

THE CITY OF SAN DIEGO

MEMORANDUM

DATE: April 26, 2021

TO: Balboa Park Committee Agenda of May 6, 2021

FROM: Christina Chadwick, Assistant Deputy Director, Parks and Recreation Department

SUBJECT: Golf Course Drive Improvements

SUMMARY

Issue – Should the Balboa Park Committee recommend approval of the proposed improvements and realignment of Golf Course Drive?

Department Recommendation

Recommend approval of the proposed improvements and realignment of Golf Course Drive.

<u>Other Recommendations</u> – The proposed project has been reviewed by the following advisory groups. Their recommendations are addressed under Discussion.

- Municipal Golf Committee
- Greater Golden Hill Planning Group

Fiscal Statement – The estimated cost for design and construction of the proposed project is approximately \$6.5 Million. The additional maintenance cost of street sweeping the separated bike lanes is expected to be minimal with no annual increase in maintenance cost. The annual cost for electricity for the new street lights would be approximately \$31,000; it is yet to be determined if this will impact the Parks and Recreation budget or the overall city-wide street lighting budget.

<u>Environmental Review</u> – The City of San Diego as lead agency under the California Environmental Quality Act (CEQA) will conduct environmental review under State of California CEQA guidelines.

Code Enforcement Impact - None

Housing Impact - None

BACKGROUND

Golf Course Drive is located on the East Mesa of Balboa Park adjacent to the community of Golden Hill. It is a meandering road connecting 28th Street to 26th Street to the southwest. Golf Course Drive serves the Balboa Golf Course as well as the Golden Hill Recreation Center. While technically being a park road, it also serves as a through way to connect Golden Hill and South Park to downtown San Diego and the Interstate 5 freeway. The road separates the 9-hole course on the south from the clubhouse and 18-hole course to the north. See Attachment A, Vicinity Map.

The East Mesa Precise Plan (EMPP) addresses the golf course complex and Golf Course Drive. The Precise Plan makes several recommendations, including the following:

- Continue to monitor pedestrian safety and vehicular speeds along Golf Course Drive with the implementation of the recent traffic control measures. If assessments indicate that the current stop signs do not adequately control vehicular speeds and allow for safe pedestrian crossings between the clubhouse and the nine-hole course, other measures to control vehicular speed should be considered with community input.
- Install gates at the east and west entrances of Golf Course Drive (off Date Street and 26th Street) for nightly closure of the road and parking areas following clubhouse closure.
- Provide a pedestrian sidewalk and bicycle lanes along Golf Course Drive.
- Lighting is to be for parking areas and pathways only. Lights should be in use for only a short time after the golf courses or Recreation Center have closed.

The first item above indicates a history of safety issues at the crossing between the clubhouse and the 9-hole golf course. The second item indicates a history of security issues at the golf course.

The EMPP discusses security issues at the golf course and provides recommendations for increased security, including nightly closure of Golf Course Drive. Golf Operations staff indicate there is still an ongoing security concern. Due to the traffic load on Golf Course Drive staff does not feel gating the road at night is appropriate. The traffic load also indicates safety lighting on Golf Course Drive should be considered. The EMPP can be found at the following link:

https://www.sandiego.gov/park-and-recreation/general-info/documents

The San Diego Bicycle Master Plan (SDBMP) does not map Golf Course Drive as an existing bike route. However, it is mapped as a future low demand route (SDBMP Figure 5–8). The recommendation of the Bicycle Master Plan is to develop Golf Course Drive as a low priority Class III bicycle route (SDBMP Figures 6–2 and 6–4). Class III bicycle routes are defined as roadways shared with vehicles (SDBMP Table 3–1). This is analogous with the bike lane designation on Park Blvd. with the use of "sharrows." The SDBMP can be found at the following link:

https://www.sandiego.gov/planning/programs/transportation/mobility/bicycleplan

At its April 19, 2015 meeting the Park and Recreation Board recommended approval of the proposed Balboa Golf Course Clubhouse General Development Plan (GDP). According to the report to the Park and Recreation Board the project received input from many stakeholders, including:

- Golf Advisory Council
- Men's Golf Club
- Women's Golf Club
- Golfers-at-large
- Greater Golden Hill Community Planning Committee
- Balboa Park Committee
- Park and Recreation Design Review Committee
- Greater North Park Community Planning Group
- Historic Resources Board Design Assistance Subcommittee

The GDP for the clubhouse shows many amenities including a new community and restaurant building, additional parking, golf cart staging, drop-off area, and improved practice facilities. The GDP also indicates the re-alignment of Golf Course Drive as well as the addition of sidewalks along the road. The staff report and presentation can be found at the following links:

- Report to the Park and Recreation Board: http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101gdpbalboagolf course.pdf
- Presentation to the Park and Recreation Board (includes GDP rendering): http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101bpgc.pdf

The City's Engineering and Capital Projects Department has been working with the Greater Golden Hill Planning Committee (GGHPC) on a project to improve Golf Course Drive. The improvements include new curb and gutter, sidewalks, separated Class I bike lanes, storm drainage systems and storm water treatment. At their July 11, 2018 meeting the GGHPC recommended approval of Option 2 (see Attachment B) with the condition there be physical separation between the bike lanes and vehicular lanes.

At their September 6, 2018 meeting the Balboa Park Committee (BPC) recommended approval of Option 2, supporting the recommendation and condition of the GGHPC.

At their September 13, 2018 meeting the Municipal Golf Committee (MGC) recommended approval of Option 2, supporting the recommendation of the GGHPC recommendation, with the additional condition that there be no loss of parking as a result of the roadway improvements.

DISCUSSION

The proposed improvements to Golf Course Drive are strongly supported by the Parks and Recreation Department. However, the recommended Option 2 plan does not meet safety and security concerns and does not meet Parks and Recreation needs. In addition, Option 2 is counter to the condition made by the MGC; the proposed plan results in a loss of approximately 44 parking spaces.

The most recent traffic studies indicate Golf Course Drive has a traffic load of 4,207 average daily trips (ADTs). According to the City Street Design Manual (Manual) this level of traffic is classified as a Two-Lane Collector. Per the Manual a two-lane collector requires a minimum radius of 450 feet. There are two turns by the clubhouse with a radius of 100 feet and 110 feet, which is not considered safe. The safety issue is compounded by the entrance and exit of two separate parking lots, entrance to the golf cart maintenance area, and pedestrians crossing to the 9-hole course. See Attachment C for traffic counts and road design standards.

The Municipal Golf Committee recommended approval of the proposed improvements with the condition there be no loss in parking. However, widening of the road to accommodate two vehicular lanes, two separated bicycle lanes and a sidewalk has impacted parking at three locations.

- Perpendicular parking along the east side is changed to parallel parking, resulting in a loss of approximately 11 parking spaces.
- Widening of the roadway eliminates approximately 8 parking spaces at the central parking lot by the clubhouse entrance.
- Widening of the roadway eliminates 25 parking spaces at the main lot to the west of the clubhouse.

In total approximately 44 parking spaces are lost to the roadway widening. There is no simple and inexpensive remediation for the lost parking. Expansion would need to occur out onto steep hillsides, requiring expensive retaining walls and impacting established native vegetation.

The proposed plan does not address the security concerns identified in the EMPP. As previously noted, the EMPP recommends gating Golf Course Drive and closing the road at night. The Department does not support this recommendation but feels security concerns need to be addressed.

The proposed plan does not consider the previously approved Golf Course Clubhouse Master Plan. One component of the Clubhouse Masterplan is a re-routing of Golf Course Drive to simplify traffic routing and to provide space needed for implementation of other improvements. While the Golf Division has no immediate plans to implement all elements of the Masterplan, additional space will allow them to improve conditions on the site.

The Department is recommending approval of an alternate alignment for Golf Course Drive (see Attachment D). The proposed alignment continues the east/west segment of the road through the existing 9-hole course and creating a "T" intersection with the north/south segment. The "horseshoe" section of Golf Course Drive would become a one-way road and serve as access to the golf course. The one-way road would still have a sidewalk for pedestrian access as originally designed. The one-way road would also have a Class 2 bike lane with a striped buffer. The bike lane would be one-way like the road. The proposed realignment provides the following benefits:

- 1. Conforms to City Street Design Manual.
- 2. Eliminates two sub-standard curves in the road, increasing safety and reducing liability.

- 3. Separates golf course traffic from through traffic.
- 4. Simpler circulation.
- 5. Less vehicular/pedestrian conflicts.
- 6. Safer access to 9-hole golf course.
- 7. Opportunity to make 28th Street Park safer at hole #6.
- 8. No loss in parking, therefore no expensive retaining walls, no impact to habitat and reduced storm water treatment.
- 9. Allows for improvements to the golf course clubhouse site.
- 10. Allows staff to secure the golf course clubhouse complex at night.
- 11. Meets the needs of the community as well as the needs of the Department.

At their November 18, 2020 meeting the GGHPC made three motions regarding the proposed realignment and improvements to Golf Course Drive. These motions include the following:

- Brierton moved, Schumacher seconded, motion carried, Yes-8, no-1, abstain-1 (Vandenheuvel-uncertainty about referring it to the City Attorney) That the City Attorney be asked to re-evaluate the use of Golf Enterprise Funds for this revised project, which advances the Golf Clubhouse Plan.
- 2. Brierton moved, DiMinico seconded, to reject the current plan unless the Golf Course Enterprise funds it. Motion amendment from Nazarinia accepted, "unless the Golf Course Enterprise partially or significantly funds it". Motion amendment accepted from General discussion, "or support the previous plan presented as Alternate 2 in 2018 with safe bike lane separation and a view along the canyon rim." MOTION FAILED, yes-4, no-6.
- 3. Member of the public Mike Gruby suggested a motion, which Brierton moved, Curran seconded, motion carried (9-yes, 1-no, o-abstentions). The Plan is approved, provided the bikeway is changed to Class 1 and the Golf Course Enterprise funds the project. In this absence of agreement on this point, the committee approves the original plan (Alternate 2 of 2018), with the change to a protected Class 1 bikeway.

The GGHPC discussed the scope of the project again at their February 10, 2021 meeting. The following additional considerations were requested:

In addition to reaffirming the planning group's interest in divided, protected bike lanes as a core concept of the Golf Course Drive improvement project, the GGHPC also requests the following:

We would appreciate information, and the opportunity to provide input on:

- 1. Landscape design, including the potential for on-site mitigation for loss of trees and other vegetation/habitat as a result of this project.
- 2. Lighting Design.

- 3. Review of the possibility of placing the sidewalks on the canyon rim (north side) of golf course drive east (from the area of the clubhouse "horse-shoe" to 28th Street while maintaining the sidewalk connection with the rec center to 26th street in the Golf Course Drive ccd line.
- 4. Explore the possibility of relocation of the golf course drive east portion of the project further south into the area of the greens to minimize canyon disruption and impacts associated with that.
- 5. Consider development of a canyon overlook near the right angle turn mid route (to the west of the clubhouse area) This is a great view spot, and such an amenity would enhance the project greatly.
- 6. And also would like to inquire regarding design and use plans for the area enclosed by the "horse-shoe" section near the historic clubhouse. This is an area created by the new proposed alignment of the route."

The full meeting minutes can be found at the following link: <u>https://www.sandiego.gov/sites/default/files/gghpc_february_10_2021_minutes.pdf</u>

The Department's response to these motions and recommendations are contained in the memorandum to the GGHPC, Attachment E.

The Municipal Golf Committee reviewed the proposed re-alignment as an information item at their September 17, 2020 meeting. Because the proposed re-alignment comports with the original Golf Course Clubhouse Master Plan and results in no loss of parking the MGC did not request any additional information and did not feel the need to take action on the item.

The proposed alternative realignment of Golf Course Drive meets the needs of the community as well as the needs of the Department. Safety would be increased for pedestrians, cyclists, golfers and motorists alike. No parking will be lost and retaining walls and storm water treatment facilities can be eliminated. There is no change in pedestrian circulation other than the additional shortcut provided by the re-alignment. Bicycle access is maintained on the "horseshoe" road as a one-way Class 2 bike lane while a two-way Class I bike lane is provided for the main road.

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ALTERNATIVES

- 1. Recommend approval of the proposed realignment and improvements for Golf Course Drive with modifications.
- 2. Do not recommend approval of the proposed realignment and improvements for Golf Course Drive.

Respectfully submitted Christina Chadwick

Assistant Deputy Director

CC/cpd

Attachments: A. Vicinity Map

- B. Original Alignment Plans
- C. Traffic Counts and Road Design Standards
- D. Proposed Realignment Plans
- E. Memorandum to Greater Golden Hill Planning Committee
- Cc: Council District 3 Office

Attachment A



__<u>LEGEND_</u> PROPOSED RETAINING WALL PROPOSED SIDEWALK

PROPOSED SIDEWALK	
PROPOSED ROADWAY	
DETENTION BASIN	
RIP RAP ENERGY DISSIPATOR	
MODIFY EXISTING CURB RAMP	•
INSTALL CURB RAMP	•
PROJECT STUDY AREA (PSA)	

CURVE DATA								
No	RADIUS	\triangle	TANGENT	LENGTH				
	80.00′	83°02′49"	70.84′	115.96′				
2	994.00′	01* 35′ 02*	13.74′	27.48′				
(\mathbf{r})	506.00′	10* 07′ 33*	′ 33" 44.83′			10* 07' 33* 44.83' 89		
(4)	494.00′	28° 57′ 05"	127,53′	249.62′				
5	256.00′	39° 04′ 23"	90.84′	174,58′				
(Θ)	294.00′	33° II′ I8"	87.61′	170.30′				
7	331.00′	33° 04′ 48"	98.30′	191.101				
8	278.00′	36° 40′ 36°	92,15′	177.96′				
9	100.00′	84* 28′ 42*	90.80′	147.44′				
(10)	306.00′	43* 15′ 09"	121.32′	231.00′				
	III.00′	96* 42′ 00"	124.80′	187.34′				
(12)	2491.00′	07* 37′ 25"	165.97′	331.45′				
(13)	228.00′	35* 31′ 38"	73.04′	141.38′				





