N No Scale	

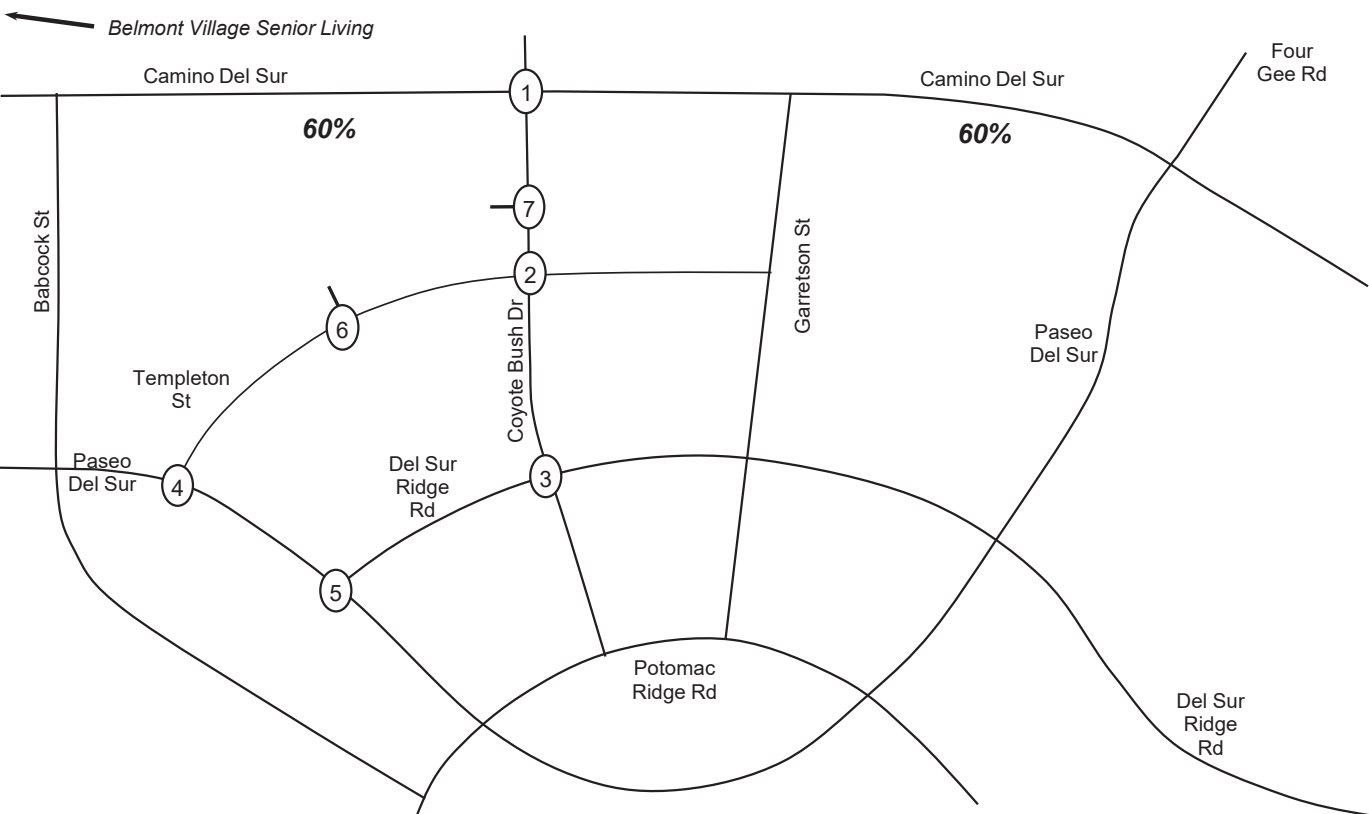
Cumulative Project: Belmont Village Senior Living



Camino Del Sur 7 (11) 1 6 (13) Coyote Bush Dr	Templeton St 2 Coyote Bush Dr	Del Sur Ridge Rd 3 Coyote Bush Dr
Paseo Del Sur 4 Templeton St	Paseo Del Sur 5 Del Sur Ridge Rd	Templeton St 6 Project Driveway
Project Driveway 7 Coyote Bush Dr	LEGEND % Cumulative Project Distribution XX AM School peak hour volumes at intersections (YY) PM School peak hour volumes at intersections Z,ZZZ Average Daily Traffic volumes # Intersection Reference Number to LOS Tables Existing Roadways	



Cumulative Project: Belmont Village Senior Living



Camino Del Sur 11 1 13 Coyote Bush Dr	Templeton St 2 Coyote Bush Dr	Del Sur Ridge Rd 3 Coyote Bush Dr
Paseo Del Sur 4 Templeton St	Paseo Del Sur 5 Del Sur Ridge Rd	Templeton St 6 Project Driveway
Project Driveway 7 Coyote Bush Dr	LEGEND % Cumulative Project Distribution XX PM commuter peak hour volumes at intersections # Intersection Reference Number to LOS Tables Existing Roadways	

No Scale

Appendix M

Opening Year without Project LOS and Queueing Worksheets

School AM Opening Year

1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	6	906	9	37	1035	17	24	4	38	26	2
Future Volume (veh/h)	6	906	9	37	1035	17	24	4	38	26	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.95	0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	1041	10	48	1344	22	29	5	46	39	3
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.82	0.82	0.82	0.66	0.66
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	91	2180	21	93	2167	35	115	38	122	176	28
Arrive On Green	0.05	0.61	0.61	0.05	0.61	0.61	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3576	34	1767	3547	58	373	267	866	737	197
Grp Volume(v), veh/h	7	513	538	48	667	699	80	0	0	68	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1848	1767	1763	1843	1507	0	0	1512	0
Q Serve(g_s), s	0.3	12.5	12.5	2.1	18.5	18.6	0.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.5	12.5	2.1	18.5	18.6	3.5	0.0	0.0	2.7	0.0
Prop In Lane	1.00		0.02	1.00		0.03	0.36		0.57	0.57	
Lane Grp Cap(c), veh/h	91	1075	1126	93	1077	1125	275	0	0	286	0
V/C Ratio(X)	0.08	0.48	0.48	0.52	0.62	0.62	0.29	0.00	0.00	0.24	0.00
Avail Cap(c_a), veh/h	367	1246	1306	371	1248	1305	687	0	0	682	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	8.4	8.4	36.0	9.5	9.5	30.3	0.0	0.0	30.0	0.0
Incr Delay (d2), s/veh	0.1	1.5	1.5	1.7	2.7	2.6	0.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.0	4.2	0.9	6.1	6.3	1.4	0.0	0.0	1.1	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	35.4	9.9	9.8	37.7	12.2	12.1	30.5	0.0	0.0	30.2	0.0
LnGrp LOS	D	A	A	D	B	B	C			C	
Approach Vol, veh/h	1058			1414			80			68	
Approach Delay, s/veh	10.1			13.0			30.5			30.2	
Approach LOS	B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.5	53.7		15.9	8.4	53.8		15.9			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.4	* 55		33.1	16.2	55.3		33.1			
Max Q Clear Time (g_c+l1), s	4.1	14.5		4.7	2.3	20.6		5.5			
Green Ext Time (p_c), s	0.0	23.2		0.2	0.0	27.1		0.3			
Intersection Summary											
HCM 7th Control Delay, s/veh	12.8										
HCM 7th LOS	B										

