

Scoping Agreement for Transportation Studies

PART 1

General Project Information and Description

Project Information

Project Name:

Project Location:

Project Description

Land Uses and Intensities:

Gross and Developable Acreage:

Building Square Footage or Number of Dwelling Units:

Vehicle Parking Spaces:

Bicycle Parking Spaces:

Motorcycle Spaces:

Electric Vehicle Spaces:

Project Applicant:

Name:

Address:

Telephone and Email:

Consultant

Firm:

Project Manager:

Address:

Telephone and Email:

Project Trip Generation

Source:

Pass-by Trips:

Total Daily Trips*:

Diverted Trips:

Internal Capture Rate:

Trip Credit:

Alternative Modes:

Net New Daily Trips:

*If truck traffic accounts for 25% or more of project trips, then a Passenger Car Equivalent (PCE) factor of 2.5 should be applied to all truck trips.

General Plan Consistency

Is this project consistent with the General Plan? Yes No

Site Plan

Attach 11x17 copies of the project location/vicinity map and site plan containing the following:

- Driveway locations and access type
- Pedestrian access, bicycle access, and on-site pedestrian circulation
- Location and distance to nearest existing transit stop (measure as walking distance to project entrance or middle of parcel)
- Location of planned or proposed pedestrian or bicycle improvements within ¼ mile of the project identified in the General Plan Mobility and Infrastructure Element or the Bicycle Master Plan

CEQA Transportation Analysis Screening

Project Type Screening Criteria for CEQA Vehicle Miles Travelled (VMT) Analysis

	Screened Out	Not Screened Out
	Yes	No
1) Select the Land Uses that apply to your project		
2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA VMT Analysis; If a project is screened out, a technical memorandum is still required to document the screening process)</i>		
<input type="checkbox"/> 1. Small Residential and Employment Projects:		
a. Does the project result in 200 daily trips or less?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 2. Project is Located in a Transit-Accessible Area:		
a. Is the project located within a half-mile walking distance of an existing major transit stop or an existing stop along a high-quality transit corridor?	<input type="checkbox"/>	<input type="checkbox"/>
b. Additional project features:		
i. Does the project have a Floor Area Ratio ≥ 0.75 ?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Does project include the least amount of parking required for residents, customers, or employees (i.e. not more than required)?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Is the project consistent with SANDAG's most recent Sustainable Communities Strategy or the City of Escondido General Plan?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Does the project replace affordable residential units with a greater number of moderate- or high-income residential units?	<input type="checkbox"/>	<input type="checkbox"/>
v. Does the project have basic walking and biking access to transit (e.g., sidewalks connecting to transit stops)?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 3. Project is in a VMT-Efficient Area:		
a. Is the project in a VMT/Capita or VMT/Employee Efficient Area per SANDAG screening maps?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 4. Locally-Serving Retail Project:		
a. Is the project less than 50,000 square feet and expected to draw at least 75% of customers from the local area?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 5. Locally Serving Public Facility:		
a. Is the project a locally serving public facility?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> 6. Redevelopment Project:		
a. Does the project result in a net decrease in total Project VMT than the existing use?	<input type="checkbox"/>	<input type="checkbox"/>

Non-CEQA Local Mobility Analysis

Local Mobility Analysis (LMA) Requirement

1) Select the Street Classifications for each street in the study area		Yes	No
2) Answer the questions for each Street Classification that applies to your project			
<input type="checkbox"/> 1. Prime Arterial:			
a. Does the project add 900 ADT or more to any segment classified as 8-lane Prime Arterial?	<input type="checkbox"/>	<input type="checkbox"/>	
b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> 2. Major Road:			
a. Does the project add 700 ADT or more to any segment classified as 6-lane Major Road?	<input type="checkbox"/>	<input type="checkbox"/>	
b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> 3. Collector:			
a. Does the project add 500 ADT or more to any segment classified as 4-lane Collector without parking?	<input type="checkbox"/>	<input type="checkbox"/>	
b. Does the project add 250 ADT or more to any segment classified as 4-lane Collector with parking?	<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/> 4. Local Collector and other:			
a. Does the project add 200 ADT or more to any segment classified as 2-lane Local Collector or any other classifications?	<input type="checkbox"/>	<input type="checkbox"/>	

Certain types of projects which generate less than 500 ADT may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better. Please briefly explain why your project might be eligible for an LMA waiver.