Attachment B

GOLF COURSE DRIVE BIKE LANE ALTERNATIVE EXHIBIT AUGUST 2019

Attachment C

LIMITS REYNARD WY - UNIVERSITY AV FORT STOCKTON DR - LEWIS ST	NORTHBOUND 3,304	SOUTHBOUND 3,402	EASTBOUND	WESTBOUND	TOTAL	FILE NO.	DATE
FORT STOCKTON DR - LEWIS ST		3.402					
					6,706	0094-19	05/15/19
	1,800	155			1,955	0841-10	09/09/10
FORT STOCKTON DR - LEWIS ST	2,200	1,711		the second second	3,911	0909-13	10/17/13
SUTTER ST - BUSH ST	3,480	4,200			7,680	0169-06	03/22/06
SUTTER ST - BUSH ST	3,505	3,790			7,295	0171-09	03/26/09
							03/13/12
							05/12/15
							03/01/16
SUTTER ST - BUSH ST				-			03/12/20
UNIVERSITY AV - WASHINGTON ST	3,300	2,920			6,220	0097-05	03/30/05
UNIVERSITY AV - WASHINGTON ST	3,170	2,380			5,550	0141-08	03/25/08
UNIVERSITY AV - WASHINGTON ST	3,525	2,740			6,265	0331-11	05/24/11
UNIVERSITY AV - WASHINGTON ST	2,263	2,455			4,718	0527-14	07/09/14
UNIVERSITY AV - WASHINGTON ST	2,621	2,470			5,091	0071-18	03/14/18
WASHINGTON ST - FORT STOCKTON DR	4,230	4,975	- I'm a		9,205	0842-10	09/09/10
WASHINGTON ST - FORT STOCKTON DR	3,179	3,133			6,312	0910-13	10/16/13
26 ST - 28 ST	1,890	2,040			3,930	0067-05	03/31/05
26 ST - 28 ST	1,950	2,220			4,170	0116-08	03/19/08
26 ST - 28 ST		1.101	1,935	1,980	3,915	0116-08	05/12/11
26 ST - 28 ST			830	861	1,691	0528-14	06/12/14
26 ST - 28 ST	1,045	1,020			2,065	0076-18	03/14/18
26 ST - 28 ST	2,202	2,005			4,207	0046-20	02/12/20
GLENFLORA AV - CASPER DR	2,790	2,610	-		5,400	0314-07	05/31/07
GLENFLORA AV - CASPER DR	3,085	2,880			5,965	0332-10	05/27/10
GLENFLORA AV - CASPER DR	3,158	3,414			6,572	0336-13	05/02/13
GOLFCREST PL - NAVAJO RD	3,450	4,810			8,260	0356-05	05/25/05
GOLFCREST PL - NAVAJO RD	3,920	4,090			8,010	0277-08	06/05/08
GOLFCREST PL - NAVAJO RD	2,935	3,505			6,440	0523-11	06/28/11
GOLFCREST PL - NAVAJO RD	3,069	4,028	26		7,097	0529-14	06/12/14
GOLFCREST PL - NAVAJO RD	3,137	3,770			6,907	364-18	05/17/18
MURRAY PARK DR - WANDERMERE DR	1,460	1,360			2,820	0315-07	05/31/07
MURRAY PARK DR - WANDERMERE DR	1,440	1,315			2,755	0333-10	05/27/10
MURRAY PARK DR - WANDERMERE DR	1,495	1,368			2,863	0337-13	04/25/13
NAVAJO RD - MELOTTE ST	2,820	3,020			5,840	0316-07	05/31/07
	2,745	2,850			5,595	0334-10	05/27/10
	2,660	2,760			5,420	0338-13	04/25/13
	2.571	2,576	10		5,147	0004-19	02/06/19
		and the second second			3,105	0843-10	09/08/10
	1,458	1,705	-		3,163	0863-13	12/10/13
						0047-20	02/25/20
				45 77	3,642	0326-18	04/05/18
						473-18	12/13/18
	2,047	2,000	2,455	2,425	4,880	0684-11	08/11/11
							06/12/14
	SUTTER ST - BUSH ST SUTTER ST - BUSH ST SUTTER ST - BUSH ST SUTTER ST - BUSH ST UNIVERSITY AV - WASHINGTON ST 20 UNIVERSITY AV - WASHINGTON ST WASHINGTON ST - FORT STOCKTON DR WASHINGTON ST - FORT STOCKTON DR 26 ST - 28 ST 26 ST	SUTTER ST - BUSH ST 3,209 SUTTER ST - BUSH ST 3,609 SUTTER ST - BUSH ST 3,309 SUTTER ST - BUSH ST 3,073 UNIVERSITY AV - WASHINGTON ST 3,100 UNIVERSITY AV - WASHINGTON ST 3,170 UNIVERSITY AV - WASHINGTON ST 3,525 UNIVERSITY AV - WASHINGTON ST 2,263 UNIVERSITY AV - WASHINGTON ST 2,621 WASHINGTON ST - FORT STOCKTON DR 4,230 WASHINGTON ST - FORT STOCKTON DR 4,230 WASHINGTON ST - FORT STOCKTON DR 3,179 26 ST - 28 ST 1,890 26 ST - 28 ST 1,950 26 ST - 28 ST 2,002 GLENFLORA AV - CASPER DR 2,790 GLENFLORA AV - CASPER DR 3,085 GLENFLORA AV - CASPER DR 3,023 GOLFCREST PL - NAVAJO RD 3,920 GOLFCREST PL - NAVAJO RD 3,0293 GOLFCREST PL - NAVAJO RD 3,0293 GOLFCREST PL - NAVAJO RD 3,037 MURRAY PARK DR - WANDERMERE DR 1,440 MURRAY PARK DR - WANDERMERE DR 1,440 <	SUTTER ST - BUSH ST 3,209 3,435 SUTTER ST - BUSH ST 3,609 3,086 SUTTER ST - BUSH ST 3,007 3,242 SUTTER ST - BUSH ST 3,073 3,242 SUTTER ST - BUSH ST 3,073 3,204 UNIVERSITY AV - WASHINGTON ST 3,200 2,920 UNIVERSITY AV - WASHINGTON ST 3,525 2,740 UNIVERSITY AV - WASHINGTON ST 2,621 2,470 UNIVERSITY AV - WASHINGTON ST 2,621 2,470 UNIVERSITY AV - WASHINGTON ST 2,621 2,470 WASHINGTON ST - FORT STOCKTON DR 4,230 4,975 WASHINGTON ST - FORT STOCKTON DR 3,179 3,133 26 ST - 28 ST 1,950 2,200 26 ST - 28 ST 2,202 2,005 GLENFLORA AV - CASPER DR 3,085 2,880 GLENFLORA AV - CASPER DR 3,085 2,880 GUENFLORA AV - CASPER DR 3,158 3,414 GOLFCREST PL - NAVAJO RD 3,920 4,090 GOLFCREST PL - NAVAJO RD 3,920 4,090	SUTTER ST - BUSH ST 3,209 3,435 SUTTER ST - BUSH ST 3,609 3,086 SUTTER ST - BUSH ST 3,309 3,342 UNIVERSITY AV - WASHINGTON ST 3,300 2,920 UNIVERSITY AV - WASHINGTON ST 3,170 2,380 UNIVERSITY AV - WASHINGTON ST 3,122 2,455 UNIVERSITY AV - WASHINGTON ST 2,263 2,455 UNIVERSITY AV - WASHINGTON ST 2,621 2,470 WASHINGTON ST - FORT STOCKTON DR 4,230 4,975 WASHINGTON ST - FORT STOCKTON DR 3,179 3,133 26 ST - 28 ST 1,890 2,040 26 ST - 28 ST 1,955 2,220 26 ST - 28 ST 1,950 2,220 26 ST - 28 ST 1,045 1,020 26 ST - 28 ST 2,005 6 GLENFLORA AV - CASPER DR 3,058 2,880 GLENFLORA AV - CASPER DR 3,158 3,414 GOLFCREST PL - NAVAJO RD 3,920 4,090 GOLFCREST PL - NAVAJO RD 3,920 4,090 GOLFCREST PL - NAVAJO R	SUTTER ST - BUSH ST 3,209 3,435 SUTTER ST - BUSH ST 3,609 3,342 SUTTER ST - BUSH ST 3,009 3,342 SUTTER ST - BUSH ST 3,007 3,204 UNIVERSITY AV - WASHINGTON ST 3,170 2,380 UNIVERSITY AV - WASHINGTON ST 3,170 2,380 UNIVERSITY AV - WASHINGTON ST 2,263 2,455 UNIVERSITY AV - WASHINGTON ST 2,261 2,470 WASHINGTON ST - FORT STOCKTON DR 4,230 4,975 WASHINGTON ST - FORT STOCKTON DR 3,179 3,133 26 ST - 28 ST 1,980 2,040 26 ST - 28 ST 1,950 2,200 26 ST - 28 ST 1,045 1,020 26 ST - 28 ST 1,045 1,020 26 ST - 28 ST 2,202 2,005 GLENFLORA AV - CASPER DR 3,158 3,414 GOLFCREST PL - NAVAIO RD 3,920 4,930 GOLFCREST PL - NAVAIO RD 3,920 4,900 GOLFCREST PL - NAVAIO RD 3,920 4,900 GOLFCREST PL - NAVAIO RD	SUTTER ST - BUSH ST 3,209 3,435 6,644 SUTTER ST - BUSH ST 3,609 3,086 6,695 SUTTER ST - BUSH ST 3,073 3,204 6,227 UNIVERSITY AV - WASHINGTON ST 3,100 2,920 6,220 UNIVERSITY AV - WASHINGTON ST 3,170 2,380 5,550 UNIVERSITY AV - WASHINGTON ST 3,263 2,455 4,718 UNIVERSITY AV - WASHINGTON ST 2,261 2,470 5,091 WASHINGTON ST - FORT STOCKTON DR 4,120 4,975 9,205 UNIVERSITY AV - WASHINGTON ST 2,621 2,470 5,091 WASHINGTON ST - FORT STOCKTON DR 3,179 3,133 6,312 26 ST - 28 ST 1,950 2,040 3,930 26 ST - 28 ST 1,950 2,040 3,930 26 ST - 28 ST 1,945 1,020 2,065 26 ST - 28 ST 2,002 4,170 2,480 GENNELORA AV - CASPER DR 3,058 2,800 5,965 GLINFLORA AV - CASPER DR 3,450 4,810 6,2	SUTTER ST - BUSH ST 3,209 3,435 6,644 023-12 SUTTER ST - BUSH ST 3,609 3,086 6,695 0260-15 SUTTER ST - BUSH ST 3,039 3,242 6,651 0047-16 SUTTER ST - BUSH ST 3,001 3,204 6,227 0094-20 UNIVERSITY AV - WASHINGTON ST 3,252 2,740 6,262 0097-05 UNIVERSITY AV - WASHINGTON ST 3,252 2,740 6,265 0331-11 UNIVERSITY AV - WASHINGTON ST 2,263 2,455 4,718 0527-14 UNIVERSITY AV - WASHINGTON ST 2,261 2,470 5,091 0071-18 WASHINGTON ST - FORT STOCKTON DR 3,179 3,133 6,312 0910-13 2,651 - 28 ST 1,980 2,040 3,930 007-05 2,651 - 28 ST 1,980 2,040 3,930 007-15 2,651 - 28 ST 1,980 2,040 3,930 007-165 2,651 - 28 ST 1,980 2,010 4,170 016-08 2,651 - 28 ST 1,980

MACHINE COUNT TRAFFIC VOLUMES FROM 01/01/2005 - 03/12/2020

Attachment C Collector Streets Two Lane Collector

Width, Right-of-Way (with added bike lanes)	60 ft 86 ft. 70 ft 96 ft.
Design ADT LOS C LOS D	5,000 6,500
Design Speed	30 mph
Width, Curb-to-Curb (with added bike lanes)	36 ft. 46 ft.
Maximum Grade	10% (8% in commercial area)
Minimum Curve Radius	500 ft. above 6% grade 450 ft. at or below 6% grade
Land Use Parkway Options	Large Lot Single Dwelling Residential – no front yards, Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park Urban Parkway Configurations see Figure 5–3, 5–4
Land Use Parkway Options	Commercial, School, Church, or Public Building Urban Parkway Configurations see Figure 5–6 through 5–9



FIGURE 1-20. SECTION A-A: TWO LANE COLLECTOR





Attachment D

	1	LIGNMENT D	ATA	
NO	RADIUS	\triangle	TANGENT	LENGTH
		N84°46′11"E		17.19′
2	80.00′	83°2′49"	70.84′	115.96′
$\sqrt{3}$		N01°43′22"E		102.53′
	991.00′	1°35′2″	13.70′	27.39′
$\sqrt{5}$		N00°08′20"E		293.21′
6	506.00′	10°7′33''	44.83′	89.42′
$\sqrt{7}$		N10°15′53″E		104.55′
8	494.00′	28°57′5″	127.53′	249.62′
\land		N18°41′13"W		59.87′
10	256.00′	39°4′23''	90.84′	174.58′
/11		N20°23′10″E		91.67′
(12)	294.00′	33°11′18''	87.61′	170.30′
13		N12°48′08"W		40.54′
(14)	331.00′	33°4′48''	98.30′	191.10′
/15		N20°16′40″E		41.11′
(16)	278.00′	36°40′36''	92.15′	177.96′
(17)	100.00′	84°28′42''	90.80′	147.44′
(18)	306.00′	44°29′28''	125.16′	237.61′
/19		S05°55′27"W		194.55′
20		S88°58′35"E		360.07′
21	1200.00′	3°02′17''	31.82′	63.63′
22		N87°59′08″E		29.87′
23	2491.00′	7°37′25''	165.97′	331.45′
24		N80°21′43″E		192.74′
25	228.00′	35° 31′38''	73.04′	141.38′
26		S64°06′39"E		83.98′

LEGEND PROPOSED RETAINING WALL PROPOSED SIDEWALK PROPOSED ROADWAY PROPOSED GATE



GOLF COURSE DRIVE Overview Exhibit

JUNE 2020



March 22, 2021

Ms. Kathy Vandenheuvel Chairperson Greater Golden Hill Planning Committee 2600 Golf Course Drive San Diego, CA 92102 Via email: <u>goldenhillplanning@sbcglobal.net</u>

SUBJECT: Golf Course Drive Bikeway and Pedestrian Improvements in Balboa Park

Dear Ms. Vandenheuvel:

The Parks and Recreation Department (Department) is grateful for the feedback from the Greater Golden Hill Planning Committee (Committee) on the proposed improvements to Golf Course Drive in Balboa Park. At your November 18, 2020 meeting, the Committee approved two motions:

1. That the City Attorney be asked to re-evaluate the use of Golf Enterprise Funds for this revised project which advances the Golf Clubhouse Plan.

Staff response: The Golf Enterprise Fund may be used for operations, maintenance, and improvements of golf-related assets in accordance with Ordinance O-17667 (Section VI, Item 3) adopted July 23, 1991. Additional information on the appropriate uses of the Golf Enterprise Fund is available in City Attorney Report RC 2011–12 dated March 1, 2011 (see http://docs.sandiego.gov/cityattorneyreports/RC-2011-12.pdf).

The portion of this project that meets the above criteria would be eligible, such as oncourse improvements, parking lot modifications, fence realignments, and cart path and walkway revisions. The road alignment of Golf Course Drive and the Class 1 bike path would not be eligible. The Department will continue to look at other possible funding sources to allow completion of the design and eventual construction of the project.

2. The Plan is approved, provided the bikeway is changed to Class 1 and the Golf Course Enterprise funds the project. In this absence of agreement on this point, the Committee approves the original plan (Alternate 2 of 2018) with the change to a protected Class 1 bikeway.

Staff response: The Department agrees to provide the separated, Class 1 bike lane as requested. This change will be incorporated into the construction drawings as the project proceeds. The current conceptual drawing is enclosed as Attachment 1.

In addition, the Committee noted several concerns during the discussion portion of the presentation. The Department offers the following responses to those observations:

March 22, 2021 Greater Golden Hill Planning Committee Page 2

- Landscape design should consider the potential for on-site mitigation for loss of trees and other vegetation/habitat as a result of this project.
 Staff response: This will become clearer after the environmental review is complete. The environmental document will determine what mitigation is required for the loss of any trees, vegetation, or habitat. If trees are to be added for mitigation, they will be placed in areas where it makes sense to plant them (e.g. additional shade).
- 2) The design should consider the addition of street lighting.

Staff response: The project will evaluate and add streetlights based on the City's Street Design Manual. Lighting at intersections and conflict areas will also be evaluated to ensure adequate lighting.

3) The design should review of the possibility of placing the sidewalks on the canyon rim (north side) of Golf Course Drive east (from the area of the clubhouse "horseshoe" to 28th Street) while maintaining the sidewalk connection between the Golden Hill Recreation Center and 26th Street.

Staff response: The project is currently at the 60% design phase, which prevents significant redesign without incurring additional costs to the project. Placing the sidewalk on the canyon rim would be a major redesign and would result in major impacts to the construction plans. This design change would impact the design of the curb ramps, driveways, storm drain systems, and centerline profile for this segment.

4) The design should explore the possibility of relocation of the Golf Course Drive east portion of the project further south into the area of the greens to minimize canyon disruption and impacts associated with that.

Staff response: As with Item (3) above, this recommendation would also require a major redesign at 60% design phase and would result in major impacts to the project. This design change would impact the design of the curb ramps, driveways, storm drain systems, and centerline profile for this segment. By shifting the alignment south, there would be additional grading impacts to the golf course. Any change to the grading limits or impact area may require additional environmental support. Much of the north side of Golf Course Drive in this segment is eucalyptus grove and disturbed area, and there will be very little impact to habitat.

This recommendation would also impact daily golf operations at the Balboa Park Golf Course. Relocation of the Golf Course Drive east portion of the project further south is not feasible as this moves the roadway closer to the active golf course. The tees would be closer to the roadway, and errant golf balls would pose a safety concern. On-course irrigation systems would have to be re-constructed, which would be an added cost to the project. The existing protective fence would also need to be reconstructed. March 22, 2021 Greater Golden Hill Planning Committee Page 3

5) The project should consider development of a canyon overlook near the right angle turn mid-route (to the west of the clubhouse area), as this is a great view spot, and such an amenity would enhance the project greatly.

Staff response: The development of the canyon overlook near the right-angle turn mid-route does not fit into the scope of this project. The Department will examine this request and evaluate possibility of adding it to another project or implement as a separate, standalone project if feasible.

6) The project should consider the potential uses and design for the area proposed for enclosure by the "horseshoe" section near the historic clubhouse. This is an area created by the new proposed alignment of the route.

Staff response: The area of land enclosed by the "horseshoe" section near the historic clubhouse will still be used for the golf course after the completion of this project. Some possible uses include a practice putting and chipping green and pathways that would better connect the clubhouse to the nine-hole course.

In the next few months, the project team consisting of staff from both the Engineering and Capital Projects Department and the Parks and Recreation Department will present the realigned Golf Course Drive proposal (consistent with the presentation to the Committee at its November 18, 2020 meeting) to the Balboa Park Committee for its consideration. This realignment is consistent with the General Development Plan (GDP) for the Balboa Park Golf Course Clubhouse complex, which was previously approved by the Committee, Municipal Golf Committee, Balboa Park Committee, and Park and Recreation Board. The Board approved the Balboa Park Golf Course Clubhouse GDP on March 19, 2015 (Item 101) and is available for review at the following links:

- Report to the Park and Recreation Board: <u>http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101gdpbalboa</u> <u>golfcourse.pdf</u>
- Presentation to the Park and Recreation Board (includes GDP rendering): http://apps.sandiego.gov/directories/parkandrecboard/pdf/prbr15319101bpgc.pdf

If you have questions, comments, or concerns about the responses in this memorandum, please reach out to Park Designer Charlie Daniels at <u>cdaniels@sandiego.gov</u> or (619) 533-6597 or me at <u>afield@sandiego.gov</u> or (619) 236-6643.

Thank you for your consideration of this project.

Sincerely,

Andy Field Director Parks and Recreation Department

March 22, 2021 Greater Golden Hill Planning Committee Page 4

AF/cd

Attachments:

- 1. Conceptual drawing of realigned Golf Course Drive
- 2. Traffic analysis of Golf Course Drive
- Honorable Council President Pro Tem Stephen Whitburn cc: Kristina Peralta, Deputy Chief Operating Officer, Neighborhood Services Branch Matt Yagyagan, Deputy Director of Policy, Office of Mayor Todd Gloria Stephen Hill, Senior Advisor, Office of Mayor Todd Gloria Kohta Zaiser, Community Representative, Office of Mayor Todd Gloria James Nagelvoort, Director and City Engineer, Engineering and Capital Projects Department Karen Dennison, Assistant Director, Parks and Recreation Department Scott Bentley, Interim Deputy Director, Parks and Recreation Department Alex Garcia, Deputy Director, Engineering and Capital Projects Department Mike Tully, Deputy Director, Parks and Recreation Department Christina Chadwick, Assistant Deputy Director, Parks and Recreation Department John Howard, Acting Assistant Deputy Director, Parks and Recreation Department Mario Llanos, District Manager, Parks and Recreation Department Doran Aivati, Associate Engineer, Engineering and Capital Projects Department Bernard Turgeon, Senior Planner, Planning Department Katherine Johnston, Chair, Balboa Park Committee Kurt Carlson, Chair, Municipal Golf Committee

ATTACHMENT 1 Attachment E Conceptual Golf Course Drive Realignment

Parks and Recreation Department

Golf Course Drive Improvements Project

Greater Golden Hill Planning Committee November 18, 2020





Project Location

Golf Course Drive from the intersection of Golf Course Drive and 26th Street to the intersection of Date Street and 28th Street





Project Objective

Provide pedestrian pathway and bicycle facilities along Golf Course Drive from 26th Street to 28th and Date Street.

A Feasibility Study was prepared to evaluate various alternatives to meet the project objective.



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Parks and Recreation Department Golf Course Drive Improvements Project



Alternative 2

Two 11' Travel Lanes with two 7' Class II Bike Lanes and 5' Sidewalk adjacent to the northbound lane

- Requires reverse angle parking at the Recreation Center
- Multiple retaining walls with average height ranging from 3 to 5 feet
- 27 net loss parking spaces (will be designed to zero)
- Largest cross-section
- Total project cost: \$5,050,000
- Project timeline*: 3 years and 6 months
- Approved by the Golden Hill Community Planning Committee on July 11, 2018 and the Balboa Park Committee on September 6, 2018.