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	26
Peak Hour Factor	0.66
Percent Heavy Veh, %	3
Cap, veh/h	81
Arrive On Green	0.14
Sat Flow, veh/h	578
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.38
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	18	4	2	16	13	4	57	8	8	34	12
Future Vol, veh/h	7	18	4	2	16	13	4	57	8	8	34	12
Peak Hour Factor	0.60	0.60	0.60	0.85	0.85	0.85	0.88	0.88	0.88	0.65	0.65	0.65
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	12	30	7	2	19	15	5	65	9	12	52	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.6	7.3		7.6		7.5						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	24%	6%	15%
Vol Thru, %	83%	62%	52%	63%
Vol Right, %	12%	14%	42%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	29	31	54
LT Vol	4	7	2	8
Through Vol	57	18	16	34
RT Vol	8	4	13	12
Lane Flow Rate	78	48	36	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.057	0.041	0.094
Departure Headway (Hd)	4.103	4.224	4.029	4.054
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	837	875	876
Service Time	2.166	2.307	2.117	2.116
HCM Lane V/C Ratio	0.09	0.057	0.041	0.095
HCM Control Delay, s/veh	7.6	7.6	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.3

Intersection

Intersection Delay, s/veh 7.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	38	6	3	49	7	10	19	8	18	11	7
Future Vol, veh/h	9	38	6	3	49	7	10	19	8	18	11	7
Peak Hour Factor	0.61	0.61	0.61	0.49	0.49	0.49	0.66	0.66	0.66	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	62	10	6	100	14	15	29	12	22	13	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.8	7.9		7.7		7.7						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	17%	5%	50%
Vol Thru, %	51%	72%	83%	31%
Vol Right, %	22%	11%	12%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	53	59	36
LT Vol	10	9	3	18
Through Vol	19	38	49	11
RT Vol	8	6	7	7
Lane Flow Rate	56	87	120	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.101	0.138	0.054
Departure Headway (Hd)	4.384	4.184	4.13	4.456
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	843	856	808
Service Time	2.385	2.276	2.216	2.458
HCM Lane V/C Ratio	0.068	0.103	0.14	0.054
HCM Control Delay, s/veh	7.7	7.8	7.9	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.5	0.2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	310	280	0	0	21
Future Vol, veh/h	25	310	280	0	0	21
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	68	68	58	58
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	470	412	0	0	36
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	422	0	-	0	977	432
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	555	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1132	-	-	-	277	622
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	573	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	260	611
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.62	0		11.26		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	134	-	-	-	-	611
HCM Lane V/C Ratio	0.034	-	-	-	-	0.059
HCM Ctrl Dly (s/v)	8.3	0	-	-	-	11.3
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	257	214	2	0	61
Future Vol, veh/h	53	257	214	2	0	61
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	82	395	324	3	0	92
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	332	0	-	0	894	336
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1222	-	-	-	310	704
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	281	698
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	565	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.4	0		10.94		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	308	-	-	-	698	
HCM Lane V/C Ratio	0.067	-	-	-	0.132	
HCM Ctrl Dly (s/v)	8.2	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	

School PM Opening Year

1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	13	1172	41	26	923	21	18	3	103	15	3
Future Volume (veh/h)	13	1172	41	26	923	21	18	3	103	15	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.97	0.98		0.96	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1379	48	32	1154	26	21	3	120	19	4
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.86	0.86	0.86	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	83	2043	71	83	2073	47	70	24	233	205	49
Arrive On Green	0.05	0.59	0.59	0.05	0.59	0.59	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1767	3469	121	1767	3521	79	120	133	1268	749	267
Grp Volume(v), veh/h	15	700	727	32	578	602	144	0	0	32	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1827	1767	1763	1838	1521	0	0	1414	0
Q Serve(g_s), s	0.7	23.1	23.2	1.5	17.1	17.1	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	23.1	23.2	1.5	17.1	17.1	7.1	0.0	0.0	1.3	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.15		0.83	0.59	
Lane Grp Cap(c), veh/h	83	1038	1076	83	1038	1082	328	0	0	327	0
V/C Ratio(X)	0.18	0.67	0.68	0.39	0.56	0.56	0.44	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	336	1146	1187	336	1143	1192	633	0	0	606	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.1	11.9	12.0	39.4	10.7	10.7	31.3	0.0	0.0	28.9	0.0
Incr Delay (d2), s/veh	0.4	3.5	3.4	1.1	2.2	2.1	0.3	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.2	8.5	0.6	5.9	6.1	2.7	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	39.4	15.5	15.4	40.5	12.9	12.8	31.6	0.0	0.0	29.0	0.0
LnGrp LOS	D	B	B	D	B	B	C			C	
Approach Vol, veh/h	1442			1212			144			32	
Approach Delay, s/veh	15.7			13.6			31.6			29.0	
Approach LOS	B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.4	56.3		20.6	8.4	56.3		20.6			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.2	* 55		33.1	16.2	55.3		33.1			
Max Q Clear Time (g_c+l1), s	3.5	25.2		3.3	2.7	19.1		9.1			
Green Ext Time (p_c), s	0.0	25.0		0.1	0.0	24.5		0.6			
Intersection Summary											
HCM 7th Control Delay, s/veh	15.7										
HCM 7th LOS	B										

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	7
Future Volume (veh/h)	7
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.95
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	9
Peak Hour Factor	0.78
Percent Heavy Veh, %	3
Cap, veh/h	73
Arrive On Green	0.18
Sat Flow, veh/h	398
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.28
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	34	1	7	42	10	5	45	16	21	49	1
Future Vol, veh/h	59	34	1	7	42	10	5	45	16	21	49	1
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.56	0.56	0.56	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	78	45	1	10	63	15	9	80	29	32	74	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	8.6	8.1		8.2		8.4						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	63%	12%	30%
Vol Thru, %	68%	36%	71%	69%
Vol Right, %	24%	1%	17%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	94	59	71
LT Vol	5	59	7	21
Through Vol	45	34	42	49
RT Vol	16	1	10	1
Lane Flow Rate	118	124	88	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.161	0.111	0.139
Departure Headway (Hd)	4.452	4.697	4.546	4.641
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	806	764	788	773
Service Time	2.476	2.724	2.575	2.664
HCM Lane V/C Ratio	0.146	0.162	0.112	0.14
HCM Control Delay, s/veh	8.2	8.6	8.1	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.4	0.5