PART 2

Trip Distribution and Trip Assignment

<input type="checkbox"/> Select Zone (Model Series _____)	Projects that generate greater than 2,400 daily trips
<input type="checkbox"/> Manual Estimation	Projects that generate less than 2,400 daily trips
Provide an exhibit detailing the project's trip distribution and trip assignment.	
Provide a table with the project's daily trip assignment for each street segment in the study area.	



Study Intersections and Roadway Segments (NOTE: Subject to change based of staff review)

1.	6.
2.	7.
3.	8.
4.	9.
5.	10.

Attach a separate page if the number of study locations exceeds 10.

Other Jurisdictions

Is this project located within one mile of another Local Jurisdiction? Yes No

If yes, name of Jurisdiction:

Specific Issues to be addressed within the Study

(in addition to requirements described in the Guidelines – to be filled out by City Staff)

1.
2.
3.
4.
5.

Recommended by:

Consultant's Representative

Date

Scoping Agreement Submitted on

Date

Scoping Agreement Re-submitted on

Date

Approved Scoping Agreement:

City of Escondido
Transportation Specialist

Date

ISKCON Trip Generation, Distribution, Assignment, and LOS Calculations

LOS Engineering, Inc.

PROJECT DESCRIPTION

The project applicant proposes to construct 10 single family homes and the ISKCON Temple. The Temple includes a separate Hall (6,221 sf), a stand-alone restroom building (813 sf), and a separate four-bedroom single family residence for up to 4 monks. The 10 residential homes and Temple will not have a pedestrian connection. Pedestrians can use public streets and ROW to walk to the Temple. A site plan is included in **Attachment A**.

A Temple is a place of worship similar to a Church in that there are activities 7 days a week (i.e. a Temple has Ariotis and a Church has Mass every day during the week; however, they are lightly attended). The largest attendance occurs on Sundays for both a Temple and a Church. Both places of worship host special events. For example, a Temple will celebrate Festival of Colors while a Church will celebrate Christmas and Easter, both of which typically have the highest attendance but do not reflect average daily use. Weddings and other lesser special events will occur throughout the year, but not at a high frequency.

ANALYSIS THRESHOLDS

The City of Escondido *Transportation Impact Analysis Guidelines* (4/21/21) define the significant thresholds to determine if a Vehicle Miles Traveled (VMT) and/or Local Mobility Analysis (LMA) is required.

For VMT: Project generating 200 or fewer net new daily vehicle trips may be presumed to have a less-than-significant [VMT] impact absent substantial evidence to the contrary.

For LMA: Projects generation 500 or fewer ADTs may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better.

TRIP GENERATION

A project trip generation is typically calculated for weekday operations. However, this project is unique where the Temple does not generate significant daily traffic on a weekday nor during weekday commuter AM and PM peak periods. Rather, the Temple generates the peak amount of traffic only on Sundays, which represents just one day of the week. To represent the project's average daily traffic over the course of a week, an average ADT from seven days is applied.

The trip generation is calculated using SANDAG and ITE 11th Edition trip rates (**Attachment B**). The Temple includes a separate Hall (6,221 sf) and a stand-alone restroom building (813 sf) for a total of 7,034 sf. Adjacent to the temple is a separate four-bedroom single family residence for up to 4 monks. For trip generation purposes, the Temple is considered as the combination of the 6,221 sf Hall and 813 sf restroom for a total of 7,034 sf while the separate four-bedroom Temple monk residence is analyzed as one (1) single family residence. Therefore, the total project has 11 single family residences for trip generation purposes. The SANDAG church trip rate for the Sunday use at 36 ADT/1,000 sf was applied while the rate of 9 ADT/1,000 sf was used for the remaining 6 days of the week. SANDAG does not have weekend trip generation rates for residential uses; therefore, ITE 11th Edition weekend residential rates were applied. The trip generation by days and the ADT over 7-days is shown in **Table 1**.