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Balboa Park Golf Course – Revised Clubhouse Master Plan

Existing Conditions and Proposed Revisions







Proposed Concept





Added Benefit

- Comports with the previously approved Clubhouse Master Plan
- Simplified circulation for through traffic, bicycles and pedestrians
- Eliminated "blind curve" for a majority of the circulation, increasing safety
- Complies with City Street Design Manual
- Safer access to the 9-hole course
- Allows the golf course site to be secured at night
- Reduces impact to habitat
- Reduces project cost due to storm water mitigation

Attachment E

ATTACHMENT 2



March 6, 2013

Mr. Jack Gallagher Dahlin Group Architecture 539 South Cedros Avenue Solana Beach, California 92075 SUBJECT: BALBOA PARK GOLF COURSE REVISED CLUBHOUSE MASTER PLAN TRAFFIC ANALYSIS (RICK ENGINEERING COMPANY JOB NUMBER 16502) Dear Mr. Gallagher:

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The following letter summarizes the traffic assessment that was conducted for the Balboa Park Golf Course Revised Clubhouse Master Plan. The existing site is located at 2600 Golf Course Drive within the City of San Diego. Rick Engineering Company was retained by Dahlin Group Architecture to evaluate the impacts of a proposed project, assess the proposed site plan in terms of site access and on-site circulation, and recommend any feasible mitigation measures, if required, at any impacted locations due to the proposed project based on the evaluation results.

INTRODUCTION

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The following analysis has been prepared to determine any transportation impacts to Golf Course Drive and to assess Balboa Park Golf Course access and on-site circulation due to the proposed project. Objectives of the project include renovation of the existing clubhouse and construction of a new banquet/event center and restroom facility. In order to make room for the new construction, a portion of the existing 9-hole executive golf course will be reconfigured and Golf Course Drive will be realigned to the south end of the project. Parking will be relocated south of the proposed construction. we want the state of the second of the second state of the second second second second second second second second PROJECT DESCRIPTION

The proposed project includes the renovation of the existing clubhouse, the demolition of a golf cart shed, and the construction of a new banquet/event center. The renovated clubhouse will contain the pro shop and administrative offices. The new banquet/event center will contain a restaurant/bar and event pavilion. A putting green and an event lawn will also be added to the site. Additionally, Golf Course Drive will be realigned to south end of the project and two full access driveways will be constructed. One access point will serve as an entrance to the main parking lot and the other will serve primarily as an entrance to a drop-off location and ADA parking. In order to make room for the new construction, a portion of approximately 2.5 acres of the existing 9-hole executive golf course will be reconfigured and parking will be relocated south of the proposed construction. The existing golf course (18 hole course and 9 hole executive course) are to remain. Exhibit 1 shows the proposed site plan. The addition of the best set of the best street of a street day in the best of the set.

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Mr. Gallagher March 6, 2013 Page 2 of 4

EXISTING TRANSPORTATION CONDITIONS

Golf Course Drive is a two-lane park road that runs west from 28th Street, through the Balboa Golf Course, and southwest to 26th Street. It has a curb-to-curb width ranging from 18 feet to 32 feet. The posted speed limit on the segment is 25 miles per hour. There are two stop controlled intersections near the existing upper parking lot. Sidewalks are not provided on this segment and on-street parking is prohibited. The roadway provides access to the Balboa Park Golf Course and the Golden Hill Recreation Center. There are four existing driveways that provide access to the Golf Course's parking lots and a driveway providing access to a maintenance building. The Maintenance driveway is located southeast of the existing clubhouse and is a full access uncontrolled driveway used primarily as access for maintenance vehicles and staff. Existing Driveway 1 is located east of the existing clubhouse and is stop controlled on the westbound approach only. This driveway is the ingress access to the upper parking lot, which includes the ADA parking and some non-restrictive parking. Existing Driveway 2 is located just west of Driveway 1 and is stop controlled on the southbound approach only. This driveway serves as the egress access for the upper parking lot. Existing Driveway 3 is a full access, uncontrolled driveway located south of the existing clubhouse. It serves as an access to the lower parking lot, which contains the majority of the non-restrictive parking. Existing Driveway 4 is a full access, uncontrolled driveway located south of Driveway 3. It also serves as an access to the lower parking lot. Exhibit 2 shows a summary of the existing transportation conditions.

EXISTING TRAFFIC VOLUMES

Current traffic volumes were collected along Golf Course Drive and the existing site driveways during the week of June 28, 2012. Specifically, ADT's were obtained from Thursday, June 28 through Saturday, June 30, 2012 and AM/PM peak hour turning movement counts were collected on Thursday, June 28, 2012. ADT's from Thursday, June 28, 2012 were utilized for the purpose of this analysis since these traffic volumes were higher than Friday and Saturday volumes. These counts show Golf Course Drive to carry 4,141 ADT just south of Driveway 4 and 3,335 ADT just south of the Maintenance Driveway. Driveway 1 carries about 344 ADT into the upper parking lot with Driveway 2 carrying the same 344 ADT out of the parking lot. Driveway 3 and 4 carry 237 ADT and 279 ADT, respectively. Appendix A contains the traffic count sheets. Exhibit 3 shows a summary of the existing traffic volumes for Balboa Golf Club.

PROJECT TRAFFIC GENERATION

The proposed project trip generation is based on the increase in square footages of the Pro Shop (1,388 square feet). Restaurant/Bar (848 square feet) and Conference/Meeting Room (2,060 square feet) and the traffic volumes associated with the existing conditions. Based on the existing ADT's at the existing driveways, and the square feet of existing Pro Shop. Restaurant/Bar and Conference/Meeting Room, an ADT rate was calculated (341 ADT/1,000 square feet) and applied to the proposed scenario to estimate the proposed project traffic generation. Additionally, Peak Hour percentages for the AM and PM peak hours were also calculated for the existing conditions and then applied to the proposed project scenario to estimate the traffic volumes going in and out of the proposed project. Based on rates, the proposed project is estimated to generate 2,670 ADT with 206 AM peak hour trips (124 inbound and 82 outbound) and 193 PM peak hour trips (89 inbound and

Mr. Gallagher March 6, 2013 Page 3 of 4

104 outbound). Therefore, the proposed project is estimated to add an additional 1,466 ADT with 110 AM peak hour trips (68 inbound and 42 outbound) and 106 PM peak hour trips (49 inbound and 57 outbound) to the surrounding street system. Table 1 summarizes the project trip generation calculations for the existing and proposed conditions.

PROJECT TRAFFIC DISTRIBUTION

Exhibit 4 shows the project trip distribution percentages for the proposed project. These percentages are based on the current traffic count data that was collected along Golf Course Drive and the existing site driveways. Based on trip generation estimates and the trip distribution percentages, **Exhibit 5** shows the project trip assignment at the study intersections and roadway segment for proposed project. Approximately 60% of the project related traffic is estimated to come to/from the west and the remaining 40% to/from the east. **Exhibit 6** shows the existing traffic volumes plus the project traffic volumes. These volumes were obtained by subtracting the existing site trips from the roadway system and then adding them to the proposed project site trips onto the realigned roadway.

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EXISTING ANALYSIS

An existing AM and PM peak hour operation analysis was conducted utilizing Highway Capacity Manual 2010 (HCM 2010) analysis methodologies for unsignalized intersections. Based on the existing AM and PM peak hour turning volumes and intersection lane configuration and intersection control parameters, the four existing intersections were calculated to currently operate at LOS A during both AM and PM peak hours. **Table 2** shows the peak hour intersection operation results. **Appendix B** contains the existing intersection calculation sheets. Additionally, existing roadway segment operation analysis was conducted for the roadway segments of Golf Course Drive located east of the project site and south of the project site. These segments have been determined to operate at LOS A and LOS B, respectively. **Table 3** shows the roadway segment operations results.

EXISTING + PROJECT ANALYSIS

An existing plus project AM and PM peak hour operation analysis was conducted utilizing Highway Capacity Manual 2010 (HCM 2010) analysis methodologies for unsignalized intersections. Based on the existing plus project AM and PM peak hour turning volumes and proposed intersection lane configuration and intersection control parameters, the two proposed intersections were calculated to currently operate at LOS B and LOS A during both AM and PM peak hours for the Proposed Driveway 1 and Proposed Driveway 2, respectively. **Table 2** shows the peak hour intersection operation results. **Appendix B** contains the existing plus project intersection calculation sheets. Additionally, existing plus project roadway segment operation analysis was conducted for the proposed roadway segments of Golf Course Drive located south of Proposed Driveway 1 and east of Proposed Driveway 2. Both of these segments have been determined to operate at LOS B. **Table 3** shows the roadway segment operations results.

Attachment E

Mr. Gallagher March 6, 2013 Page 4 of 4

CONCLUSIONS/RECOMMENDATIONS

Based on the traffic assessment, the proposed project is calculated to not have any significant traffic impacts at any of the project intersections and roadways. LOS B or better was calculated for existing and proposed project conditions. To facilitate access, the following is recommended:

GOLF COURSE DRIVE/PROPOSED DRIVEWAY 1

This intersection shall operate as an unsignalized full access driveway with the following lane configurations:

- SB-stop sign controlled with shared left-right lane
- EB-shared left-through lane
- WB shared through-right lane

GOLF COURSE DRIVE/PROPOSED DRIVEWAY2

This intersection shall operate as an all way stop controlled intersection with the following lane configurations:

- NB shared left-right lane
- EB shared through-right lane
- WB-shared left-through lane

MAINTENANCE DRIVEWAY

This intersection shall operate as an unsignalized full access driveway with the following lane configurations:

- NB stop sign controlled with shared left-right lane
- EB-shared through-right lane
- WB shared left-through lane

Exhibit 7 shows a graphical summary of the access recommendations.

If you have any questions, please contact me directly at (619) 291-0707.

Sincerely,

RICK ENGINEERING COMPANY

Mark M. Jugar, PE, TE, PTOE TE 2175

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Attachments





Attachment E



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TABLE 1 BALBOA PARK MUNICIPAL GOLF COURSE TRAFFIC GENERATION

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LAND USE	SIZE (SF)	(ADT/ 1000 SF)	ADT	PEAK HOUR %	VOL	UME	PEAK HOUR %	VOL	JUME
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Existing Golf Course			Ŧ						
18 Hole Course	-	-	-	-	-	-	-	-	-
9 Hole Executive Course	-	-	-	-	-	-	-	-	-
Pro Shop	928	-	-	-	· -	-		-	-
Restaurant/Bar	1,139		-	-	-	-	-	-	-
Conference/Meeting Room	1,462	-	-	-	-	-	-	-	-
Subtotal	3,529	341.173	1,204	7.724	56	37	7.225	40	47
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Conference/Meeting-Reform	3,522	2/11/172	5.470	7,724	124	82	7.225	89	104
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N. 4 Additional Trains	4,296		1,466		68	42	_	49	57
Net Additional Trips	4,290	-	1,400	-	00				57

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Westbound Approach					8,0	A	7.9	A		

TABLE 2 BALBOA PARK MUNICIPAL GOLF COURSE PEAK HOUR INTERSECTION OPERATIONS

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TABLE 3 BALBOA PARK MUNICIPAL GOLF COURSE ROADWAY SEGMENT OPERATIONS

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	Roadway Segment	Functional Classification	LOS E Capacity	ADI VIC Ratio LOS	ADT	V/C Ratio	LOS	V/ORanoi Project Impact Y/ORanoi Yes/No
1	Golf Course Drive east of Project Site	2 Lane Park Road	8,000	433354 0.417 A	4,326	0.541	В	0.124 TNO
2	Golf Course Drive south of Project Site	2 Lane Park Road	8,000	2.141 B	4,860	0.608	В	0.090 NO

<u>City of San Diego</u> Significant Impact: 1) LOS D or Better to LOS E or Worse 2) Incremental V/C Ratio ≥ 0.02 for LOS E 3) Incremental V/C Ratio ≥ 0.01 for LOS F

APPENDIX A

Traffic Counts

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Intersection Turning Movement Prepared by:

Attachment E



Intersection Turning Movement Prepared by:



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Intersection Turning Movement

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N-S STREET:		5 y L			DATE:	06/28/	2012		LOCA	TION:	San Die	ego	
E-W STREET:	ean ŵ	cus (D)	0		DAY:	THURS	DAY		PROJ	ECT#	12.114	3-001	
	N	ORTHBC	UND	SO	UTHBOI	JND	Ē,	ASTBOUN	ID	٧	VESTBOL	JND	
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM			<u></u>	<u></u>		- -							
2:30 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:30 PM 3:45 PM						·			• •				· ·
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:45 PM		0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 0 0 0 0 0	3 5 7 4 2 3 4 1		0 0 0 0 0 0	0 0 0 0 0 0		1 2 0 3 1 1 1 1	5 7 7 3 4 5 2
TOTAL Volumes Approach % App/Depart PM Pe	NL 0 #### 0 ak Hr Be	NT 0 #### / gins at:	NR 0 #### 39 400 F	SL 0 0.00 1 PM	ST 0 0.00 /	SR 1 100.00 0	EL 29 100.00 29	ET 0 0.00 /	ER 0 0.00 0	WL 0 0.00 10	WT 0 0.00 /	WR 10 100.00 1	TOTAL 40
PEAK Volumes Approach %	0 ####	0 ####	0 ####	0 0.00	0 0.00	1 100.00	19 100.00	0 0.00	0 0.00	0 0.00	0 0.00	6 100.00	26
PEAK HR. FACTOR:	I	0.000	1		0.250		-	0.679	I		0.500	ļ	0.929
CONTROL: COMMENT 1: COMMENT 2:	1.W.sy 0 1	500065) 										

Field Data Services of Arizona, Inc.

Pedestrian & Bicycle Study

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N-S STREET: Driveway 1 E-W STREET: Golf Course Drive

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6		REPEDES	TRIANS	
	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	. 0	0	0	0
7:15 AM	0	0	0	·: 0
7:30 AM	0	0	0	0
7:45 AM	. 0	0	0	0
8:00 AM	.0	0	0	0
8:15 AM	0	0	+-2 O ·	0 1
8:30 AM	Ő	0	0	0
8:45 AM	0	0.0	0	0,2
TOTAL	0	0	0	- 0 -

	Promisi a Machine			in a local de la cale	
		E CEDES	TRIANS		
	N-LEG	SLEG	E-LEG	W-LEG	
4:00 PM	- 0 1	0	··· 0··	0	÷ .
4:15 PM	0	0	¥ 0	0	1
4:30 PM	0	<u>0</u> Aure	< 0		
4:45 PM	0	0	0	0 -	×.
5:00 PM	0	0	~ O	0	
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	0	
5:45 PM	0	0	0	0	ς.
TOTAL	0	0	0 0	0	1

	06/28/2012 THURSDA		and a set		ity: San Diego #: 12-1143-001
1	New 27.	GOLF	CARTS		
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	0	0	0	
7:15 AM	0	0 :	0	0	
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	The D - C	
. 8:00 AM	0	0	0	. 0 7	
8:15 AM	0	0	· · 0·	0	
8:30 AM	0	0	0	0	West Le
8:45 AM	0	0	·· O ··		
TOTAL	0	0	. 0	0	

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		GOLF	CARISE	
5 P. 1	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0.	- 0
4:15 PM	0	0	0	0 *
4:30 PM	0÷	0		<
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0 🗠
5:15 PM	0	0	0	0
5;30 PM	0	0	0	0 .
5:45 PM	0	· · 0 · ·	0	10 (†
TOTAL	0	0	0	0
				2

N-LEG			
0			
0			
0		North Leg	
° O C			
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0	West Leg		East Leg
0			
0			
V-LEG		South Leg	
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0		22.14	
0	9 to 1 to 1	the second second	
0			
0 0	la de la ser la s		6 R -

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Intersection Turning Movement Prepared by: Field Data Services of Arizona, Inc. 520,316,6745

Attachment E



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Attachment $E^{e^{it}}$

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Intersection Turning Movement Prepared by:

Field Data Services of Arizona, Inc. 520.316.6745

N-S STREET: LETVENTY 2. DATE: 06/28/2012 LOCATION: San Diego E

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N-5 STREET.						00/20	// CULC		LOU		Survey and and	37	A CONTRACTOR OF THE OWNER OF THE
E-W STREET:	ealr a	dî pertî î			DAY:	THUR	SDAY		PRO.	JECT#	12-114	3-002	
- <u></u>	N	ORTHBO	DUND	SC	OUTHBO	UND	Ē	ASTBOU	ND	W	/ESTBOL	IND	<u></u>
LANES:	NL O	NT 0		SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 9:00 AM 9:15 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM		0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1 0 1 0 1		2 4 3 2 6 8 5	0 2 0 0 1 0 0 0				0 0 0 0 0 0 0		2 6 4 3 7 8 6
TOTAL Volumes Approach % App/Depart	0	1	NR 0 #### 3	SL 3 8.33 36	ST 0 0.00 /	SR 33 91.6 0	EL 3 7 100.00 3	ET 0 0.00 /	ER 0 0.00 3	WL 0 #### 0	WT 0 #### /	WR 0 #### 33	TOTAL 39
AM Pe	ak Hr Be	gins at:	800	AM									
PEAK Volumes Approach %	0 ####	0 ####	0 ####	2 8.70	0 0.00	21 91.30	1 100.00	0 0.00	0 0.00	0 ####	0 ####	0 ####	24
PEAK HR. FACTOR:	I	0.000	I		0.719		I	0.250	1		0.000		0.750
CONTROL: COMMENT 1: COMMENT 2:	1 Way	Slo 946.	3) 										