Intersection

Intersection Delay, s/veh 8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	30	10	5	70	11	3	11	3	19	20	5
Future Vol, veh/h	20	30	10	5	70	11	3	11	3	19	20	5
Peak Hour Factor	0.59	0.59	0.59	0.60	0.60	0.60	0.85	0.85	0.85	0.48	0.48	0.48
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	34	51	17	8	117	18	4	13	4	40	42	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.9	8.1		7.7		8.1						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	33%	6%	43%
Vol Thru, %	65%	50%	81%	45%
Vol Right, %	18%	17%	13%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	60	86	44
LT Vol	3	20	5	19
Through Vol	11	30	70	20
RT Vol	3	10	11	5
Lane Flow Rate	20	102	143	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.122	0.17	0.116
Departure Headway (Hd)	4.535	4.331	4.27	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	830	846	792
Service Time	2.552	2.345	2.27	2.552
HCM Lane V/C Ratio	0.025	0.123	0.169	0.116
HCM Control Delay, s/veh	7.7	7.9	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.6	0.4

LOS Engineering, Inc.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	321	239	2	0	53
Future Vol, veh/h	23	321	239	2	0	53
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	62	62	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	31	434	385	3	0	69
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	394	0	-	0	893	397
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	501	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1159	-	-	-	311	650
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	607	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	297	645
Mov Cap-2 Maneuver	-	-	-	-	297	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	604	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.55	0		11.25		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	120	-	-	-	-	645
HCM Lane V/C Ratio	0.027	-	-	-	-	0.107
HCM Ctrl Dly (s/v)	8.2	0	-	-	-	11.2
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.4

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	263	163	1	2	76
Future Vol, veh/h	60	263	163	1	2	76
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	62	62	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	79	346	263	2	3	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	275	0	-	0	788	284
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1283	-	-	-	359	753
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1272	-	-	-	326	740
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	593	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.49	0		11.07		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	334	-	-	-	-	717
HCM Lane V/C Ratio	0.062	-	-	-	-	0.173
HCM Ctrl Dly (s/v)	8	0	-	-	-	11.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.6

LOS Engineering, Inc.

The Commuter period uses the following numbering convention:

Intersection #1 Coyote Bush Dr/Camino Del Sur uses #11

Intersection #2 Coyote Bush Dr/Templeton St uses #12

Intersection #3 Coyote Bush Dr/Del Sur Ridge Rd uses #13

Intersection #4 Paseo Del Sur/Templeton St uses #14

Intersection #5 Paseo Del Sur/Del Sur Ridge Rd uses #15

Intersection #6 Templeton St/Project Driveway uses #16

Intersection #7 Coyote Bush Dr/Project Driveway uses #17

Commuter PM Opening Year

11: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	9	1036	19	36	1016	27	12	7	44	20	4
Future Volume (veh/h)	9	1036	19	36	1016	27	12	7	44	20	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.98		0.96	0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	1138	21	39	1104	29	13	8	48	37	7
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.54	0.54
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	130	1768	33	130	1752	46	100	47	156	253	48
Arrive On Green	0.07	0.50	0.50	0.07	0.50	0.50	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3539	65	1767	3506	92	148	325	1081	962	331
Grp Volume(v), veh/h	10	567	592	39	555	578	69	0	0	51	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1841	1767	1763	1835	1554	0	0	1498	0
Q Serve(g_s), s	0.3	12.9	12.9	1.1	12.5	12.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	12.9	12.9	1.1	12.5	12.5	2.1	0.0	0.0	1.4	0.0
Prop In Lane	1.00		0.04	1.00		0.05	0.19		0.70	0.73	
Lane Grp Cap(c), veh/h	130	881	920	130	881	917	302	0	0	330	0
V/C Ratio(X)	0.08	0.64	0.64	0.30	0.63	0.63	0.23	0.00	0.00	0.15	0.00
Avail Cap(c_a), veh/h	526	984	1028	526	981	1021	1004	0	0	977	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	23.5	10.0	10.0	23.9	9.9	9.9	20.8	0.0	0.0	20.5	0.0
Incr Delay (d2), s/veh	0.1	3.6	3.5	0.5	3.4	3.3	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.2	4.4	0.4	4.1	4.2	0.8	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	23.6	13.6	13.5	24.4	13.4	13.2	21.0	0.0	0.0	20.6	0.0
LnGrp LOS	C	B	B	C	B	B	C			C	
Approach Vol, veh/h	1169			1172			69			51	
Approach Delay, s/veh	13.7			13.7			21.0			20.6	
Approach LOS	B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.4	33.3		12.7	8.4	33.3		12.7			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.2	* 30		33.1	16.2	30.3		33.1			
Max Q Clear Time (g_c+l1), s	3.1	14.9		3.4	2.3	14.5		4.1			
Green Ext Time (p_c), s	0.0	12.3		0.2	0.0	12.3		0.3			
Intersection Summary											
HCM 7th Control Delay, s/veh				14.0							
HCM 7th LOS				B							

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (veh/h)	4
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.96
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	7
Peak Hour Factor	0.54
Percent Heavy Veh, %	3
Cap, veh/h	30
Arrive On Green	0.14
Sat Flow, veh/h	206
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.14
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	23	0	8	23	7	2	40	11	11	37	2
Future Vol, veh/h	21	23	0	8	23	7	2	40	11	11	37	2
Peak Hour Factor	0.69	0.69	0.69	0.68	0.68	0.68	0.87	0.87	0.87	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	30	33	0	12	34	10	2	46	13	14	46	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.7	7.5		7.5		7.6						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	48%	21%	22%
Vol Thru, %	75%	52%	61%	74%
Vol Right, %	21%	0%	18%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	44	38	50
LT Vol	2	21	8	11
Through Vol	40	23	23	37
RT Vol	11	0	7	2
Lane Flow Rate	61	64	56	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.076	0.064	0.072
Departure Headway (Hd)	4.09	4.303	4.144	4.227
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	823	853	838
Service Time	2.17	2.377	2.224	2.304
HCM Lane V/C Ratio	0.071	0.078	0.066	0.074
HCM Control Delay, s/veh	7.5	7.7	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.2

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	14	5	3	24	9	2	15	2	11	16	6
Future Vol, veh/h	11	14	5	3	24	9	2	15	2	11	16	6
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.59	0.59	0.59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	18	6	4	35	13	3	19	3	19	27	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.3	7.3		7.3		7.4						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	37%	8%	33%
Vol Thru, %	79%	47%	67%	48%
Vol Right, %	11%	17%	25%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	30	36	33
LT Vol	2	11	3	11
Through Vol	15	14	24	16
RT Vol	2	5	9	6
Lane Flow Rate	24	38	52	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.043	0.058	0.063
Departure Headway (Hd)	4.108	4.103	3.985	4.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	868	894	873
Service Time	2.161	2.15	2.03	2.129
HCM Lane V/C Ratio	0.028	0.044	0.058	0.064
HCM Control Delay, s/veh	7.3	7.3	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	218	129	0	0	41
Future Vol, veh/h	18	218	129	0	0	41
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	279	159	0	0	58
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	164	0	-	0	495	169
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1408	-	-	-	532	872
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	517	865
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	723	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.58	0		9.46		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	137	-	-	-	865	
HCM Lane V/C Ratio	0.016	-	-	-	0.067	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	192	100	3	0	30
Future Vol, veh/h	26	192	100	3	0	30
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	83	83	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	33	246	120	4	0	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	134	0	-	0	455	142
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1444	-	-	-	561	903
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	537	888
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	860	-
Stage 2	-	-	-	-	726	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.9	0		9.25		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	215	-	-	-	888	
HCM Lane V/C Ratio	0.023	-	-	-	0.045	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection: 1: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	33	346	288	160	352	269	95	84
Average Queue (ft)	6	157	103	32	140	90	39	31
95th Queue (ft)	25	297	235	90	298	220	78	66
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		2			2			
Queuing Penalty (veh)		0			1			

Intersection: 1: Coyote Bush Dr & Camino Del Sur

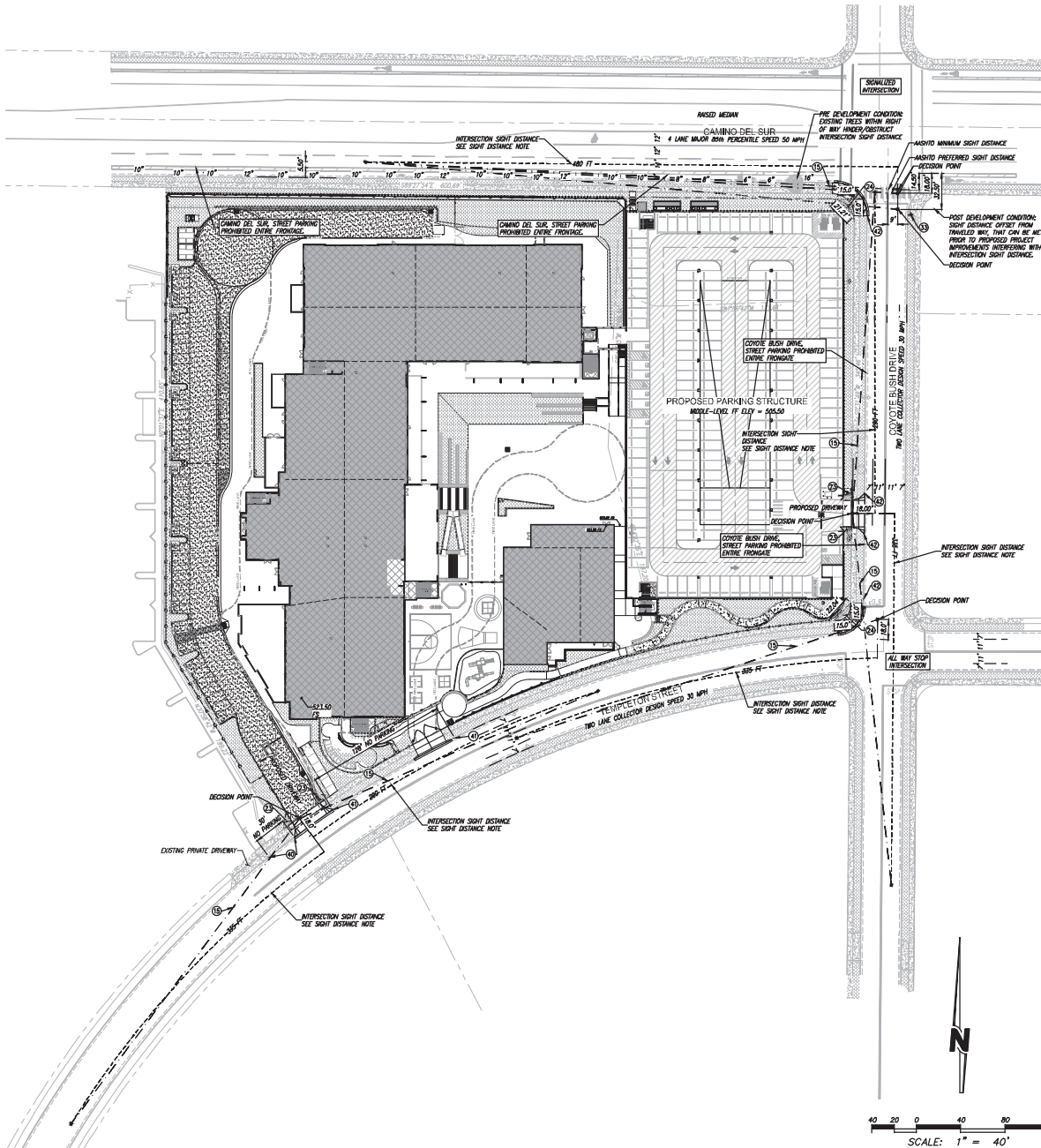
Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	171	397	356	186	361	256	115	41
Average Queue (ft)	19	175	114	28	139	83	54	15
95th Queue (ft)	84	351	261	91	282	203	100	40
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		3			2			
Queuing Penalty (veh)		0			0			

Intersection: 11: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	117	347	296	133	340	263	88	58
Average Queue (ft)	8	157	100	30	136	86	32	19
95th Queue (ft)	61	310	230	85	300	219	68	50
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		2			2			
Queuing Penalty (veh)		0			1			

Appendix N

Proposed No Right Turn On Red Improvements at Coyote Bush/Camino Del Sur



LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	TRUNK DIAMETER
	PLANTUS RACEMOSA	LONDON PLANE TREE	*SEE PLAN VIEW
	SCHINUS MOLLE	CALIFORNIA PEPPER	*SEE PLAN VIEW

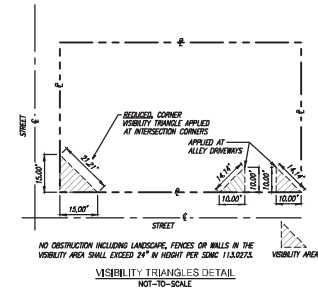
* THE TRUNK DIAMETER WAS MEASURED IN 2023 FOR THE SURVEY OF THIS PROPERTY. DIAMETER IS SUBJECT TO CHANGE.