Intersection Turning Movement

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		¢	eld I	Data	Ser	VICE	S OF /	Ariz 52		Inc. 6745				
N-S STREET:	d, wew	.			DATE:	06/28/2	2012		LOCA	TION:	San Die	go		
E-W STREET:	Golf Co	Auter Da	XÊ Î			THURS		- 19. artista			12 1 14	and the second		
	ŅC	RTHBO	UND	SO	UTHBOL	JND	E/	ASTBOUI		W	ESTBOL	JND	· · · · · · · · · · · · · · · · · · ·	=
LANES:	NL 0	NT 0	NR 0	SL 0	ST	SR 0	EL 0	ET 1	ER	WL 0		WR 0		
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM		1		1 <u>4</u> , 4 -										
3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM		0 0 0 0 0 0 0	0 0 0 0 0 0 0	2 1 0 3 1 1 0 1	0 0 0 0 0 0 0 0	3 7 4 7 4 2 2 4		0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	6 8 4 10 5 3 2 5	
TOTAL Volumes Approach % App/Depart PM Pe	NL 0 #### 0 ak Hr Be	NT 0 #### / gins at:	NR 0 #### 1 400	SL 9 21.43 42 PM	ST 0 0.00 /	SR 33 78.57 0	EL 1 100.00 1	ET 0 0.00 /	ER 0 0.00 9	WL 0 #### 0	WT 0 #### /	WR 0 #### 33	TOTAL 43	
PEAK Volumes Approach %	0	0 ####	0	6	0 0.00	21 77.78	1 100.00	0 0.00	0 0.00	0 ####	0 ####	0 ####	28	
PEAK HR. FACTOR:		0.000	. [0.675			0.250			0.000	: 1	0.700	1
CONTROL: COMMENT 1: COMMENT 2:	1 Wava C													

Field Data Services of Arizona, Inc. 520.318.6745

Pedestrian & Bicycle Study N-S STREET: Driveway 2

E-WSIREET:	GOIL CORR	e Drive			
	- 19 S. L	14 - N			
		REPEDES	TRIANS	and a second	i i
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	0	0	5	
7:15 AM	0		0	<u> </u>	÷.,
7:30 AM	0	0 .	0	1	
7:45 AM	0	0	0	8	
8:00 AM	0	0	0	9	
8:15 AM	0	0	0	6	
8:30 AM	0	0	. 0	3	
8:45 AM	0	0	0	11	
TOTAL	0	0	0	45	

1	A REAL PROPERTY AND A REAL									
1	N-LEG	S-LEG	E-LEG	W-LEG						
4:00 PM	0	0	· 0	13						
4:15 PM	0	0	0	5						
4:30 PM	0	0	0	8						
4:45 PM	0	0	0	4						
5:00 PM	0	0	0	7						
5:15 PM	0	0	0	19						
5:30 PM	0	0	0	4						
5:45 PM	0	0	Ó	16						
TOTAL	0	0	0	76						

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Day	THURSDA	.Y (2)		Projec	t#: 12-1143-00
- E		CONGOLIE	CARTS	V MARKET !	
1	N-LEG	S-LEG	E-LEG	W-LEG	-
7:00 AM	0	0	0.	1.]
7:15 AM	0	0		····· .D.]
7:30 AM	0	0	0	0	
7:45 AM	0	0	0	• 0	
8:00 AM	0	0	0	0] .
8:15 AM	0	0.	0	1	
8:30 AM	0	0.	0	3	West
8;45 AM	0	0	0	1	. ·
TOTAL	0	0	0	. 6	

I	GOLF CARTS						
	N-LEG	S-LEG	E-LEG	W-LEG			
4:00 PM	0.	0	0	0			
4:15 PM	Ū.	0	0	0			
4:30 PM	0	0	0	0			
4:45 PM	0	0	0	0			
5:00 PM	0	0	0	0			
5:15 PM	0	0	0	0			
5:30 PM	0	0	0	1			
5:45 PM	0	0	0	0			
TOTAL	0	0	0	1			

RTS #B	Market			
LEG	W-LEG			
0.	1.			
0	0 .			<u>.</u>
0	0		North Leg	
0	· 0			
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0	1			
0	3	West Leg		Eas
0	1			
0	. 6			
NIS 會理	認能能够構造			
-LEG	W-LEG		South Leg	

	East Le	g
Leg		
		an sa An sa
		2 2
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Intersection Turning Movement Prepared by:

Attachment E





Intersection Turning Movement Prepared by:



Field Data Services of Arizona, Inc. 520.316.6745

DATE: 06/28/2012 LOCATION: San Diego

N-S STREET: Solf Course Drive E-W STREET: Driveway 3

15.

E-W STREET:						Thursi			PRO.	JECT#	12-14	8-003	· / ·
	NC	RTHBOL	JND - 11	SO	UTHBOL	JND	E	ASTBOU	ND	W	ESTBOU	IND and some a	····
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
6:00 AM 6:15 AM 6:30 AM 6:45 AM		· ',				-		, , , , , , , , , , , , , , , , , , , 		-		Na meranya Na meranya	
7:00 AM 7:15 AM 7:30 AM 7:45 AM	2 1 2 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	1 4 5 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	3 5 7 3
8:00 AM 8:15 AM 8:30 AM 8:45 AM	1 4 2 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	2 3 6 2	1 2 0 0	0 0 0 0	0 2 1 1	0 0 0 0	0 0 0 0	0 0 0 0	4 11 9 3
9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM													
10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM													n N N
TOTAL Volumes Approach % App/Depart AM Pe	NL 13 100.00 13 ak Hr Be	NT 0 0.00 /	NR 0 0.00 3 800	SL - 0 0.00 - 25 AM	ST. 0 0.00	SR 25 100.00	EL 3 42.86 7	ET 0 0.00 /	ER - 4 57.14	WL 0 #### 0	WT 0 #### /	WR 0 #### 38	TOTAL 45
PEAK Volumes Approach %	7 100.00	0 .	0	0	0 0.00	13 100.00	3 42.86	0 0.00	4 57.14	0 ####	0 #####	0 ####	27
PEAK HR. FACTOR:		0.438	I		0.542	I		0.438		l 	0.000	.] .	0.614
CONTROL: COMMENT 1: COMMENT 2:													

Intersection Turning Movement

	:	¢	elp D	ата	Ser	VICE	SOF	Ariz	ONA 0.316	Inc. 6745			
N-S STREET:	Ċī 1Û.	t is a film			DATE:	06/28/	2012		LOC	ATION:	San Die	go.	
E-W STREET:	Ri la se				DAY:	THURS	DAY		PRO	JECT#	12-114	3-003	
<u></u>	NO	RTHBO	UND	SO	UTHBO	UND	E/	ASTBOU	ND	W	ESTBOU	ND	
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	4 0 1 2 1 1 1 0 3	0 1 0 0 0 0 0 0	0 1 0 0 0 0 0 0			0 2 1 1 1 0 3 2	1 1 2 1 0 0 0 1	0 0 0 0 0 0 0	1 1 1 1 2 0 1 2	1 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0	7 6 5 5 4 1 4 8
TOTAL	NL 12	NT	NR	SL 0	ST 0	SR 10	EL 6	ET 0	ER 9	WL 1	WT 0	WR 0	TOTAL 40
Volumes Approach %	12 85.71	1 7.14	1 7.14	0.00		100.00	40.00	0.00	-	100.00	0.00	0.00	10
App/Depart PM Pe	14 ak Hr Beg	. / uins at:	7 400 F	10 PM	/	10	15	/	<u> </u>	1		22	<u> </u>
PEAK Volumes Approach %	7 77.78	1	1	0	0 0.00	4 100.00	5 55.56	0 0.00	4 44.44	1 100.00	0 0.00	0 0.00	23
PEAK HR. FACTOR:	I	0.563	I		0.500	Į		0.750 ,		1	0.250	I	0.821
CONTROL: COMMENT 1: COMMENT 2:	0.1175.y : 9 1	iop.(E8											

Field Data Services of Arizona, Inc. 520:316.6745

Pedestrian & Bicycle Study

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N-S STREET: Golf Course Drive E-W STREET: Driveway 3

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I		PEDES	TRIANS	uter des	
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	0	0	0	
7:15 AM	0	0.	0	0	
7:30 AM	0.	0	0	0	
7:45 AM	0	0	0	0	
8:00 AM	0	0	0	0	
8:15 AM	Ŭ	0	· 0	0 ·	
8:30 AM	0	0	0	0	
8:45 AM	0	0 .	0	. Q :	
TOTAL	0	0	0	-0	

					61
	201 A.A.S.	* PEDES	URIANISSE		
1	N-LEG	S-LEG	E-LEG	W-LEG	
4:00 PM	0	0	× 0.	0	1
4:15 PM	0	0	0	0	
4:30 PM	0	0	0	0	1
4:45 PM	0	0.	0	0:	Ι.,
5:00 PM	0	0	0	0	1
5:15 PM	0	0	0	0	
5:30 PM	0	0	0	0	
5:45 PM	0	0	0	0	1
TOTAL	-0	0	0	0	

	06/28/2012 THURSDA		e La chairte		ty: San Diego #: 12-1143-003
6	1212.50	GOLF	OARTSE		
1	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	0	0	0	
7:15 AM	0	0	0	. 0	
7:30 AM	0	0	0	SC 0 3	
7:45 AM	0	0	0	TS 0	
8:00 AM	~ 0	0	0	> 0 ≤	
8:15 AM	0	0	0 ·	<u>~.0</u>	
8:30 AM	0	0	D .	0	West Lo
8:45 AM	· 0.:	0	0	0	
TOTAL	0	- 0	0	0	

			1.00	
		WREGOUP	CARTS業調	ale operation
· ·	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	0.0	0	0	0.
4:30 PM	0 <u></u>	0	н н Q н чи	NY 0 189
4:45 PM	0	0	0	0
5:00 PM	0	0	D	0 *
5:15 PM	.0	0	0	0 .
5:30 PM	0	0	0	0 .
5:45 PM	0	.0	0	0
TOTAL	0	0	0	0

	North Leg			
Leg		 	East Leg]

South Leg			
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	 ·• .		
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Intersection Turning Movement Prepared by: FIELD DATA SERVICES OF ARIZONA, INC. 520.316.0745

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Attachment E



Intersection Turning Movement Prepared by:

Field Data Services of Arizona, Inc. 520.316.6745

N-S STREET: Cof Course Drive DATE: 06/28/2012 LOCATION: San Diego

E-W STREET:					DAY:	THURSD	AY		PROJI	ECT#	12-114	3-004		
	NC	ORTHBOU	IND	SC	DUTHBO	UND	E/	ASTBOUN	ND	W	/ESTBOU	ND		
LANES:	NL O	NT 1	NR 0	SL 0	ST 1	SR 0	EL O	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL	
6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM 9:00 AM 9:15 AM 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM 11:15 AM	1 0 3 7 2 2 2 1			0 0 0 0 0 0 0	0 0 0 0 0 0 0			0 0 0 0 0 0 0	0 0 2 1 1 1 0		0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 3 9 3 3 3 1	
 TOTAL Volumes Approach % App/Depart	NL 18 100.00 18 eak Hr Be	NT 0 0.00 / gins at:	NR 0 0.00 0 745	0	ST 0 #### /	SR 0 #### 5	EL 0 0.00 5	ET 0 0.00 1 /	ER 5 100.00 0	WL 0 #### 0	WT 0 #### /	WR 0 #### 18	TOTAL 23	
PEAK Volumes Approach %	13 100.00	0 0.00	0 0.00	0 ####	0 ####	0 ####	0 0.00	0 0.00 1	5 100.00	0 ####	0 ####	0 ####	18	
PEAK HR. FACTOR:	1	0.464			0.000	I		0.625	I		0.000	I	0.500	
Control: Comment 1: Comment 2:	₩Waŷ	5001(23) 												

Intersection Turning Movement



Course Drive _____ DATE: 06/28/2012 LOCATION: San Diego

N-S STREET:

E-W STREET:	QUASES:					THURSD	al a construction de la construction de la construcción de la construc		PROJ		12-11	13-004		
	NO	RTHBOL	IND	SOL	JTHBO		EA	STBOU	ND	W	ESTBO	UND		
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL	
1:00 PM 1:15 PM 1:30 PM 1:45 PM 2:00 PM 2:15 PM		* <u>.</u>		<u> </u>	۲۵۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰ ۲۰۰۰									
2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM														
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	0 1 1 0 1 1 1 1	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 0 0 0 0 0 1	0 0 0 0 0 0 0	0 0 0 0 0 0 0	4 3 2 1 1 1 3 2	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	5 4 3 1 2 2 4 4	
6:45 PM TOTAL Volumes Approach % App/Depart PM Pe	NL 6 100.00 6 ak Hr Beg	NT 0 0.00 / iins at:	NR 0 0.00 0 400 F	SL 0 0.00 2	ST 0 0.00 /	SR 2 100.00 17	EL 0 0.00 17	ET 0 0.00 /	ER 17 100.00 0	WL 0 #### 0	WT 0 #### /	WR 0 #### 8	TOTAL 25	
PEAK Volumes Approach %	2 100.00	0 0.00	0 0.00	0 0.00	0 0.00	1 100.00	0 0.00	0 0.00	10 100.00	0 ####	0 ####	0 ####	13	
PEAK HR. FACTOR:	I	0.500			0.250	[0,625		i .	0.000	·	0.650	
CONTROL: COMMENT 1: COMMENT 2:	peway s p constant g	tir (11:)												

' e**n '**,



N-S STREET: Golf Course Drive E-W STREET: Driveway 4

_	1.127.1			
1		總部EDES	TRIANS	
1	N-LEG	S-LEG	E-LEG	W-LEG
7:00 AM	0	0	0	0
7;15 AM	0	0	O	0
7:30 AM	0	0	0	0
7:45 AM	0	0.	0	0
8:00 AM	0	0	. 0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
TOTAL	0	0	0	0

		PEDES	TRIANS	West and
1	N-LEG	S-LEG	E-LEG	W-LEG
4:00 PM	0	0	0	0
4:15 PM	. 0	· 0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	Ö
5:45 PM	0	0	0	0
TOTAL	0	0	0	0

· · · ·	가지역으로			1990 - A. S. A.	
Date:	06/28/2012	1		Ci	ty: San Diego
Day:	THURSDA	Y ·		Project	#: 12-1143-004
	25			1	
		GOLF	CARIS		
	N-LEG	S-LEG	E-LEG	W-LEG	
7:00 AM	0	0	0	0	
7:15 AM	: ss.0 ≂rt	···· 0 ···	0	New 0 - 2 - 2	τr
7:30 AM	0	- 0	0	.0	
7:45 AM	. 0	0	0	0.	
8:00 AM		0	0	0	
8:15 AM	0	0	0	0	p
8:30 AM		0	0	0	West Le
8:45 AM	0	0	0	0	
TOTAL	- 0	0	0	0	
		* **	1	1	
	法的影响	≩%GOLF.	and a set of a second second second	建筑的保证	
	N-LEG	S-LEG	E-LEG	W-LEG	
4:00 PM	0	0	0	0	
4:15 PM	2 ° O ° °	0	0	0	
4:30 PM	0	0	. 0	0	
4:45 PM	0	0	0	0	
5:00 PM	0	0	00	0	
5:15 PM	0	0	0	0	
5:30 PM		0	0	0	
5:45 PM	0	0	0	. 0	
TOTAL	0	0	0	0	

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West Leg



1 m 1 m

Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745 Volumes for: Thursday, June 28, 2012 City: San Diego Pro

Project# 12-1143-001

 ~ 3

Location : Golf Course Dr east of Golf Course

DAY 1

AM Period	NB	SB	EB		WB			PM Period	NB	S	B	EB		WB		
00:00			8		1			12:00				28		27		
00:15			2		0			12:15				24		32		
00:30			2		3			12:30				26		34		
00:45			4	16	0	. 4	20	12:45				22	100	27	120	220
01:00			2		0			13:00				20		24		
01:15			0		0			13:15				25		26		
01:30			2		0			13;30				24		27		
01:45			1	5	3	3	8	13:45				33	102	29	106	208
02:00			0		2			14:00		21 - 124 -		30		28		
02:15			2		0			14:15				32		25		
02:30			1		1			14:30				28		24		
02:45			2	5	2	5	10	14:45				24	114	29	106	220
03:00			2		0			15:00				41		16		
03:15			0	• •	ິ 2			15:15				42		19		
03:30		· **	1		0			15:30				28		21		
03:45		-	1	4	3	5	9	15:45				26	137	25	81	218
04:00		5 <u>-</u>	2		2			16:00			a second	33		24		
04:15			0		2			16:15				30		28		
04:30			0		5			16:30				41		25		
04:45	2.5		1 ·	3	3 ·	12γ	- 15	16:45		a	·.	42	146	24	10 1	247
05:00			1		9			17:00	$\phi \in \mathcal{C}_{1}^{-1} \cap \mathcal{X}_{2}$			50		21		
05:15			2		11			17:15				54		18		
05:30		·	1		13			17:30				42		22		
05:45		-	4.	8	16	49	57	17:45				41	187	20	81	268
06:00			3		18			18:00				53		21		
06:15			5		. 22			18:15				. 56		25		
06:30			2		35			18:30				39		21		
06:45			8	18	32	107	125	18:45				33	181	14	81	262
07:00			6		31			19:00				30		19		
07:15			5		46			19:15				35		13		
07:30			7		55			19:30				32		1 1		
07:45			9	27	69	201	228	19:45				41	138	10	53	191
08:00			15		49			20:00				28		14		
08:00			17		58			20:15				33		18		
08:30			14		56			20:30				30		8		
08:45			13	59	42	205	264	20:45				25	116	11	51	167
			18		32			21:00				24		10		
09:00 09:15			15		32 34			21:15				21		7		
09:15			12		11			21:30				14		11		
09:30			18	63	13	90	153	21:45				19	78	8	36	114
			15		7			22:00				13		5		
10:00			15 14		8			22:00				. 15		6		
10:15			22		8			22:15				14		3		
10:30 10:45			16	67	8	31	98	22:45				17	59	2	16	75
			26		9			23:00	· · · · · · · · ·			11		5		
11:00			26 16		9			23:00				10		2		
11:15			7		20			23:15				8		4		
11:30 11:45			2	51	20 22	60	111	23:30				6	35	1	12	47
Total Vol.			<u></u>	326		772	1098						1393		844	2237
				520								D	aily Tot	als		
										NB	SB		EB		WB	Combine
													1719		1616	3335