R13-A

PROPOSED NO TURN ON RED SIGN R10-11A

- CONSTRUCTION NOTES**
- SIGHT DISTANCE LINE PER CITY OF SAN DIEGO STREET DESIGN MANUAL, SECTION 4.1.3(b) IN CONFORMANCE WITH AASHTO STANDARDS. ON THE STREET SIDE OF THE LINE, IMPROVEMENTS EXCEEDING 36 INCHES IN HEIGHT PROHIBITED. ANY LANDSCAPE SHALL BE MAINTAINED AT A HEIGHT BELOW 36 INCHES. STREET PARKING WITHIN THE LIMITS OF THE CURB LINE SHALL BE PROHIBITED.
 - NO OBSTRUCTION INCLUDING LANDSCAPE, FENCE OR WALLS IN THE VISIBILITY AREA SHALL EXCEED 3" IN HEIGHT. 10'x10' VISIBILITY TRIANGLE (SIZE DECREASED PER SIGHT DISTANCE STUDY SHEET 86, PER SDMG 11.3.02.7X). SEE VISIBILITY TRIANGLES DETAIL SHEET 8.
 - NO OBSTRUCTION INCLUDING LANDSCAPE, FENCE OR WALLS IN THE VISIBILITY AREA SHALL EXCEED 3" IN HEIGHT. 10'x10' VISIBILITY TRIANGLE (SIZE DECREASED PER SIGHT DISTANCE STUDY SHEET 86, PER SDMG 11.3.02.7X). SEE VISIBILITY TRIANGLES DETAIL SHEET 8.
 - PROPOSED "NO TURN ON RED" SIGN, CARRYING SIGN NO. R13A (CA).
 - CURB ADJACENT TO PROPOSED DRIVEWAY TO BE PAINTED RED "NO PARKING" FOR 30' ON THE WEST SIDE OF THE DRIVEWAY.
 - CURB ADJACENT TO PROPOSED DRIVEWAY TO BE PAINTED RED "NO PARKING" FOR 120' ON THE EAST SIDE OF THE DRIVEWAY.
 - CURBS ADJACENT TO PROPOSED DRIVEWAY TO BE PAINTED RED "NO PARKING" FOR THE ENTIRE LENGTH OF CURB ON COYTE BUSH, ALONG PROJECT FRONTAGE.

SIGHT DISTANCE NOTE:
FOR SIMPLE DESIGN SPEED
MINIMUM INTERSECTION SIGHT DISTANCE FOR RIGHT TURN PER AASHTO = 200 FT.
MINIMUM INTERSECTION SIGHT DISTANCE FOR LEFT TURN PER AASHTO = 335 FT.
FOR SIMPLE DESIGN SPEED
MINIMUM INTERSECTION SIGHT DISTANCE FOR RIGHT TURN PER AASHTO = 400 FT.



The Cambridge School

12005 Black Mountain Road
San Diego, CA 92128

The Cambridge School - CUP

0 London Road

Date Issued For
11/05/2025 CUP Submittal
2/19/2026 CUP Submittal
6/19/2026 CUP Submittal
2/27/2026 CUP Submittal

HED

11420 Sorrento Valley Rd
Suite 100
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92121 USA
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WWW.HEDONLINE.COM

INTERSECTION
SIGHT DISTANCE
AND VISIBILITY
TRIANGLES

C-8

Appendix O

Opening Year with Project LOS and Queueing Worksheets

School AM Opening Year Plus Project
1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	6	906	139	210	1035	17	123	4	170	26	2
Future Volume (veh/h)	6	906	139	210	1035	17	123	4	170	26	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.99		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	1041	160	273	1344	22	150	5	207	39	3
Peak Hour Factor	0.87	0.87	0.87	0.77	0.77	0.77	0.82	0.82	0.82	0.66	0.66
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	73	1188	182	305	1850	30	215	16	239	225	29
Arrive On Green	0.04	0.39	0.39	0.17	0.52	0.52	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1767	3043	467	1767	3547	58	584	56	855	599	104
Grp Volume(v), veh/h	7	602	599	273	668	698	362	0	0	68	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1747	1767	1763	1843	1496	0	0	1138	0
Q Serve(g_s), s	0.4	30.8	31.0	14.7	28.4	28.5	18.4	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.4	30.8	31.0	14.7	28.4	28.5	22.2	0.0	0.0	3.8	0.0
Prop In Lane	1.00		0.27	1.00		0.03	0.41		0.57	0.57	
Lane Grp Cap(c), veh/h	73	688	682	305	919	961	470	0	0	376	0
V/C Ratio(X)	0.10	0.88	0.88	0.90	0.73	0.73	0.77	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h	292	700	694	325	919	961	558	0	0	454	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	45.0	27.5	27.6	39.5	17.9	18.0	33.0	0.0	0.0	26.5	0.0
Incr Delay (d2), s/veh	0.2	14.6	14.9	23.9	5.0	4.8	4.4	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	14.6	14.6	8.1	11.4	11.8	8.6	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	45.2	42.1	42.5	63.4	22.9	22.8	37.4	0.0	0.0	26.6	0.0
LnGrp LOS	D	D	D	E	C	C	D			C	
Approach Vol, veh/h		1208			1639			362			68
Approach Delay, s/veh		42.3			29.6			37.4			26.6
Approach LOS		D			C			D			C
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	21.2	44.1		32.1	8.4	56.9		32.1			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	17.9	* 39		33.1	16.1	40.4		33.1			
Max Q Clear Time (g_c+l1), s	16.7	33.0		5.8	2.4	30.5		24.2			
Green Ext Time (p_c), s	0.1	5.1		0.3	0.0	8.9		1.1			
Intersection Summary											
HCM 7th Control Delay, s/veh			35.1								
HCM 7th LOS			D								

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	26
Peak Hour Factor	0.66
Percent Heavy Veh, %	3
Cap, veh/h	122
Arrive On Green	0.28
Sat Flow, veh/h	435
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.38
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection												
Intersection Delay, s/veh 10.1												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	34	20	2	38	13	69	100	8	8	67	99
Future Vol, veh/h	73	34	20	2	38	13	69	100	8	8	67	99
Peak Hour Factor	0.60	0.60	0.60	0.85	0.85	0.85	0.88	0.88	0.88	0.65	0.65	0.65
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	122	57	33	2	45	15	78	114	9	12	103	152
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	10.5	8.9		10.1		10.1						
HCM LOS	B	A		B		B						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	57%	4%	5%
Vol Thru, %	56%	27%	72%	39%
Vol Right, %	5%	16%	25%	57%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	127	53	174
LT Vol	69	73	2	8
Through Vol	100	34	38	67
RT Vol	8	20	13	99
Lane Flow Rate	201	212	62	268
Geometry Grp	1	1	1	1
Degree of Util (X)	0.281	0.303	0.092	0.341
Departure Headway (Hd)	5.025	5.145	5.325	4.583
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	690	677	776
Service Time	3.11	3.235	3.325	2.661
HCM Lane V/C Ratio	0.284	0.307	0.092	0.345
HCM Control Delay, s/veh	10.1	10.5	8.9	10.1
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	1.3	0.3	1.5

Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	38	6	3	49	50	10	41	8	51	27	7
Future Vol, veh/h	52	38	6	3	49	50	10	41	8	51	27	7
Peak Hour Factor	0.61	0.61	0.61	0.49	0.49	0.49	0.66	0.66	0.66	0.82	0.82	0.82
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	85	62	10	6	100	102	15	62	12	62	33	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	9	8.8		8.6		8.8						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	54%	3%	60%
Vol Thru, %	69%	40%	48%	32%
Vol Right, %	14%	6%	49%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	96	102	85
LT Vol	10	52	3	51
Through Vol	41	38	49	27
RT Vol	8	6	50	7
Lane Flow Rate	89	157	208	104
Geometry Grp	1	1	1	1
Degree of Util (X)	0.121	0.207	0.25	0.143
Departure Headway (Hd)	4.871	4.732	4.332	4.967
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	757	828	719
Service Time	2.918	2.769	2.366	3.014
HCM Lane V/C Ratio	0.121	0.207	0.251	0.145
HCM Control Delay, s/veh	8.6	9	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.8	1	0.5

School AM Opening Year Plus Project
4: Paseo Del Sur & Templeton St

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	353	280	0	0	54
Future Vol, veh/h	25	353	280	0	0	54
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	68	68	58	58
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	38	535	412	0	0	93
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	422	0	-	0	1042	432
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1132	-	-	-	253	622
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	237	611
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	530	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.55	0		11.94		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	119	-	-	-	-	611
HCM Lane V/C Ratio	0.034	-	-	-	-	0.152
HCM Ctrl Dly (s/v)	8.3	0	-	-	-	11.9
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5

LOS Engineering, Inc.