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Friday, June 29, 2012

м_{да} с 1 де де

City: San Diego

Project# 12-1143-001

Location : Golf Course Dr east of Golf Course

D	A	Y	2

AM Period	NB	SB	EB 、		WB			PM Period	NB	SE	} .	EB		WB			
00:00			7		0			12:00				31		23			
00:15			4		0			12:15				33		24			
00:30			2		2			12:30				23		30			
00:45			1	14	1	3	17	12:45				32	119	28	105		224
01:00			0		2			13:00				27		23			
01:15			1		1			13:15				31		28			
01:30			0		0			13:30				29		26			
01:45		1 -	0	1	1	4	5	13:45				38	125	14	91	1.1	216
02:00			0		0			14:00				24		22			
02:15			2		1			14:15				23		25			
02:30			1		2			14:30				33		23			
02:45			0	3	0	3	6	14:45				43	123	25	95		218
			1		1		_	15:00				32		15			
03:00			0		3			15:15				28		24			
03:15			1		2			15:30				31		31			
03:30			2	4	0	6	10	15:45				31	122	25	95	·	217
03:45							10					40		22	50		
04:00			1		1			16:00				40 46		22 29			
04:15			0		2 4			16:15				40 52		29			
04:30			1 2	4	4 5	12	16	16:30				52 50	188	20 24	95		283
04:45				4			10	16:45		*			100		55		205
05:00			0		6			17:00				49		20			
05:15			1		3			17:15				44		28			
05:30			2	_	8			17:30				49	107	25	-		204
05:45			3	6	11	28	34	17:45				41	183	25	98		281
06:00	5 C		4		14			18:00				53		13			
06:15	. 1		5		24			18:15				36		26		. •	
06:30			6		29			18:30				38		18			
06:45			3	18	33	100	118	18:45	:			40	167	22	79		246
07:00			5		30			19:00				45		11			
07:15			8		54			19:15				43		20			
07:30			9		41			19:30				41		24			
07:45			6	28	45	170	198	19:45				25	154	9	64		218
08:00			14		58			20:00				27		13			
08:15			18		54			20:15				30		16			
08:30			19		58		<u>.</u>	20:30				20		27		f se	
08:45	1		22	73	42	212	285	20:45			. 9	22	99	5	61	2 4 5	160
09:00			24		39			21:00				22		13		·	
09:15		,	18		21			21:15				14		12			
09:30			16		14			21:30				10		9		·	
09:45	1		18	76	19	93	169	21:45	4		<u></u>	18	64	7	41	s	105
10:00	1.1		17		8		1.1	22:00				17		4			~
10:15			18		5		1.2	22:15				23		7			
10:13			21		9			22:30				21		7			
10:45	5. SF		18	74	6	28	102	22:45				13	74	5	23		97
11:00			16		10			23:00				16		6		07	
11:00	d.		10		8			23:15				12		3			
11:15			22		15		ger i	23:30				13		5			
11:30	· ·	, et .	10	67	19	52	119	23:45			•	6	47	1	15	n Barata	62
11,15			10														
Total Vol.				368		711	1079	4111	Т.,	2 ¹⁰ - 1			1465		862	<u> </u>	2327
	1. A. 1. C	$C > (g_{n,k}^{\frac{1}{2}})^{\frac{1}{2}}$										E	Daily Tot	als		_	
		·								NB	SB		EB		WB		ombined
n an	÷	. T											1833		1573		3406
		4		AM						2 (A.			PM				
Solit %				i a i k		i de ser	-31.75						furos				5 8 .3%
a contrar a						stor C	Contraction of the second second						- jitesi				16,15
			LINE CONTRACTOR OF LAND		أنكنوي	i j	285										290.7

Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Saturday, June 30, 2012

NB

AM Period

City: San Diego

Project# 12-1143-001

WΒ

Golf Course Dr east of Golf Course Location :

SB

EB

WB

							NB	SB	EB		WB	combined
Total Vol.		461		679	1140		ND	CD	1227 Daily Tot	als	881	2108 Combined
11:45	29	132	40	154	286	23:45		12				·····
11:30	37	107	34 40	154	200	23:30		12 12		1 0	15	62
11:15	27		36			23:15		12		8		
11:00	39		44			23:00		11		6		
10:45	 33	107	35	115	222	22:45		16	64	6	27	91
10:30	26		20			22:30		20		9	77	01
10:15	26		29			22:15		15		2		
10:00	22 .		31			22:00		13		10		
09:45	 23	67	32	130	197	21:45		11	55	18	43	98
09:30	18		33			21:30		7		9		
09:15	9		31			21:15		13		9		
09:00	 17		34			21:00		24		7		
08:45	19	50	30	100	150	20:45		14	79	6	56	135
08:30	21		28			20:30		19		15		
08:00	6		20			20:15		19		20		
08:00	 4		22			20:00		27		15		
07:45	5	26	30	76	102	19:45		21		16	71	152
07:30	9		21			19:30		18		17		
07:00 07:15	2	•	9			19:15		21		18		
	 , 10		16			19:00		21		20		
06:30	7	16	, 16	39	55	18:45		24		11	71	179
06:15	2		7			18:30		29		22		
06:00 06:15	6		11			18:15		28		18		
	 1		5			18:00		27		20		
05:30	2	4	9	22	26	17:45		39		12	69	218
05:15 05:30	2		4 8			17:30		29		13		
05:00	0 0		1 4			17:00 17:15		40		19		
04:45	 			10				41		25		
04:30	1 1	4	2 6	10	14	16:30 16:45		34			106	235
04:15	2		2			16:15		38 35		28 33		
04:00	0		0			16:00		22		24 28		
03:45	0	2	2	3	5	15:45					105	270
03:30	1	~	1	-	-	15:30		33 36		23 26	105	248
03:15	1		0			15:15		29		25		
03:00	0		0			15:00		45		31		
02:45	 1	6	1	5	11	14:45		26		19	91	199
02:30	0		1			14:30		34		22		10-
02:15	2		0			14:15		22		28		
02:00	3		3			14:00		26		22		
01:45	3	16	3	9	25	13:45		. 33	122	27	99	221
01:30	5		1			13:30		31		26		
01:15	4		2			13:15		32		23		
01:00	4		3			13:00		26		23		
00:45	8	31	4	16	47	12:45		41	142	28	128	270
00:30	9		1			12:30		35		35		
00:15	7		6			12:15		33		38		
00:00	7		5			12:00		33		27		
AM Periou						THICHOU N						·

ĒΒ WB 1688 3248 1560

PM AM 54.244 4: SSI - 64.9% -35.1% i al ta ielit so 10 (1:00 Haur

DAY 3

PM Period NB

SB

EΒ

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for:

es for: Thursday, June 28, 2012 Saturday, June 30, 2012

Location : Golf Course Dr east of Golf Course

-

City: San Diego

Project# 12-1143-001

3-DAY AVERAGE

AM Period	NB		SB		EB		WB			· .	PM Period	NB		SB		EB		WB		
00:00	0		.0		7		2				12:00	0		0		31		26		
00:15	0		0		4		2				12:15	õ		0		30		31		
00:30	0		õ		4		2				12:30	0		Õ		28		33		
00:45	0 0	0	õ	0	4	20	2	8		28	12:45	ō	0	õ	0	32	120	28	118	238
01:00	0		0		2						13:00	0		0		24		23		
			0		2		1					0		0		24 29		25 26		
01:15	0		0		2		0				13:15 13:30	0		0		29 28		26 26		
01:30	0	0	0	0	1	7	2	5		17		0	0	0	0	20 35	116	20	99	215
01:45		0		<u> </u>		/		5		13	13:45						110		33	215
02:00	0		0		1		2				14:00	0		0		27		24		
02:15	0		0		2		0				14:15	0		0		26		26		
02:30	0	_	0	-	1	-	1				14:30	0		0		32		23		
02:45	0	0	0	0	1	5	1	4		9	14:45	0	0	0	0	31	115	24	97	212
03:00	0		0		1		0				15:00	0		0		39		21		
03:15	0		0		0		2				15:15	0		0		33		23		
03:30	0		0		1		1				15:30	0		0		31		25		
03:45	0	0	0	0	1	3	2	5		8	15:45	0	0	0	0	31	134	25	94	228
04:00	0		0		1		1				16:00	0		0		32		23		
04:15	0		0		1		2				16:15	0		0		38		28	· -	
04:30	0		0		1		4				16:30	0		0		43		26		
04:45	0	0	. 0	. 0	1	4	5	11		15	16:45	0	0	0	0	42	154	23	101	255
05:00	0		0		0		5				17:00	0		0		47		22		
05:15	0		0		1		6				17:15	0		0		46		ź2		
05:30	0		0		2		10				17:30	0		0		40		20		
05:45	0	0	. 0	0	3	6	12	33		39	17:45	0	0	0	0	40	173	19	83	256
	0		0		3		12				18:00	0		0		44		18		
06:00			0		5		12				18:00	0		0		40		23		
06:15	0 0		0		3		24				18:15	0		0	•	35		23 20		
06:30	0	0.	-0	0	6.	17	24	82		00	18:50	0	0	0	0	32	150	20 16	77	
06:45		0.				17		02		99			0		0		152			229
07:00	0		0		7		-26				19:00	0		0		32		17		
07:15	0		0		5		36				19:15	0		0		33		17		
07:30	0		0		8		39				19:30	0		0		30		17		
07:45	0 .	0	0	. 0	7	27	48	149	1	.76	19:45	0	0	0.	. 0.,	29	124	12	63	187
08:00	0		0		11		43			r	20:00	0		0		27		14		
08:15	0		0		14		44				20:15	0		0		27		18		
08:30	0		0		18		47				20:30	0		0		23		17	1.1	
08:45	· 0	0	0	0	18	61	38	172	- 2	233	20:45	0	0		. 0	20	98.	. <u>7</u> .	56	. 154
09:00	0		0		20		35				21:00	0		0		23		10		
09:15	0		0		14		29				21:15	0		0		16		9		
09:30	Ó		0		15		19		÷		21:30	0		0		10		10	· .	
09:45	- 0	0	0		20	69	. 21	104	1 J	73	21:45	- 0 -	.0	0	0	16	66	11	40	106
10:00	0		0		18		15		3	•	22:00	0		0		14		6	êt.	
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		0																		
11:00	0		0		27		21				23:00	0		0		13		6		
11:15	0		0		21		18				23:15	0		0		11		4		
11:30	0	0	0	0	22	0.7	23	00	v . • .	70	23:30	0	~	0	0	11	43	3	14	
11:45	st. Uarsai	· Users	U	0	14	83	21	89]	12	- 23:45	<u> </u>	0	U	. 0	. 8 .	43	··		57
Total Vol.						385		721	1:	106	21						1362		862	2224
	1. SA															р	aily Tota	als		
fertan Alu Beli				12		11							NB		SB		,			Combined
. C.						·						-					1747		1583	3330
		요. 그			а	ik.di							1	1. da					1303	3330
	un nur un Cui		in the second	Linder and services	ب ر مورود الم	M		ryy ang pis		1294							PM MD2W			
Spittee																				- Elsinger
. Peak Jean									l i	1-15							ater.		i Baco	
										ija I										
4210						in in				i de l									Fn (14)	in. i
	*****	manando	ononisite	and the second		o du canada da A								an in national fi		a-ditarifation in	and the state of the			

Prepared by: Field Data Services of Arizona (520) 316-6745 2012 City: San Diego Project# 12-1143-002

Volumes for: Thursday, June 28, 2012

Location : Golf Course Driveway 1

NB TRAFFIC ONLY

AM Period	NB	SB	EB	WB.		PM Period	NB		SB	EB	WB		
00:00	0	·····				12:00	7		-				
00:15	0					12:15	7						
00:30	0					12:30	17						
00:45	0	0				12:45	5	36					36
01:00	0					13:00	б						
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01:30	0					13:30	8						
01:45	0	0				13:45	11	27	••				27
02:00	0					14:00	6						<i>7</i> .
02:15	õ					14:15	9						
02:30	ō					14:30	0						
02:45	õ	0				14:45	5	19					19
						15:00	9						
03:00	0					15:15	10						
03:15	0 0					15:30	6						
03:30		4			4	15:45	10	34					34
03:45	4	4			<u>_</u>	-		51			-		
04:00	0					16:00	6						
04:15	0	2.				16:15	5						
04:30	,0	-				16:30	7	26					26
04:45	0	0		-		16:45	8	26					20
05:00	1					17:00	3						
05:15	4					17:15	4						
05:30	3					17:30	5						40
05:45	6	14			14	17:45	1	13					13
06:00	6					18:00	2						
06:15	3					18:15	1						
06:30	6					18:30	4						_
06:45	11	25			25	18:45	3	9		<u> </u>			9
07:00	5					19:00	1						
07:15	6					19:15	3						
07:30	4					19:30	2						
07:45	3	18			18	19:45	4	9					9
08:00	4					20:00	2						
08:15	6					20:15	1						
08:30	8					20:30	0						
08:45	8	25			25	20:45	0	3			_		3
09:00	11					21:00	0						
09:00	11					21:15	õ						
09:15	4					21:30	õ						
09:45	5	32			32	21:45	0	0					
	5					22:00	0						
10:00						22:00	0						
10:15	5					22:15	0						
10:30	4 8	າາ			22	22:30	0	0					
10:45		22			<u></u>								
11:00	4					23:00	0						
11:15	6					23:15	0						
11:30	7	24			54	23:30	0	2					3
11:45	7	24		.	24	23:45 •	3	3			•		د
		164			164			180					180
Total vol.													
Total Vol.										Daih	v Totals		
iotai voi.								NB	SB		y Totals EB	WB	Combine

АМ	PM
Split % second set of the second s	1.5
Peak Hour Ge 30	12700
Volume - 35	

DAY 1

Prepared by: Field Data Services of Arizona (520) 316-6745 Volumes for: Thursday, June 28, 2012 City: San Diego Pro

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Location : Golf Course Driveway 2

SB TRAFFIC ONLY

Project# 12-1143-003

DAY 1

AM Period	NB	SB		EB WB		PM Period	NB		SB		EB	WB		
00:00		0				12:00			10					
00:15		0				12:15			9					
00:30		0.				12:30			11					
00:45		. O	0	•	1 - A.	12:45		2	10	39				39
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01:30		0.				13:30			10					
01:45		. 0	0			13:45			10	33				33
02:00		0				14:00			9		d			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
02:00		0				14:15			6			*		
02:30		0				14:30			3					
02:45		0	0			14:45			1	19				19
**************************************			<u> </u>							19				19
03:00		0_	•			15:00			9				· · ·	
03:15		0				15:15			10					
03:30		0	_			15:30			8					
03:45		2	2		2	15:45		2.	2	29	······.			29
04:00		1.				16:00			6		6		•	
04:15		. 0				16:15			7					
04:30		0			•	16:30			3				142.00	
04:45		0	1		1	16:45			9	25				25
05:00		2				17:00			5					
05:15		0				17:15			4					
05:30		1.				17:30			2					
05:45		5	9		9	17:45			4	15				15
06:00		2				18:00			2					
06:15		0				18:15			· 1					
06:30		0				18:30			3.					
06:45		0	2		. 2	18:45	5. S		3	9				9
07:00		2				19:00			5	~	· · · · · · · · · · · · · · · · · · ·			
07:15		5				19:15			8					
07:30		4				19:30			8					
07:45			14		14	19:45			6	27				27
			11			. '								21
08:00		2				20:00			9					
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10:00		8			2 A	22:00	-		2				•	
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10:45	· · · · · · · · · · · · · · · · · · ·	7 :- 1	29		29	22:45	<u>,</u> 1	2	0 -	2			18473	2
11:00		4				23:00			0				20 20 1 v	
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11:45			20	· · · · · · · · · · · · · · · · · · ·	20	23:45	<u>8</u> 2	÷	3	3				3
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Total Vol.	in the second		127		127	NG.	С. Р	7		217	Daily Total		1,500 (2008) 1997 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 - 1998 -	217
42.5 Dog	المراجعة المحاجر			an An Ana An Analas an An Anna An An An An An An An				NB		SB	EB	V	VB Co	mbined
2 2.										344				344
				AM				i.	14.	- • •	PM			
Səlit 95 E		-				l asta da				Trettes	81-18-18 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		و بي يو يو ي	3.19#
						nijoonaalasijalaan								
le sultant														al-actor

Prepared by: Field Data Services of Arizona (520) 316-6745 Volumes for: Thursday, June 28, 2012 City: San Diego Pro

Location :

Solit 🖓

Golf Course Driveway 3

Project# 12-1143-004

DAY 1

AM Period	NB	SB	EB		WB			PM Period	NB	SB		EB		WB		
00:00			0		0			12:00				1		6		
00:15			0		0			12:15				0		6		
00:30			0		1			12;30				2		0		
00:45			0	0	0	1	1	12:45				1	4	6	18	22
01:00			0		0			13:00				0		2		
01:15			0		0			13:15				1		2	•	
01:30			0		0			13:30				0		0		
01:45			0	0	0	0	•	13:45				1	2	0	4	6
02:00			· 0		0			14:00				4		12		
02:15			0		0			14:15				0		10		
02:30			0		0			14:30				0		2		
02:45			0	0	0	0		14:45				1	5	4	28	33
03:00			0		0			15:00				3		4		
03:15			0		0			15:15				0		0		
03:30			0		0			15:30				1		0		
03:45			0	0	0	0		15:45				4	8	4	8	16
04:00			0		0			16:00				1		2		
04:15			0		0			16:15				2		2		
04:30			0		0			16:30				0		4		
04:45			0	0	0	0		16:45				2	4	. 6	14	18
05:00			0		0			17:00				1		0		
05:15			0		0			17:15				1		4		
05:30			0		0			17:30				1		4		
05:45			0	0	0	0		17:45				2	5	12	20	25
06:00			0		0			18:00				3		2		
06:15			0		0			18:15				2		0		
06:30			0		0			18:30				0		0		
06:45			0	0	4	4	4	18:45				2	7	2	4	11
07:00			0		2			19:00				0		0		
07:15			1		. 2			19:15				2		2		
07:30			0		6			19:30				1		0		
07:45			1	2	2	12	14	19:45				0	2	0	2	4
08:00			0		4			20:00				0		0		
08:15			3		6			20:15				3		3		
08:30			1		2			20:30				0		0		
08:45			0	4	4	16	20	20:45				0	3	0	3	6
09:00			2		14			21:00				0		0		
09:15			2		4			21:15				0		0		
09:30			2		0			21:30				0		0		
09:45			0	6	0	18	24	21:45				0	0	0	0	
10:00		`	1		8			22:00				0		0		
10:15			2		0			22:15				1		0		
10:30			2		8			22:30				0		0		
10:45			2	6	4	20	26	22:45		<u></u>		0	1	0	0	11
11:00			0		0			23:00				0		0		
11:00			Ö		2			23:15				0		0		
11:30			õ		2			23:30				0		0		
11:45			1	1	4	8	9	23:45				1	1	0	0	1
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Total Vol.				18		79	97								101	140
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									NB		SB		ED		VVD	CONDUM