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	257	214	2	0	61
Future Vol, veh/h	96	257	214	2	0	61
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	65	65	66	66	66	66
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	148	395	324	3	0	92
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	332	0	-	0	1027	336
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	696	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1222	-	-	-	259	704
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	493	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	217	698
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	491	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	2.28	0		10.94		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	490	-	-	-	698	
HCM Lane V/C Ratio	0.121	-	-	-	0.132	
HCM Ctrl Dly (s/v)	8.4	0	-	-	10.9	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5	

School AM Opening Year Plus Project
6: Templeton St & Project Driveway

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	32	173	99	33
Future Vol, veh/h	0	29	32	173	99	33
Conflicting Peds, #/hr	15	0	0	15	15	15
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	32	35	188	108	36
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	238	0	-	0	190	159
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1323	-	-	-	796	884
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1307	-	-	-	777	862
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	961	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.51		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1307	-	-	-	796	
HCM Lane V/C Ratio	-	-	-	-	0.18	
HCM Ctrl Dly (s/v)	0	-	-	-	10.5	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

LOS Engineering, Inc.

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	165	33	43	143	141	217
Future Vol, veh/h	165	33	43	143	141	217
Conflicting Peds, #/hr	15	15	15	0	0	15
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	179	36	47	155	153	236
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	550	301	404	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	494	736	1149	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	460	718	1135	-	-	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	18	1.92		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	416	-	490	-	-	
HCM Lane V/C Ratio	0.041	-	0.44	-	-	
HCM Ctrl Dly (s/v)	8.3	0	18	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.2	-	-	

LOS Engineering, Inc.

School PM Opening Year Plus Project
1: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	13	1172	103	108	923	21	117	3	235	15	3
Future Volume (veh/h)	13	1172	103	108	923	21	117	3	235	15	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.96	0.99		0.97	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	15	1379	121	135	1154	26	136	3	273	19	4
Peak Hour Factor	0.85	0.85	0.85	0.80	0.80	0.80	0.86	0.86	0.86	0.78	0.78
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	1556	136	165	1882	42	177	12	288	200	47
Arrive On Green	0.04	0.48	0.48	0.09	0.53	0.53	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1767	3264	285	1767	3521	79	458	42	981	509	159
Grp Volume(v), veh/h	15	741	759	135	578	602	412	0	0	32	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1785	1767	1763	1838	1481	0	0	930	0
Q Serve(g_s), s	0.9	42.7	43.5	8.4	25.5	25.5	28.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	42.7	43.5	8.4	25.5	25.5	30.6	0.0	0.0	1.6	0.0
Prop In Lane	1.00		0.16	1.00		0.04	0.33		0.66	0.59	
Lane Grp Cap(c), veh/h	63	840	851	165	942	982	477	0	0	324	0
V/C Ratio(X)	0.24	0.88	0.89	0.82	0.61	0.61	0.86	0.00	0.00	0.10	0.00
Avail Cap(c_a), veh/h	254	849	860	258	942	982	491	0	0	336	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	52.8	26.6	26.8	50.1	18.1	18.1	38.9	0.0	0.0	28.7	0.0
Incr Delay (d2), s/veh	0.7	12.9	13.6	5.7	3.0	2.9	13.8	0.0	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	19.3	20.1	3.9	10.2	10.6	12.9	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	53.5	39.5	40.4	55.8	21.1	21.0	52.7	0.0	0.0	28.7	0.0
LnGrp LOS	D	D	D	E	C	C	D			C	
Approach Vol, veh/h	1515			1315			412			32	
Approach Delay, s/veh	40.1			24.6			52.7			28.7	
Approach LOS	D			C			D			C	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	14.9	59.7		37.9	8.4	66.3		37.9			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.4	* 54		34.1	16.2	54.3		34.1			
Max Q Clear Time (g_c+l1), s	10.4	45.5		3.6	2.9	27.5		32.6			
Green Ext Time (p_c), s	0.1	8.1		0.1	0.0	19.5		0.3			
Intersection Summary											
HCM 7th Control Delay, s/veh				35.3							
HCM 7th LOS				D							

LOS Engineering, Inc.



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	7
Future Volume (veh/h)	7
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	9
Peak Hour Factor	0.78
Percent Heavy Veh, %	3
Cap, veh/h	77
Arrive On Green	0.29
Sat Flow, veh/h	262
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.28
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 10.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	125	50	17	7	52	10	36	66	16	21	82	42
Future Vol, veh/h	125	50	17	7	52	10	36	66	16	21	82	42
Peak Hour Factor	0.76	0.76	0.76	0.67	0.67	0.67	0.56	0.56	0.56	0.66	0.66	0.66
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	164	66	22	10	78	15	64	118	29	32	124	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.5	9.5	10.6	10.5
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	65%	10%	14%
Vol Thru, %	56%	26%	75%	57%
Vol Right, %	14%	9%	14%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	118	192	69	145
LT Vol	36	125	7	21
Through Vol	66	50	52	82
RT Vol	16	17	10	42
Lane Flow Rate	211	253	103	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.307	0.374	0.156	0.312
Departure Headway (Hd)	5.25	5.336	5.445	5.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	685	675	659	703
Service Time	3.279	3.363	3.478	3.147
HCM Lane V/C Ratio	0.308	0.375	0.156	0.313
HCM Control Delay, s/veh	10.6	11.5	9.5	10.5
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.3	1.7	0.6	1.3

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	30	10	5	70	32	3	21	3	52	36	5
Future Vol, veh/h	41	30	10	5	70	32	3	21	3	52	36	5
Peak Hour Factor	0.59	0.59	0.59	0.60	0.60	0.60	0.85	0.85	0.85	0.48	0.48	0.48
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	69	51	17	8	117	53	4	25	4	108	75	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	8.8	8.2	9.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	51%	5%	56%
Vol Thru, %	78%	37%	65%	39%
Vol Right, %	11%	12%	30%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	81	107	93
LT Vol	3	41	5	52
Through Vol	21	30	70	36
RT Vol	3	10	32	5
Lane Flow Rate	32	137	178	194
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.181	0.223	0.258
Departure Headway (Hd)	4.89	4.741	4.504	4.801
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	755	795	746
Service Time	2.941	2.778	2.539	2.841
HCM Lane V/C Ratio	0.044	0.181	0.224	0.26
HCM Control Delay, s/veh	8.2	8.8	8.8	9.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.7	0.9	1

School PM Opening Year Plus Project
4: Paseo Del Sur & Templeton St

HCM 7th TWSC

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	342	239	2	0	86
Future Vol, veh/h	23	342	239	2	0	86
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	74	74	62	62	77	77
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	31	462	385	3	0	112
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	394	0	-	0	921	397
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1159	-	-	-	299	650
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	286	645
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	586	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.52	0		11.75		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	113	-	-	-	645	
HCM Lane V/C Ratio	0.027	-	-	-	0.173	
HCM Ctrl Dly (s/v)	8.2	0	-	-	11.7	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

LOS Engineering, Inc.

School PM Opening Year Plus Project
5: Paseo Del Sur & Del Sur Ridge Rd

HCM 7th TWSC

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	81	263	163	1	2	76
Future Vol, veh/h	81	263	163	1	2	76
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	62	62	63	63
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	107	346	263	2	3	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	275	0	-	0	843	284
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1283	-	-	-	333	753
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1272	-	-	-	293	740
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	560	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.9	0		11.11		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	424	-	-	-	-	713
HCM Lane V/C Ratio	0.084	-	-	-	-	0.174
HCM Ctrl Dly (s/v)	8.1	0	-	-	-	11.1
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	-	0.6

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School PM Opening Year Plus Project
6: Templeton St & Project Driveway

HCM 7th TWSC

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	94	48	82	99	33
Future Vol, veh/h	0	94	48	82	99	33
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	102	52	89	108	36
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	151	0	-	0	219	117
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1424	-	-	-	767	933
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1412	-	-	-	754	917
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	902	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		10.57		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1412	-	-	-	789	
HCM Lane V/C Ratio	-	-	-	-	0.182	
HCM Ctrl Dly (s/v)	0	-	-	-	10.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.7	

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Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	165	33	21	180	112	103
Future Vol, veh/h	165	33	21	180	112	103
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	179	36	23	196	122	112
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	439	198	244	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	573	841	1317	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	553	827	1306	-	-	-
Mov Cap-2 Maneuver	553	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.69	0.82		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	188	-	585	-	-	
HCM Lane V/C Ratio	0.017	-	0.368	-	-	
HCM Ctrl Dly (s/v)	7.8	0	14.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-	

The Commuter period uses the following numbering convention:

Intersection #1 Coyote Bush Dr/Camino Del Sur uses #11

Intersection #2 Coyote Bush Dr/Templeton St uses #12

Intersection #3 Coyote Bush Dr/Del Sur Ridge Rd uses #13

Intersection #4 Paseo Del Sur/Templeton St uses #14

Intersection #5 Paseo Del Sur/Del Sur Ridge Rd uses #15

Intersection #6 Templeton St/Project Driveway uses #16

Intersection #7 Coyote Bush Dr/Project Driveway uses #17

Commuter PM Opening Year Plus Project

11: Coyote Bush Dr & Camino Del Sur

HCM 7th Signalized Intersection Summary

											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (veh/h)	9	1036	42	67	1016	27	54	7	100	20	4
Future Volume (veh/h)	9	1036	42	67	1016	27	54	7	100	20	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.97	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	1138	46	73	1104	29	59	8	109	37	7
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.54	0.54
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	117	1607	65	130	1661	44	155	44	194	299	57
Arrive On Green	0.07	0.47	0.47	0.07	0.47	0.47	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1767	3448	139	1767	3506	92	365	214	942	954	275
Grp Volume(v), veh/h	10	582	602	73	555	578	176	0	0	51	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1825	1767	1763	1835	1521	0	0	1424	0
Q Serve(g_s), s	0.3	15.9	16.0	2.4	14.7	14.7	2.8	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	15.9	16.0	2.4	14.7	14.7	6.1	0.0	0.0	1.6	0.0
Prop In Lane	1.00		0.08	1.00		0.05	0.34		0.62	0.73	
Lane Grp Cap(c), veh/h	117	821	850	130	835	869	393	0	0	396	0
V/C Ratio(X)	0.09	0.71	0.71	0.56	0.66	0.66	0.45	0.00	0.00	0.13	0.00
Avail Cap(c_a), veh/h	472	884	915	472	881	918	896	0	0	854	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	12.9	12.9	27.1	12.2	12.3	21.4	0.0	0.0	19.7	0.0
Incr Delay (d2), s/veh	0.1	5.1	5.0	1.4	4.2	4.0	0.3	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	5.9	6.1	1.0	5.3	5.4	2.2	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d), s/veh	26.7	18.0	17.9	28.5	16.4	16.3	21.7	0.0	0.0	19.7	0.0
LnGrp LOS	C	B	B	C	B	B	C			B	
Approach Vol, veh/h	1194			1206			176			51	
Approach Delay, s/veh	18.0			17.1			21.7			19.7	
Approach LOS	B			B			C			B	
Timer - Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	8.9	34.3		17.4	8.4	34.8		17.4			
Change Period (Y+Rc), s	4.4	* 6.1		4.9	4.4	6.1		4.9			
Max Green Setting (Gmax), s	16.2	* 30		33.1	16.2	30.3		33.1			
Max Q Clear Time (g_c+I1), s	4.4	18.0		3.6	2.3	16.7		8.1			
Green Ext Time (p_c), s	0.0	10.3		0.2	0.0	10.9		0.7			
Intersection Summary											
HCM 7th Control Delay, s/veh				17.9							
HCM 7th LOS				B							

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Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (veh/h)	4
Initial Q (Qb), veh	0
Lane Width Adj.	1.00
Ped-Bike Adj(A_pbT)	0.97
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1856
Adj Flow Rate, veh/h	7
Peak Hour Factor	0.54
Percent Heavy Veh, %	3
Cap, veh/h	40
Arrive On Green	0.21
Sat Flow, veh/h	195
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.14
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3), s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d), s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	30	7	8	27	7	14	48	11	11	51	18
Future Vol, veh/h	49	30	7	8	27	7	14	48	11	11	51	18
Peak Hour Factor	0.69	0.69	0.69	0.68	0.68	0.68	0.87	0.87	0.87	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	71	43	10	12	40	10	16	55	13	14	63	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	8.4	7.8		8		8						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	57%	19%	14%
Vol Thru, %	66%	35%	64%	64%
Vol Right, %	15%	8%	17%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	86	42	80
LT Vol	14	49	8	11
Through Vol	48	30	27	51
RT Vol	11	7	7	18
Lane Flow Rate	84	125	62	99
Geometry Grp	1	1	1	1
Degree of Util (X)	0.104	0.156	0.076	0.12
Departure Headway (Hd)	4.443	4.501	4.447	4.373
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	799	807	822
Service Time	2.459	2.519	2.466	2.388
HCM Lane V/C Ratio	0.104	0.156	0.077	0.12
HCM Control Delay, s/veh	8	8.4	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.2	0.4