59.1%

AM	PM
and the second	and the second
	(17) (17)
8 3.50 A	0.9 n54**

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Thursday, June 28, 2012

in in

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5.5

Location : Go

Golf Course Driveway 4

City: San Diego

Project# 12+1143-005

DAY 1

AM Period	OUT I	N EE		VB	e	PM Period	லா	IN	1	EB	WB		
00:00	Nervelage North			0		12:00				0	5		
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01:00		0		0		13:00				8	0		
01:15		0		0	i se	13:15		1		3	0		
01:30		. 0		0		13:30				3 .	0		
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02:00		0		0	·	14:00				0	0		
02:15		0		0		14:15				3	3		
02:30		0		0		14:30				9	0		
02:45		0	0	0 0		14:45			·	5 17	7 0	3 .	20
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03:15		0		0		15:15				14	1		
03:30		0		0		15:30				7	3		
03:45		0	<u> </u>	0 0		15:45				1 31	L 3	8	39
04:00		0		0		16:00				8	3		
04:15		0		0		16:15				7	0		
04:30		0		0	12.1	16:30				3	1		
04:45	· ·	0	0	0 33 0	2.5	16:45				0 17	7 3	7 :	24
05:00		0	1	0		17:00				3	1		
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06:30		2		1		18:30				5	0	• •	
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07:00		0		1	121	19:00				3	1	ď	
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07:30		0		5		19:30				3	0		* 1 ⁵
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08:00		. 3		3	121.00	20:00				3.	1		
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Total Vol.		· .	51	40	90	65.1X			- 	. 15	51	39	189
	ALAST TANK									Daily	Totals		
			1.1 1.1				00	<u>T</u>	IN	E		WB	Combined
¥sta			t, di s							20		78	279
		• •	AM	·			—	e de la		P			
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Attachment E

Prepared by: Field Data Services of Arizona (520) 316-6745 Volumes for: Thursday, June 28, 2012 City: San Diego Pro

Project# 12-1143-006

Golf Course Dr south of Golf Course Location :

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	V	VB	
00:00	8		2					12:00	31		24					
00:15	2		0					12:15	36		30					
00:30	2		2					12:30	37		34					
00:45	4	16	0	4			20	12:45	31	135	36	124				259
01:00	1		0					13:00	23		32					
01:15	0		0					13:15	28		27					
01:30	2		0					13:30	33		27					
01:45	1	4	2	2			6	13:45	40	124	32	118				242
02:00	0		3					14:00	24		35					
02:15	2		õ					14:15	34		27					
02:30	1		1					14:30	23		39					
02:45	2	5	2	6			11	14:45	38	119	24	125				244
	2		0					15:00	49		27					
03:00	2		1					15:15	40		33					
03:15			1					15:30	40		31					
03:30	1 2	5	0	2			7	15:45	45	174	35	126				300
03:45		<u> </u>		<u> </u>			/					120				
04:00	4		1					16:00	40		21					
04:15	1		1					16:15	54		26					
04:30	0		4					16:30	50	400	31	100			· ·	305
04:45	2	7	4	10			17	16:45	55	199	28	106				
05:00	3		7					17:00	42		28					
05:15	5		4					17:15	52		19					
05:30	6		11					17:30	64		25					201
05:45	14	28	9	31			59	17:45	50	208	41	113	·			321
06:00	8		15					18:00	53		22					
06:15	14		17					18:15	41		25					
06:30	13		33					18:30	50		26					
06:45	21	56	28	93			149	18:45	45	189	28	101				290
07:00	16		26					19:00	26		25					
07:15	13		42		÷			19:15	32		33					
07:30	18		50					19:30	37		25					
07:45	19	66	68	186			252	19:45	32	127	15	98				225
	18		51					20:00	32		16					,
08:00	35		50					20:00	21		31					
08:15	30		52					20:30	26		11					
08:30 08:45	23	106	43	196			302	20:35	24	103	12	70				173
08:45		100		190			502			100	9					
09:00	32		34					21:00	24 22							
09:15	37		41				•	21:15	23		11 6					
09:30	23	100	38	100			250	21:30	21	67	6 5	31				113
09:45	28	120	26	139			259	21:45	14	82		51				113
10:00	21		31					22:00	17		11					
10:15	20		27					22:15	13		7					
10:30	27		29					22:30	21	_	7					07
10:45	30	98	33	120			218	22:45	9	60	2	27				
11:00	31		33					23:00	14		7					
11:15	19		24					23:15	9		2					
11:30	23		39					23:30	11		2					
11:45	20	93	34	130			223	23:45	11	45	3	14				59
		604		919			1523			1565		1053				2618
Total Vol.		604		919			1323			1000		2000	D ~	ily Totals		
										NB		SB	Da	EB	WB	Combined
													· •			

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- PPTC-PP	
67.45	
e Peak Hour	
Volome 22, 323 323	1. jedna 19. ježi 1. ježi 11. stole provinské provinské provinské stalova († 126. stole stalova († 126. stole s

DAY 1

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Friday, June 29, 2012

City: San Diego

Project# 12-1143-006

Location : Golf Course Dr south of Golf Course

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DAY 2

AM Period	ŅΒ		SB	E	B	w	В		PM Period	NB		SB		EB		WB	de na se	
00:00	5		1						12:00	45		29			2 <u>1 - 2 - 1</u>			
00:15	5		2						12:15	42		32						
00:30	5		0						12:30	28		35						
00:45	5	20	0	3 .			<u>.</u>	23	12:45	44	159	37	133					292
01:00	3		1					$x_{2} \in \mathbb{C}$	13:00	35		26						
01:15	5		2				· · ·		13:15	44		35		-			ę -	
01:30	3		0				÷		13:30	42		29						
01:45	1	12	4	7				19	13:45	36	157	34	124		nt		÷.,	281
02:00	2		1						14:00	34		26						
02:15	1		0						14:15	40		23		1				
02:30	1		0						14:30	38		30						
02:45	2	6	0	1	<i></i>	<u> </u>		7	14:45	47	159	39	118					277
03:00	2		0						15:00	37		19						•
03:15	0		0						15:15	32		34						
03:30	0		0				•	1.5.	15:30	37		31						
03:45	0	2	0	0 :				2	15:45	32	138	25	109					247
04:00	0		1						16:00	47		30				2		• •
04:15	1		0					•	16:15	52		34						
04:30	2		3					177743	16:30	49		26					٠.	
04:45	1	4	2	6.	20			10	16:45	56	204	29	119.					323
05:00	1		3						17:00	52		23						
05:15	4		1						17:15	55		36						
05:30	8		16				ς.	for the	17:30	5 0		32					() ()	· · ·
05:45	7	20	12	32	-		121	52	17:45	43	200	35	126		<u></u>			326
06:00	13		10					1 4 A	18:00	52		21						
06:15	11		20						18:15	45		27						
06:30	12		17					5.61	18:30	40		20						
06:45	6	42	19	66			<u> </u>	108	18:45	44	181	29	97					278
07:00	24		34						19:00	39		21						
07:15	16		34						19:15	42		26						
07:30	18		57		10		1	1.50	19:30	26		29					1.1	s •
07:45	18	76	.56	181			- ·	257	19:45	23	130	15	91					221
08:00	18		56		• (20:00	25		19						
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09:00	31		46					· _	21:00	24		13						k -
09:15	23		37		1		·.	· . ·	21:15	13		10		•		×.,		
09:30	30		34		· •			$(\Delta_{n+1}^{-1}, \frac{1}{2})_{n}$	21:30	12		7				- : ·	с, ^с .	Р а
- 09:45	36	120	31	148	21	i i Case	9	268	21;45	13	62	7	37			5.7	2.5	99
10:00	18	-	32	1	÷.			e de la constance Al Alex	22:00	18		4				1.9	10	
10:15	27		39		1.		÷.".	81 A	22:15	24		7		:				1
10:30	22		24		÷		1	5 d a 2	22:30	20		7						£1
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11:45	48	136	39	129				265	23:45	5	49	3	14	<u>.</u>				63
Total Vol.		626		901		- <u></u>		1527			1606		1078					2684
		. tat. Qʻzi i	- 6482						1. T.			- · ·		Da	ily Tota	als		
tari ey	s: 1;			42		491					NB		SB		EB		WB	Combine
o þiðið semeros yf here. «ykr⊒e Nessery		n yn dê r		n in series and and a series of the series o							2232		1979					4211
1. A.					A							 A.M.			PM			· · · ·

67.30

TO 40

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Saturday, June 30, 2012

Location : Golf Course Dr south of Golf Course

City:	San	Diego
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Project# 12-1143-006

DAY 3

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	8		4					12:00	47		27				
00:15	9		б					12:15	33		37				
00:30	7		1					12:30	43		45				200
00:45	8	32	3	14			46	12:45	38	161	32	141			302
01:00	4		4					13:00	30		25				
01:15	5		2					13:15	34		32				
01:30	4		1					13:30	35		31				250
01:45	3	16	22	9			25	13:45	42	141	29	117			258
02:00	3		3					14:00	31		27				
02:15	2		0					14:15	32		32				
02:30	0		1				· .	14:30	39		33				0.50
02:45	1	6	2	6			12	14:45	27	129	31	123		·	252
03:00	0		0				1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	15:00	42		33				
03:15	1		0				1	15:15	26		31				
03:30	2		0					15:30	33		28				
03:45	1	4	1	1			- 5	15:45	33	134	41	133			267
04:00	1		0		÷		•	16:00	27		29				
04:15	1		1					16:15	42		27				
04:30	2		1					16:30	38		33				
04:45	3	7	3	5			12	16:45	29	136	24	113			249
05:00	5		1					17:00	45		27				
05:15	0		3					17:15	43		21				
05:30	3		8					17:30	28		18				
05:45	12	20	8	20			40	17:45	43	159	11	77			236
06:00	7		4			·		18:00	28		26				
06:15	13		8					18:15	31		22				
06:30	8		7				2	18:30	27		22				
06:45	19	47	11	30			77	18:45	25	111	13	83			194
07:00	18		14	-				19:00	24		21				
07:15	6		8					19:15	22		33				
07:30	14		15				• •	19:30	21		25				
07:45	19	57	24	61			118	19:45	29	96	16	95			191
			22					20:00	27		21				
08:00	11 25		17					20:00	13		23				
08:15			29					20:30	20		22				
08:30	18 19	73	30	98			171	20:45	14	74	7	73			147
08:45		/5							21						
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09:15	18		28					21:15	13		8				
09:30	30 24	102	31	101			223	21:30 21:45	8	53	8 18	45			98
09:45	34	102	29	121			223					.5			
10:00	24		33					22:00	15		9				
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10:30	32	4.0-	33	105			272	22:30	21	60	8	25			94
10:45	41	137	33	135			272	22:45	18	69	6	25			דע
11:00	45		51					23:00	12		6				
11:15	32		35					23:15	9		7				
11:30	51		39					23:30	12	42	1	1.4			F7
11:45	31	159	50	175			334	23:45	10	43	0	14	<u></u>		57
Total Vol.		660		675			1335			1306		1039			2345
													Daily Totals		
										NB		SB	EB	WB	Combine
										1966		1714			3680
													PM		

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for:

26 ⁻ .

Thursday, June 28, 2012 _ Saturday, June 30, 2012 Location : Golf Course Dr south of Golf Course City: San Diego

Project# 12-1143-006

3-DAY AVERAGE

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
00:00	7		2		0		0			12:00	41		27		0		0		
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00:30	5		1		0	· ·	0			12:30	36		38		0		0		
00:45	6	23	1	7	0	0	0	0	30	12:45	38	152	35	133	0	0	0	0	284
01:00	3		2		0		0			13:00	29		28		0		0		
01:15	3		1		0		0			13:15	35		31		0		0		
01:30	3		0		0		0			13:30	37		29		0		0		
01:45	2	11	3	6	0	.0	0	0	17	13:45	39	141	32	120	0	0	0	0	260
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02:15	2		0		0		0			14:15	35		27		0		0		
02:30	1		1		0		0			14:30	33		34		0		0		
02:45	2	6	1	4	0	0	0	0	10	14:45	37	136	31	122	0	0	0	0	258
03:00	1		0		0		0			15:00	43		26		0		0		· · · · · · · · · · · · · · · · · · ·
03:15	0		0		0		0			15:15	33		33		0		0		
03:30	1		0		0		0			15:30	37		30		0		0		
03:45	1	4	0	1	0	0	0	0	5	15:45	37	149	34	123	0	0	0	0	271
04:00	2		1		0		0			16:00	38		27		0		0		
04:15	1		1		0		0			16:15	49		29		0		0		
04:30	1		3		0		0			16:30	46		30		0		0		
04:45	2	6	3	7	0	0	0	0	13	16:45	47	180	27	113	0	0	õ	0	292
05:00	3		4		0		0			17:00	46		26		0		0		
05:15	3		3		õ		Ō			17:15	50		25		õ		Ő		
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06:45	15	48	19	63	0	0	0	0	111	18:45	38	160	23	94	õ	0	0 0	0	254
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07:30	17		41		. 0		0			19:30	28		26		0		0		
07:45	19	66	49	143	Ő	0	0	0	209	19:45	28	118	15	95	õ	0	0	0	212
08:00	16		43		0		0	-		20:00	28		19		0		0		
08:00	28		41		0		0			20:00	20		26		0		0		
08:30	20 23		43		0		0			20:15	21		23		0		0		
08:45	23	89	38	165	0	0	0	0	254	20:50	19	90	9	77	0	0	0	0	166
09:00	28		38		0		0			21:00	23		10		0	<u> </u>	0		
09:00	26 26		35		0		0			21:00	16		10		0		0		
09:15	20 28		33 34		0		0			21:15	15		7		0		0		
09:45	33	114	29	136	o	0	ō	0	250	21:30	12	66	10	38	0	0	0	0	103
10:00	21		32		0	·····	0			22:00	17		8		0			<u> </u>	102
	29		32 34		0		0			22:00 22:15	17		8 5		0		0 0		
10:15 10:30	29 27		29		0		0			22:15	21		5 7		0		-		
10:30	27 34	111	29 33	127	0	0	0	0	239	22:30	13	68	4	25	0	0	0 0	0	93
	36	<u></u>	40		0	v	0							23		<u> </u>		0	
11:00										23:00	14 10		6		0		0		
11:15	27 24		27 36		0		0			23:15	10		4		0		0		
11:30 11:45	34 33	129	36 41	145	0 0	0 .	0 0	0	274	23:30 23:45	13 9	46	2 2	14	0 0	0	0 0	0	60
			-11		0					23,43	3		<u> </u>			0	0		60
Total Vol.		630		832					1462			1492		1057					2549
															Đa	aily Tot	tals		
											-	NB		SB					Combined

4011

AM	PM
Split %11.18.19.19.19.19.19.19.19.19.19.19.19.19.19.	-8.5% (63.6%) - 63.6%)
eak Hour (145) Volume (47) P.H.F. (17) 0.972	12.15

2122

APPENDIX B

Intersection Calculations

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Existing AM

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Intersection Delay (sec/veh)	8		-		and Suid Statement				
Intersection LOS	Ā								
Volume (spontario) and other				178					
Peak Hour Factor	0.92 0.92			0.82	0.92 E-62-346	0.92	0.92	l Annawa sana da kata sa	
Heavy Vehicles And And And Movement Flow Rate	14 84			193	9 9	2	23 23		
Number of Lanes	0 1	de la composición de		193	9	2 1	23 		
Addition of Larcov states	U. SAN				V.				
					م بري الم الإلام ال				an a
				ΕĎ		<u>0400</u> 8-05		NG TO S	
Opposing Approach Opposing Lanes	WB			EB		0			
Conflicting Approach Left	SB					WB	1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 - 1999 -		
Conflicting Lanes Left	1			0					
Conflicting Approach Right		2011-10-54-5-54		SB		EB			
Conflicting Lanes Right						1			
HCM Control Delay	7.7		and an and the second	8.2	-	7.2			
HCM LOS	A			A		A			
	en en en en					-15 ·	nis La jakki gi s		e the second second Second second
		MARINE				a Nasis di An Shistoria			
Volume Left (%)	14%	0%	<u>55</u> 9%						
Volume Thru (%)	86%	96%	0%						
Volume Thru (%) Volume Right (%)	86% 0%	96% 4%	0% 91%						
Volume Thru (%) Volume Right (%) Sign Control	86% 0% Stop	96% 4% Stop	0% 91% Stop						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane	86% 0% Stop 90	96% 4% Stop 186	0% 91% Stop 23						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume	86% 0% Stop	96% 4% Stop	0% 91% Stop						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane	86% 0% Stop 90 77	96% 4% Stop 186 178	0% 91% Stop 23 0						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate	86% 0% Stop 90 77 0	96% 4% Stop 186 178 8	0% 91% Stop 23 0 21						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group	86% 0% Stop 90 77 0 13 98	96% 4% Stop 186 178 8 0 202 4	0% 91% Stop 23 0 21 2 25 1						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X	86% 0% Stop 90 77 0 13 98 98 1 0.113	96% 4% Stop 186 178 8 0 202 41 0.226	0% 91% Stop 23 0 21 2 25 25 1 0.028						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway, Hd	86% 0% Stop 90 77 0 13 98 1 0.113 4.158	96% 4% Stop 186 178 8 0 202 1 0.226 4.025	0% 91% Stop 23 0 21 2 25 1 0.028 4.046						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway, Hd Convergence(Y/N)	86% 0% Stop 90 77 0 13 98 1 1 0.113 4.158 Yes	96% 4% Stop 186 178 8 0 202 1 0.226 4.025 Yes	0% 91% Stop 23 0 21 25 1 0.028 4.046 Yes						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway: Hd Convergence(Y/N) Capacity	86% 0% Stop 90 77 0 13 98 1 0.113 4.158	96% 4% Stop 186 178 8 0 202 1 0.226 4,025 Yes 890	0% 91% Stop 23 0 21 2 25 1 0.028 4.046 Yes 890						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway; Hd Convergence(Y/N) Capacity Service Time	86% 0% Stop 90 77 0 13 98 1 0.113 4.158 Yes .857	96% 4% Stop 186 178 8 0 202 1 0.226 4.025 Yes	0% 91% Stop 23 0 21 25 1 0.028 4.046 Yes						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway, Hd Convergence(Y/N) Capacity Service Time HCM Lane V/C Ratio HCM Control Delay	86% 0% Stop 90 77 0 13 98 11 0.113 4.158 Yes 857 2.209	96% 4% Stop 186 178 8 0 202 40 202 4 0.226 4.025 Yes 890 2.059	0% 91% Stop 23 0 21 2 25 1 0.028 4.046 Yes 890 2.046 0.028 7.2						
Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway, Hd Convergence(Y/N) Capacity Service Time HCM Lane V/C Ratio	86% 0% Stop 90 77 0 13 98 1 0.113 4.158 Yes 857 2.209 0,114	96% 4% Stop 186 178 8 0 202 10 202 11 0.226 4.025 Yes 890 2.059 0.227	0% 91% Stop 23 0 21 22 25 1 0.028 4.046 Yes 890 2.046 0.028						