Intersection												
Intersection Delay, s/veh	7.6											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	14	5	3	24	17	2	19	2	25	23	6
Future Vol, veh/h	19	14	5	3	24	17	2	19	2	25	23	6
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.59	0.59	0.59
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	24	18	6	4	35	25	3	24	3	42	39	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB	WB		NB		SB						
Opposing Approach	WB	EB		SB		NB						
Opposing Lanes	1	1		1		1						
Conflicting Approach Left	SB	NB		EB		WB						
Conflicting Lanes Left	1	1		1		1						
Conflicting Approach Right	NB	SB		WB		EB						
Conflicting Lanes Right	1	1		1		1						
HCM Control Delay, s/veh	7.6	7.4		7.4		7.8						
HCM LOS	A	A		A		A						

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	50%	7%	46%
Vol Thru, %	83%	37%	55%	43%
Vol Right, %	9%	13%	39%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	38	44	54
LT Vol	2	19	3	25
Through Vol	19	14	24	23
RT Vol	2	5	17	6
Lane Flow Rate	29	48	64	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.057	0.07	0.107
Departure Headway (Hd)	4.182	4.231	3.979	4.194
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	836	888	848
Service Time	2.258	2.309	2.057	2.254
HCM Lane V/C Ratio	0.034	0.057	0.072	0.108
HCM Control Delay, s/veh	7.4	7.6	7.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.4

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	226	129	0	0	55
Future Vol, veh/h	18	226	129	0	0	55
Conflicting Peds, #/hr	5	0	0	5	5	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	81	81	71	71
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	290	159	0	0	77
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	164	0	-	0	505	169
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1408	-	-	-	525	872
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1402	-	-	-	510	865
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	715	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.56	0		9.57		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	133	-	-	-	865	
HCM Lane V/C Ratio	0.016	-	-	-	0.09	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	192	100	3	0	30
Future Vol, veh/h	34	192	100	3	0	30
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	83	83	75	75
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	44	246	120	4	0	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	134	0	-	0	476	142
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1444	-	-	-	546	903
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1432	-	-	-	518	888
Mov Cap-2 Maneuver	-	-	-	-	518	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	710	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	1.14	0		9.25		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	271	-	-	-	888	
HCM Lane V/C Ratio	0.03	-	-	-	0.045	
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	44	27	31	42	14
Future Vol, veh/h	0	44	27	31	42	14
Conflicting Peds, #/hr	10	0	0	10	10	10
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	48	29	34	46	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	73	0	-	0	114	66
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1520	-	-	-	880	995
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1508	-	-	-	865	978
Mov Cap-2 Maneuver	-	-	-	-	865	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	954	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		9.34		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1508	-	-	-	891	
HCM Lane V/C Ratio	-	-	-	-	0.068	
HCM Ctrl Dly (s/v)	0	-	-	-	9.3	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	14	8	96	66	39
Future Vol, veh/h	70	14	8	96	66	39
Conflicting Peds, #/hr	10	10	10	0	0	10
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	76	15	9	104	72	42
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	235	113	124	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	751	937	1456	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	922	1444	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	10.38	0.58		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	138	-	760	-	-	
HCM Lane V/C Ratio	0.006	-	0.12	-	-	
HCM Ctrl Dly (s/v)	7.5	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection: 1: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	51	374	359	274	460	262	268	74
Average Queue (ft)	12	233	178	135	165	113	159	28
95th Queue (ft)	38	347	310	237	302	195	255	65
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0		2	
Queuing Penalty (veh)					0		5	
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		5		3	1			
Queuing Penalty (veh)		0		16	2			

Intersection: 1: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	151	500	424	201	329	269	269	63
Average Queue (ft)	19	299	228	86	169	116	211	15
95th Queue (ft)	94	445	368	160	275	222	298	46
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)		0	0				8	
Queuing Penalty (veh)		0	0				29	
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		11			1			
Queuing Penalty (veh)		1			1			

Intersection: 11: Coyote Bush Dr & Camino Del Sur

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	141	384	310	166	333	271	161	66
Average Queue (ft)	14	193	131	49	143	95	76	19
95th Queue (ft)	78	331	263	108	268	203	132	51
Link Distance (ft)		519	519		445	445	254	290
Upstream Blk Time (%)					0			
Queuing Penalty (veh)					0			
Storage Bay Dist (ft)	265			250				
Storage Blk Time (%)		3			1			
Queuing Penalty (veh)		0			1			

Appendix P

Architectural Parking Details

Appendix Q

Gate Queuing Output

Templeton Gate (up to 3 vehicles per hour and service rate of 2 min)Inputs

	Time Unit	Hour	
Arrival Rate (A)	3	vehicles/hour	
Service Rate (S)	30	vehicles/hour	

Intermediate Calculations

Average time between arrivals (1/A)	0.3333	hour	=	20.0	minutes
Average service time (1/S)	0.0333	hour	=	2.0	minutes

Performance Measures

Average Server Utilization ASU = A/S	0.1000				
Probability the system is empty (1 minus avg servr util.)	0.9000				
Average number in the system (A/(S-A))	0.1111	vehicles			
Average number waiting in the queue (avg ser util. x avg # in sys.)	0.0111	vehicles			
Average time in the system (1/(S-A))	0.0370	hour	=	2.2	minutes
Average time in the queue (avg ser util. x avg time in system)	0.0037	hour	=	0.2	minutes

Probability of a specific number of vehicles in the system = (1 - ASU) * (ASU ^ # of veh)

Number of vehicles	1	Probability =	9.0%
Number of vehicles	2	Probability =	0.9%
Number of vehicles	3	Probability =	0.1%
Number of vehicles	4	Probability =	0.0%

Coyote Gate (1 vehicle per hour and service rate of approximately 30 seconds)Inputs

	Time Unit	Hour	
Arrival Rate (A)	1	vehicles/hour	
Service Rate (S)	120	vehicles/hour	

Intermediate Calculations

Average time between arrivals (1/A)	1.0000	hour	=	60.0	minutes
Average service time (1/S)	0.0083	hour	=	0.5	minutes

Performance Measures

Average Server Utilization ASU = A/S	0.0083				
Probability the system is empty (1 minus avg servr util.)	0.9917				
Average number in the system (A/(S-A))	0.0084	vehicles			
Average number waiting in the queue (avg ser util. x avg # in sys.)	0.0001	vehicles			
Average time in the system (1/(S-A))	0.0084	hour	=	0.5	minutes
Average time in the queue (avg ser util. x avg time in system)	0.0001	hour	=	0.0	minutes

Probability of a specific number of vehicles in the system = (1 - ASU) * (ASU ^ # of veh)

Number of vehicles	1	Probability =	0.8%
Number of vehicles	2	Probability =	0.0%
Number of vehicles	3	Probability =	0.0%
Number of vehicles	4	Probability =	0.0%