Synchro 8 Report Page 1
HCM 2010 TWSC 2: Golf Course DRive & DWY 3

Existing AM

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Intersection Delay (sec/veh)	: 0.4								
					2-16 - 16 - 16 - 16 - 16 - 16 - 16 - 16				
						×17.,			
www.com			$\overline{\gamma}$	le șe .		i i jorr	as 18.57-		
Conflicting Peds.(#/hr)	0	0	<u>Q</u>	0		0	0		
Sign Control	Stop	Stop	Free	Free		Free	Free		
Right Turn Channelized	None	None	None	None		None	None		
Storage Length	0	0	0				0		
vledian Width	12			0		0 0%			
Grade (%)	0%		<u> </u>	0%		0%	0.92		
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92		
Heavy Vehicles(%)	2	2 4	2 8	93		203	 14		
Novement Flow Rate	3 		o 0			200	14	1	
	- 1 - S - S	- <u>-</u>	92.				(NET CIE
				100 - 413/4 - 400 E	والمراجع والمراجع والمحمد المحمد والمحمول والمحمد	and a state of the	Second and the second secon		american
			man a summer and a sub-						
Conflicting Flow Rate - All	319	210	217	0		0	0	uu xana daa saasaa	
Stage 1	210				12-14-14-14-14-14-14-14-14-14-14-14-14-14-				Print
Stage 2	109	-	-	-			- 1949-1946-19		
ollow-up Headway	3.518	the second of the substance of the distance of	2.218						
Pot Capacity-1 Maneuver	674 825	830	1353	-			- 		
Stage 1 Stage 2	916						- -		
Time blocked Platoon(%)	0	-	- 0				and Maria di Seri		
Nov Capacity-1 Maneuver	670	830	1353			-	-		<u>i postan</u> te
Nov Capacity-2 Maneuver	670				14 0 4 04 04 0				
Stage 1	825	-	-	-		-	-		
Stage 2	911					$\{p_i\}_{i=1}^{m}$		(1) · · · · · · · · · · · · · · · · · · ·	
			1			S.S.S.			
ICM Control Delay (s)	9.8		0.6			0			Management
ICM LOS	Δ		υ.υ Δ	r es par					
	. Sec	a the second and the second		Inclusion and American Street	www.cameid	tente la constante destante destantes			-1911.00
		51 <u>.</u> (15),		No Si					5
Capacity (vph)			753						
CM Control Delay (s)	NAME OF THE OWNER OWNER OWNER OWNE	376	9.8						
HCM Lane VC Ratio).()06 -	0.01	- 	-				
ICM Lane LOS	(u-b) 0 (A	A 0.031						
ICM 95th Percentile Queue	(ven) 0.0)17 -	0.031	-	-				

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Existing AM

										n da series nel series	
Intersection Delay (sec/veh):	0.5	n yn Prespiriten Arres								$\label{eq:states} \begin{split} & \sum_{i=1}^{n} \left(\frac{1}{2} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}$	
mersection Delay (secreti).	0.0		i ang sa								
			5		Votores				1		
Volume (vph) Conflicting Peds.(#/hr)	0 0		ు 0	- 13 0	93 0		19	1 <u>0</u> D 0			
Sign Control	Stop		Stop	Free	Free		Free		1998 (SA		
Right Turn Channelized	None		lone	None	None		None				
Storage Length	0		.0	0				0			
Median Width	12				0)			
Grade (%)	0%				0%;		.09	and the second second			
Peak Hour Factor	0.92).92	0.92	0.92	-	0.9	2 0.92			
Heavy Vehicles(%)			. 2.	2	2			2 - 2			
Movement Flow Rate Number of Lanes	0	an ta cast a se	5 0	14 0	101		208	B 0			
NUMBER OF Lanes			U	. <u>V</u>	2 - 1995. S			1) - U			
	and the state of the	atta atta da antesana					an a				
Migher #Whinger				uka kuke wa kasi Ka	13(0)		and the second				
Conflicting Flow Rate - All	337		208	208	0		(- C			STREET, STREET, ST
Stage 1	208 129	2			1997 - S. 1 1997 - S. 1997 - S. 19						
Stage 2 Follow-up Headway	3.518	Q Q	212	- 2.218	-				1977 (S. 1977)	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	
Pot Capacity-1 Maneuver	658		832	1363							
Stage 1	827							- 0			
Stage 2	897		-	-	-			- 0			122222222
Time blocked-Platoon(%)	0		0	0				- 0			
Mov Capacity-1 Maneuver	651		832	1363							a) A)
Mov Capacity-2 Maneuver	651		Calendaria Calendaria								
Stage 1 Stage 2	827 887		-	- -	- 1960 - 1963 - 1963						
Sidyez	001.55		a i Fast								
			ಇನ್ರಡಚಿಸಿದ		entre de la companya de la companya Reconstrucción de la companya de la c	199 	en e		atom and the state	State -	
				N					a san san san san san san san san san sa	n territoria de la composition no de la composition d	
HCM Control Delay (s)	9.4			0.9		9.999 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997		0	i tadi Mana	1990 (C. 1997) 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -	
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			10						ana dina 1 Malagarta	anter a contra	
Capacity (vph)		7.000		832							
HCM Control Delay (s) HCM Lane VC Ratio		7.669		9.4 0.007							
HCM Lane LOS		Δ		0.007	- 						
HCM 95th Percentile Queue	(veh)	0.031	- -	0.02	-						

HCM 95th Percentile Queue (veh) 0.031 - 0.02

HCM 2010 AWSC 1: Golf Course Drive & DWY 1/2

Existing PM

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	0.4			bi antaren et electrone							
Intersection Delay (sec/veh)	8.1 A										
Intersection LOS	A								(82.7.6-5.)		
	The second se			- 1 h. 7.	19 - 10 - 10 24 - 1	Territory and					
volume voni su statues	13749 1 2-2-481			T4	Î.	6		<u>172</u>			
Peak Hour Factor	0.92 0.92			0.92	0.92	0.92		0.92			N. SPACE
Heavy Vehicles(%)	- 2 - 2			. 2 .	2	2 "	- 1 .2	2			
Movement Flow Rate	21 197			80	7	7	n an	23		27. T. L. L. S. S. T. M.	ini.
Number of Lanes	. 0 1	$\langle \hat{e} \rangle \langle \hat{e} \rangle \langle \hat{e} \rangle \langle \hat{e} \rangle$		1.	0.	<u>.</u> 1		. 0 .			
· .											
						S P					
Opposing Approach	WB			EB					• .		
Opposing Lanes	- 1 - -			1.5	$e = e \rho_{1} e$	÷0: ⇒					
Conflicting Approach Left	SB		AND STREET STREET, STR			WB					-
Conflicting Lanes Left.	< <u>1</u>					1					
Conflicting Approach Right				SB		EB					98.282 in
Conflicting Lanes Right	0			1.5		(1 - 5					
HCM Control Delay	8.4			7.6		7.3	CAN DO DO DO				81942
HCM LOS	A	1997 - A. S. S. S.		$\Delta \rightarrow i$	8	Se A se	AS STREET	****	1		
										The second s	C.E.F
										an a	1965
		GWALN'S	-S21/14								
	10%	0%	22%								
	بمالوديده فتشتهدوه يعتقوهم فكراه والكثر الدها فتتنافحه التدا المعاصه	0% 93%.	22% 0%								
Volume Left (%)	10% 91% 0%	0% \$1.93%. 7%	22% 0% 78%								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control	10% 91% 0% ≲Stop	0% 93% 7% Stop	22% 0% 78% Stop								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane	10% 91% 0% Stop 200	0% 93% 7% Stop 80	22% 0% 78% Stop 27								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume	10% 91% 0% 200 181	0% 93% 7% Stop 80 74	22% 0% 78% Stop 27 0								
Volume Left (%) Volume Thru (%)> Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume	10% 91% 0% ∠Stop 200 181 0	0% 93% 7% Stop 80 74: 6	22% 0% 78% Stop 27 0 21								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume	10% 91% 0% - Stop 200 181 0 19	0% 93% 7% Stop 80 74 6	22% 0% 78% Stop 27 0 21 6ia								
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Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane LeftTurning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X	10% 91% 0% Stop 200 18/1 0 19 217 11 0.246	0% 93% 5top 80 74 6 00 87 1 0.099	22% 0% 78% Stop 27 0 21 65 29 1 0.034								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry/Group Degree of Utilization, X Departure Headway, Hd	10% 91% 0% Stop 200 181 0 19 217 1 0.246 4.069	0% 93% 7% Stop 80 74 6 0 87 1 0.099 4.103	22% 0% 78% Stop 27 0 21 6 3 29 1 0.034 4.167								
Volume Left (%) Volume Thru (%)- Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry Group Degree of Utilization, X Departure Headway. Hd Convergence (Y/N)	10% 91% 0% Stop 200 181 0 217 217 1 0.246 4.069 Yes	0% 93% 7% Stop 80 74 6 0 87 1 0.099 4.103 Yes	22% 0% 78% Stop 27 0 21 6 4 29 1 0.034 4.167 Yes								
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Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry/Group Degree of Utilization, X Departure Headway, Hd Convergence(Y/N) Capacity Service Time HCM Lane V/C Ratio HCM Control Delay	10% 91% 0% Stop 200 183 0 19 217 11 0.246 4.069 Yes 880 2.104 0.247/ 8.4	0% 93% 7% Stop 80 74 6 00 87 1 0.099 4.103 Yes 866 2.164 0.1 7.6	22% 0% 78% Stop 27 0 21 6 29 1 0.034 4.167 Yes 864 2.167								
Volume Left (%) Volume Thru (%) Volume Right (%) Sign Control Traffic Volume by Lane Left:Turning Volume Through Volume Right Turning Volume Lane Flow Rate Geometry:Group Degree of Utilization, X Departure Headway: Hd Convergence(Y/N) Capacity Service Time HCM:Lane V/C Ratio	10% 91% 0% Stop 200 181 0 19 217 1 0.246 4.069 Yes 880 2.104 0.247	0% 93% 7% Stop 80 74 6 0.0 87 1 0.099 4.103 Yes 866 2.164 0.1	22% 0% 78% Stop 27 0 21 63 29 1 0.034 4.167 Yes 864 2.167 0.034 7.3								

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HCM 2010 TWSC 2: Golf Course DRive & DWY 3

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Existing PM

Intersection Delay (sec/veh):	0.5							
Volume Wohi Conflicting Peds (#hr) Sign Control Right Turn Channelized	0 Sice None	0 Steps None	D D Free None	0 0 Free None		0 0 Ereense None	Free	The second
Storage Length Median Width Grade (%) Peak Hour Factor Heavy Vehicles(%)	0 12 0% 0.92 2	0 0.92 2	0 0.92 2	2		0 0% 0.92 2	0 0.92 2	
Movement Flow Rate Number of Lanes Macon Grand Conflicting Flow Rate - All	5 1 325	4 0 102	8 0 104	207	ye a	100 11	0	
Stage 1 Stage 2 Follow-up Headway Pot Capacity-1 Maneuver	102 223 3.518 669	- 3 318 953	- - 2.218 1488	0 - - - - - - -		0 	0 dia 644 - - 	
Stage 1 Stage 2 Time blocked-Platoon(%) Mov Capacity-1 Maneuver Mov Capacity-2 Maneuver	922 814 0 665 665	- 0 953	- 0 1488	- - 21	रे (मह		-	
Stage 1 Stage 2 Approach HCM Control Delay (s)	922 809 EE 9.7	-	- 	-		- - 0	-	
HCM LOS	A NEI		A 768			Ā		
HCM Control Delay (s) HCM Lane VC Ratio HCM Lane LOS HCM 95th Percentile Queue (7,432 0.005 A veh) 0.015	-	9:7 0.013 A 0.039	113.() 113.() 1	-			

HCM 2010 TWSC 3: Golf Course Drive & DWY 4

Existing PM

tersection Delay (sec/veh): 0.4
D 10 2 197 5H 1 onflicting Peds.(#/hr) 0 0 0 0 0 ign Control Stop Stop Free Free Free ight Turn Channelized None None None None None forage Length 0 0 0 0 0
oume with the second operation of the second seco
oume with the second operation of the second seco
onflicting Peds.(#/hr) 0 0 0 0 0 ign Control Stop Stop Free Free Free ight Turn Channelized None None None None forage Length 0 0 0 ledian Width 12 0 0
onflicting Peds.(#/hr)0000000ign ControlStopStopFreeFreeFreeFreeight Turn ChannelizedNoneNoneNoneNoneNonetorage Length0000ledian Width12000
ight Turn Channelized None None None None None None None O torage Length 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
torage Length 0 0 0 0 ledian Width 12 0 0
ledian Width 12 0 0
rade (%) 0% 0% 0% eak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92
eavy Vehicles(%) 2 2 2 2 2 2 2 2
lovement Flow Rate 0 11 2 214 104 1
umber of Lanes 1 0 0 1 1 1 0
Maio 4
onflicting Flow Rate - All 323 105 105 0 0 0
Stage 1 105
Stage 2 218
ollow-up Headway 3:518 3:318 2:218 -
ot Capacity-1 Maneuver 671 949 1486 -
Stage 1 919
Stage 2 818
ov Capacity-1 Maneuver 670 949 1486
Stage 1 919 -
Stage 2 816
CM Control Delay (s) 8.8 0.1 0
CM Control Delay (s) 8.8 0.1 A
apacity (vph) 949
CM Control Delay (s) 7.426 8.8 CM Lane VC Ratio 0.001 - 0.011
CM Lane LOS A - A
CM 95th Percentile Queue (veh) 0.004 - 0.035

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HCM 2010 TWSC 4: Golf Course Drive & Proposed DWY 1

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Intersection Delay (sec/veh):	• 1.8	NTADAWAY AND					-		
		ang sa						an a	
Merili Manuelli Maria Maria						S.S.	5 m 1.9 20 m 1.9		
Volume (vph)	16	- 25		109			25		
Conflicting Peds.(#/hr) Sign Control	0 Stop	0 Stop	0 Free	0 Free		0 Free	0 Free		
Right Turn Channelized	None	None	None	None		None	A state of a base of state of the	na an an Allanda. Taga na Allanda (1)	
Storage Length	<u>0</u>	0.	0				0		
Median Width	12			0		0			
Grade (%)	0% 0.92	0.00	0.00	0%		0%			
Peak Hour Factor Heavy Vehicles(%)	0.92	0.92	0.92 2	0.92		0.92	0.92		
Movement Flow Rate	17	27 27	40	118		205	27		
Number of Lanes	sa 1	0	. 0.	1		1.	0		
a standard freedom as seen at the second		1							
Mishord Minet				Nejo -			n an	<u>- 1999</u> - Standard Marine, 1995 Marine Marine, 1997 - Standard Marine, 1997 Marine Marine, 1997 - Standard Marine, 1997 Marine Marine, 1997 - Standard Marine, 1997	
Conflicting Flow Rate - All	417	219	232	0	and a state of the	0	0		(apple)
Stage 1	219 198	an 1997. an 1993. An 1997 an 19							
Stage 2 Follow-up Headway	3.518	- 3.318	- 2.218	-		- -	-		
Pot Capacity-1 Maneuver	592	821	1336	-		-	-		
Stage 1	817								
Stage 2	835	-	-	-		-	-		
Time blocked-Platoon(%) Mov Capacity-1 Maneuver	0 573	0 821	0 1336	913-1 <u>3</u> -13				arang terapat	
Mov Capacity-2 Maneuver	573	021	1000	- 					
Stage 1	817	-	-	-			-		
Stage 2	808			200 B			an a		
s na shekara na 1997 a jingan ƙarar matar	en en anti-	e haanse en ster	A STANA SA A	i Sonta Materia da La	<u>. An i</u> stration of the second	a futile uniters	an can ann a	ى مەربە رار ئارداللىغۇرى - 1 - ئار ر	te Mastri u
	en e		N.					an a	
HCM Control Delay (s) HCM LOS	10.5 B		2			Ö			
	entre Datas i t		A A						
			ini ang sa Batang sa					na taking ngangkasing sa	Stan
Capacity (vph)			702		andres a saint to active	breit in Brits neue di	a haranan di Ayera	· 御徳、家	
HCM Control Delay (s)	7.778		10.5						
HCM Lane VC Ratio	0.03		0.063	-	-				
HCM Lane LOS	(h) 0.002		B		•				
HCM 95th Percentile Queue	(veh) 0.093	-	0.203	-	-		nen de Las de	ya (1111aan jilangi).	र्डव⊈ः ३.

2/5/2013 Rick Engineering Company (J#16502) •

HCM 2010 TWSC 7: Prop DWY 2

Proposed AM

Intersection Delay (sec/veh)): -			,		t.	n an an ann an Annaichtean an Annaichtean an Annaichtean an Annaichtean ann an Annaichtean ann an Annaichtean a	an a
winn: ing hits and see								
Conflicting Peds.(#/hr)	0	0	0	Ö	0	Ő		niproren.
Sign Control	Stop	Stop.	Free-	Free	Free	Free		
Right Turn Channelized	None	None	None	None	None	None		
Storage Length	0	0		0	- 0	S of the		
Median Width	12		0			0	an a	-
Grade (%)	0%		5 0%	Sec. 1	an a	0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		in an
Heavy Vehicles(%)	2	2	2	2	2	2		
Movement Flow Rate	0.55	0	0	0	0	0		
Number of Lanes		. 0	in 1, 1 , 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	- : <u>.</u> 0	0			
								-
			412110: 4			Vienci		
Conflicting Flow Rate - All	0		0	na Karen i T		0	e nangerigi te stja stor storini kan National stati	
Stage 1	0							
Stage 2	0		-	-			and a standard stranger of the standard strang	70784670ex
Follow-up Headway	3.518	0		0	0			
Pot Capacity-1 Maneuver		0	-	0.	0	-		
Stage 1		0		. 0	- 0			
Stage 2		0		0	0	-		調發指定
Time blocked-Platoon(%)	.0	0		. 0.,	0.			
Mov Capacity-1 Maneuver		-	-	-	-	-		
Mov Capacity-2 Maneuver								
Stage 1	-	-	- Karatista an	- 1945-1946-19	- 417-24-24	- 		R.S.
Stage 2								

	and the second		and many second	<u></u>			and the second secon
HCM Control Delay (s)	0	and the second particular		0	na sain ana n-	동안 4 전체 · 4 2	an a
HCMLOS	Â		A State	- · · · · · · A ·	$M_{\rm eff} = 10000$	$C \in \mathbb{R}^{d}$	

		<u>7</u>						
Capacity (vph)	in.				•	and the second	7.	
HCM Control Delay (s)		· 0				an an Araba an Araba. An an Araba an Araba	a de la	
HCM Lane VC Ratio	-		-	e tentile deriver and furnet an dealer		a da da anticipada da antic	Solver and the second	
HGM Lane LOS		. A .						
HCM 95th Percentile Queue (veh)	-	-	-					

HCM 2010 AWSC 5: Golf Course Drive & Prop DWY 2

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Proposed AM

Intersection Delay (sec/veh)	0.6					n de la composition A composition de la composition A composition de la c			1.4.15
Intersection LOS	8.6 A								
Volumet.vpri) in Advancement Peak Hour Factor	0.92	0.92	0.92	0.92 (0.92 Vol 0:6				ana ana
-cavy Vetices (%),	1	<u>:::::::::::::::::::::::::::::::::::::</u>	star ê de			Richt			<u>ě</u> ří
Vovement Flow Rate	207 14-17:55 - 14-1	27 1235 10 13 60 51	40 1211-121	98 111 - 10	Talle Loun				Sto 22
		ν. 			Left Turnir				3
Dposing Approach	A. 414		SW	and the second sec	Right Turnir		20 ⁻¹	n an an Anna Mais an Anna Mais an Lige (1186	13 .
Opposing Lanes	0		- 3vv - 1		1 Lane	Flow Rate			13
Conflicting Approach Left	NE 1		0.		NW Geome Degree of Ut				D.15
Conflicting Approach Right	SW		NW		eparture Hea	adway, Hd		4	4.12
HCM Control Delay	9.2		7.9		8	ence(Y/N) Capacity			Ye 87
ICM LOS	A		A		A Se HCM Lane			and the second se	2/ <u>12</u>).15
ICM Control Delay	7.9	9.2 8							
ICM Lane LOS ICM 95th Percentile Queue	A 0.6	A A 1.2 0.2						t efter van de se	
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and a second	e de la companya de l			s	<u> </u>	2		an a baa	
		an a	신 가지 생활하다 		er en l'activit es				- 1
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				in deline National					1. J. J.
	- -				이 고려와 생활되었다. 전문 전			an star	99 127 - 1 6 - 138
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								a providente en la companya de la co	

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HCM 2010 TWSC 4: Golf Course Drive & Proposed DWY 1

Proposed PM

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Withorn, etc.									
Intersection Delay (sec/veh)): 1.8							1	÷
						e ja al sta			
Alfa da Fri Kurata da Granda da Bartaria									
Valume (vpm)	настан К.Мания О	0	0 0	0		0	0		
Sign Control	Stop	. Stop	• ·	Free		Free	Free		
Right Turn Channelized	None	None	None	None		None	None		
Storage Length	0	0	- 0				· · · 0· · ·	i - Ares	
Median Width	12			0		0	an ann an Aonaichtean ann an Aonaic		
Grade (%)	0%			0%		0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	A Constant of State	0.92	0.92	an a	RUNNER CONTRACTOR
Heavy Vehicles(%)	2			2		25	. 2		
Movement Flow Rate	23	34	29	213		109	20	120000000000000	
Number of Lanes	1	0	· · · · ·	1		\$\$ \$ \$ 1 5	0 = 0		
			4			11			an a
an ann an Aonaichte an Aonaichte An Anna Aonaichte an	d den en dette fakter Staten i Staten i Stat	a na ann an Arlan an Ann an Arlan a' A Arlan a' Arlan a' Arl	ena anta anta en da esta. Nota			ះ ស្រុងទ្រ			
Conflicting Flow Rate - All	390	119	129	0		0	0		
Stage 1	119	esel se prod							
Stage 2	271	- 14 - 14 - 14 - 14 - 14 - 14 - 14 - 14	-			-	-		
Follow-up Headway	3.518	3.318				N			
Pot Capacity-1 Maneuver	614	933	1457	-		-	-		
Stage 1	906			5		1759:55			
Stage 2	775 0	-	-	- 1975-1975-1975		- 	- 83491-955		
Time blocked-Platoon(%)	000 600	933	0 1457				-		
Mov Capacity-1 Maneuver Mov Capacity-2 Maneuver	600	800	1407	-		-			
Stage 1	906					-	-		
Stage 2	757			- A.				TRACE	
0090-								nga kanala sa	
						S.			
						0			a de la constance de la constan La constance de la constance de
HCM Control Delay (s)	10.1 B		0.9			U 58 A			
HCM LOS	555.50 D. 19		$\sim \Lambda^{-1}$			$\sim 10^{-10}$			
								and the second	
(1) Strategic on the second statistic of the secon		NEPPENIE	eran	SMA .	SWR				
Capacity (vph)			762						
HCM Control Delay (s)		522	10.1						
HCM Lane VC Ratio		0.02 -	0.074	- 541.0207734034	-				
HCM Eane LOS	(unh)	.062 -	B 0.24						
HCM 95th Percentile Queue	(ven) 0	.002 -	0.24	-	-				

Proposed PM

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Intersection Delay (sec/veh)): -					1.6	(dette	haist wit	
Marianelių	SIN Y			0					
Volume (vph) Conflicting Peds.(#/hr)	0. 0	0 0	and the second distance of the) ()) ()	and the second second second	0 0		N. 68 î. î. 69	
Sign Control	Stop			e Free		Free			
	None	None	S None		None	None		u∱i Ato∱ i CB	
Storage Length	0	0		0.	0				
Median Width	129,101)		0			HASING COLUMN
Grade (%)	0%	0.92	0% 0.92	Contraction of the Party of the	0.92	0%			
Peak Hour Factor Heavy Vehicles(%)	0.92	0.92	0.9	2 0.92	0.92	0.92			
Movement Flow Rate	0	0) 0	0	0			
Number of Lanes		. <u>0</u>			0				
	e de la companya de Este de la companya d	in a constant at an in a fair a					Jin Jin	्याः सम्बद्धाः १९७२ २९०० २५४ - २२२	Personal and the second
Vielend III Or		e dan kara perintangan Perintangan perintangan perintangan perintangan perintangan perintangan perintangan perintangan perintangan peri Perintangan perintangan perintangan perintangan perintangan perintangan perintangan perintangan perintangan peri	WEIGH			VERAP 2 23		anger - _{Lef} ier, Seiters	
Conflicting Flow Rate - All	0) –		0			
Stage 1	0			-		$\mathbf{P}_{ij} = \mathbf{P}_{ij}$			
	0				-	-			
Follow-up Headway	3.518	Contrar construction of the state of the		- 0	0				
Pot Capacity-1 Maneuver Stage 1	-	0 0		- 0 - 0	0	- 144		ante de la Calendaria. Notas de la Calendaria	
Stage 2	-	00		- 0	0	-			
Time blocked-Platoon(%)	0			- 0-	Ô				
Mov Capacity-1 Maneuver	-	-			-	-			
Mov Capacity-2 Maneuver									
Stage 1	-	-			- 	-		1.5	
Stage 2									
	· · · · · · · · · · · · · · · · · · ·	ang ing a superior of succession		Phillippine and the second	a stabilitati da da		Santataka kandar		and the second
HCM Control Doloy (a)				Balana Balang Bana Balan					
HCM Control Delay (s) HCM LOS	0 A) \	0				
					$\Delta = \Delta $				
		an kwi as	S.M.			家民行業委員			
Capacity (vph)					an an ann an Anna an Anna Anna Anna Anna	antes estadores			
HCM Control Delay (s)		 0							
HCM Lane VC Ratio			-			4:32) Elizado (17)	, ,		
HCM Lane LOS		- A							

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HCM 95th Percentile Queue (veh)

2/5/2013 Rick Engineering Company (J#16502)

Synchro 8 Report Page 2

HCM 2010 TWSC 7: Prop DWY 2

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Proposed PM

HCM 2010 AWSC 5: Golf Course Drive & Prop DWY 2

Intersection Delay (sec/veh) 8.1 Intersection LOS A Volume (vph) 87 18 26 191 21 Voluate Left (%) 0% Volume (vph) 87 18 26 191 21 Voluate Left (%) 0% Peak Hour Factor 0.92		and a faile Martin are					1 - 1 - Art - 1		
Intersection LOS A Volume (vph) 87 18 26 191 21 Volume Left (%) 0% Peak Hour Factor 0.92 <t< td=""><td>235 (561 (110))</td><td></td><td>n an an the second</td><td>n sa manana kana sa ka</td><td>المراجع المراجع . مراجع المراجع . في</td><td>in the second</td><td></td><td></td><td></td></t<>	235 (561 (110))		n an an the second	n sa manana kana sa ka	المراجع المراجع . مراجع المراجع . في	in the second			
Volume (vph) 87 18 26 91 21 Volume (vph) 0% Peak Hour Factor 0.92 <td>Intersection Delay (sec/veh)</td> <td>8.1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>TO STRATE OF ST</td>	Intersection Delay (sec/veh)	8.1							TO STRATE OF ST
Volume (vph) 87 18 26 191 21 Volume Left (%) 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 12% Heavy, Vehicles(%) 2 <t< td=""><td>Intersection LOS</td><td>A</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Intersection LOS	A							
Volume (vph) 87 18 26 191 21 Volume Left (%) 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 12% Heavy, Vehicles(%) 2 <t< td=""><td>Constant in</td><td></td><td>en en e</td><td></td><td></td><td>Ning 192</td><td>Service Service</td><td>SWEEKS MILLION</td><td></td></t<>	Constant in		en e			Ning 192	Service Service	SWEEKS MILLION	
Peak Hour Factor0.920.9	and a second	07/		10		26	101	24 Volution Pote	<u></u>
Fieary Vehicles(%)222222Volume/Right (%)88%Movement Flow Rate95202820823\$34 in ControlStopNumber of Lanes1010Trattic Volume by Lane217Left Turning Volume26Made01111Opposing ApproachSWRight Turning Volume0Opposing Lanes0111236Conflicting Approach LeftNENWGeometry Group1Conflicting Lanes Left10Dedree of Utilization, X0.246Conflicting Approach RightSWNWDeparture Headway, Hd3.748Conflicting Lanes Right110Convergence (V/N)YesHCM Control Delay8.487.9Capacity965HCM LOSAAAAService Time1.75HCM Control Delay88.47.90.245		the second second second second		0.02		Contraction of the second	AND THE SECOND CONTRACT	A STATISTICS AND A STATIS	-12%
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HCM.95th Percentile Queue 1 0.5 0.2

2/5/2013 Rick Engineering Company (J#16502)

Balboa Park Golf Course Drive Improvements

Balboa Park Committee March 6, 2021



Solution Parks and Recreation Department



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Solution Parks and Recreation Department



MACHINE COUNT TRAFFIC VOLUMES

	FROM 01/01	/2005 - 03/12/2020					
CITY OF SAN DIEGO - TRAFFIC ENGINEERING	LIMITS	NORTHBOUND		EASTBOUND WESTBOUND	TOTAL	FILE NO.	DATE
GOLDFINCH ST	REYNARD WY - UNIVERSITY AV	3,304	3,402		6,706	0094-19	05/15/19
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	1,800	155		1,955	0841-10	09/09/10
GOLDFINCH ST	FORT STOCKTON DR - LEWIS ST	2,200	1,711		3,911	0909-13	10/17/13
GOLDFINCH ST	SUTTER ST - BUSH ST	3,480	4,200		7,680	0169-06	03/22/06
GOLDFINCH ST	SUTTER ST - BUSH ST	3,505	3,790		7,295	0171-09	03/26/09
GOLDFINCH ST	SUTTER ST - BUSH ST	3,209	3,435		6,644	0232-12	03/13/12
GOLDFINCH ST	SUTTER ST - BUSH ST	3,609	3,086		6,695	0260-15	05/12/15
GOLDFINCH ST	SUTTER ST - BUSH ST	3,309	3,342		6,651	0047-16	03/01/16
GOLDFINCH ST	SUTTER ST - BUSH ST	3,073	3,204		6,277	0094-20	03/12/20
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,300	2,920		6,220	0097-05	03/30/05
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,170	2,380		5,550	0141-08	03/25/08
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	3,525	2,740		6,265	0331-11	05/24/11
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2,263	2,455		4,718	0527-14	07/09/14
GOLDFINCH ST	UNIVERSITY AV - WASHINGTON ST	2.621	2,470		5,091	0071-18	03/14/18
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	4,230	4,975		9,205	0842-10	09/09/10
GOLDFINCH ST	WASHINGTON ST - FORT STOCKTON DR	3,179	3,133		6,312	0910-13	10/16/13
GOLF COURSE DR	26 ST - 28 ST	1,890	2,040		3,930	0067-05	03/31/05
GOLF COURSE DR	26 ST - 28 ST	1,950	2,220		4,170	0116-08	03/19/08
GOLF COURSE DR	26 ST - 28 ST			1,935 1,980	3,915	0116-08	05/12/11
GOLF COURSE DR	26 ST - 28 ST			830 861	1,691	0528-14	06/12/14
GOLF COURSE DR	26 ST - 28 ST	1.045	1.020		-	076-18	03/14/18
GOLF COURSE DR	26 ST - 28 ST	2,202	2,005		4.207		02/12/20
GOLFCREST DR	GLENFLORA AV - CASPER DR	2,790	2,610		5.400	814-07	05/31/07
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,085	2,880		5,965	0332-10	05/27/10
GOLFCREST DR	GLENFLORA AV - CASPER DR	3,158	3,414		6,572	0336-13	05/02/13
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,450	4,810		8,260	0356-05	05/25/05
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	3,920	4,090		8,010	0277-08	06/05/08
GOLFCREST DR	GOLFCREST PL - NAVAJO RD	2,935	3,505		6,440	0523-11	06/28/11
	GOLFCREST PL - NAVAJO RD	3.069	4,028		7,097	0529-14	06/12/14
GOLFCREST DR		3,005	3,770		6,907	364-18	05/17/18
GOLFCREST DR	GOLFCREST PL - NAVAJO RD MURRAY PARK DR - WANDERMERE DR	1,460	1,360		2,820	0315-07	05/31/07
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	1,400	1,300		2,755	0333-10	05/27/10
GOLFCREST DR		1,495	1,368		2,863	0337-13	04/25/13
GOLFCREST DR	MURRAY PARK DR - WANDERMERE DR	2.820	3.020		5,840	0316-07	05/31/07
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,745	2.850		5,595	0310-07	05/27/10
GOLFCREST DR	NAVAJO RD - MELOTTE ST	2,745	2,850		5,420	0338-13	03/27/10
GOLFCREST DR	NAVAJO RD - MELOTTE ST					0004-19	02/06/19
GOLFCREST DR	NAVAJO RD - TUXEDO RD	2,571	2,576		5,147		
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,500	1,605		3,105	0843-10	09/08/10
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,458	1,705		3,163	0863-13	12/10/13
GOLFCREST DR	RUANE ST - MISSION GORGE RD	1,815	1,643			0047-20	02/25/20
GOODE ST	BRIARWOOD RD - MANZANA WY	1,752	1,890		3,642	0326-18	04/05/18
GOODE ST	BRIARWOOD RD - MANZANA WY	1,647	1,596		3,243	473-18	12/13/18
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,455 2,425	4,880	0684-11	08/11/11
GOODE ST	BRIARWOOD RD - MONTCLIFF RD			2,792 2,648	5,440	0530-14	06/12/14

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Collector Streets Two Lane Collector

TABLE 1-7. TWO-LANE COLLECTOR SPECIFICATIONS

Width, Right-of-Way (with added bike lanes)	60 ft 86 ft. 70 ft 96 ft.				
Design ADT LOS C LOS D	5,000 6,500				
Design Speed	30 mph				
Width, Curb-to-Curb (with added bike lanes)	36 ft. 46 ft.				
Maximum Grade	10% (8% in commercial area)				
Minimum Curve Radius	500 ft. above 6% grade 450 ft. at or below 6% grade				
Land Use Parkway Options	Large Lot Single Dwelling Residential no front yards, Single Dwelling Residential – no front yards, Low Density Multiple Dwelling Residential – no front yards, Open Space-Park Urban Parkway Configurations see Figure 5–3, 5–4				
Land Use Parkway Options	Commercial, School, Church, or Public Building Urban Parkway Configurations see Figure 5–6 through 5–9				



FIGURE 1-20. SECTION A-A: TWO LANE COLLECTOR





• Safety

- Separates through traffic from golf traffic.
- Better sight distances.
- Less pedestrian/vehicular conflicts.
- Simper circulation.
- Safer access to 9-hole course.
- Opportunity to make 28th St. park safer at hole #6.
- Conforms to City street design manual, reducing City liability.
- Cost
 - No mitigation for lost parking.
 - Less storm water treatment.
- Golf Operations
 - Allows for improvements to golf practice area.
 - Allows staff to secure the golf complex at night.
 - Allows for future site development.
- Meets needs of the community and golf patrons.
- Lessens impact to habitat.

Questions/Discussion

Briefing February 26, 2021