Table 1: Trip Generation

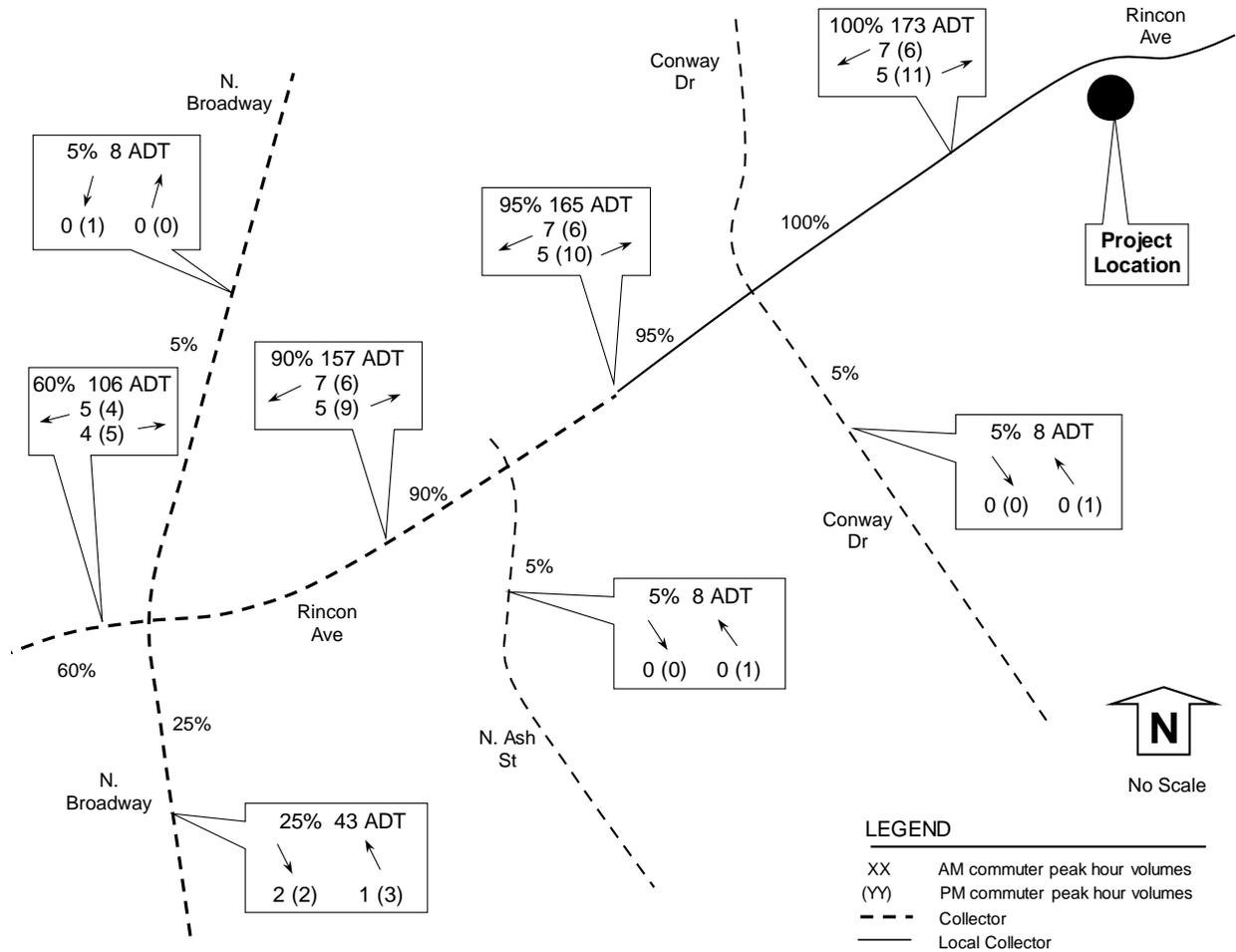
Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM Pk Hr			PM Pk Hr					
						IN	OUT	%	Split	IN	OUT			
<u>Weekday</u>														
Residential - Single Family	10 /DU	11 DU	110	8%	0.3 0.7	3	6	10%	0.7 0.3	8	3			
Place of Worship	9 /KSF	7,034 SF	63	5%	0.6 0.4	2	1	8%	0.5 0.5	3	3			
<i>Weekday Volumes:</i>						173	5	7		11	6			
<u>Saturday</u>														
Residential - Single Family (1)	9.48 /DU	11 DU	104				NA	NA		NA	NA			
Place of Worship	9 /KSF	7,034 SF	63				NA	NA		NA	NA			
<i>Saturday Volumes:</i>						167	NA	NA		NA	NA			
<u>Sunday</u>														
Residential - Single Family (1)	8.48 /DU	11 DU	93				NA	NA		NA	NA			
Place of Worship (Sunday)	36 /KSF	7,034 SF	253				NA	NA		NA	NA			
<i>Sunday Volumes:</i>						346	NA	NA		NA	NA			
Total 7-Day ADT:						1,381								
Average ADT (7-day total divided by 7):						197								

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. (1) ITE trip rates. DU - Dwelling Unit. MF-Multi-Family. SF - Square Feet; ADT-Average Daily Traffic; Split-percent inbound and outbound.

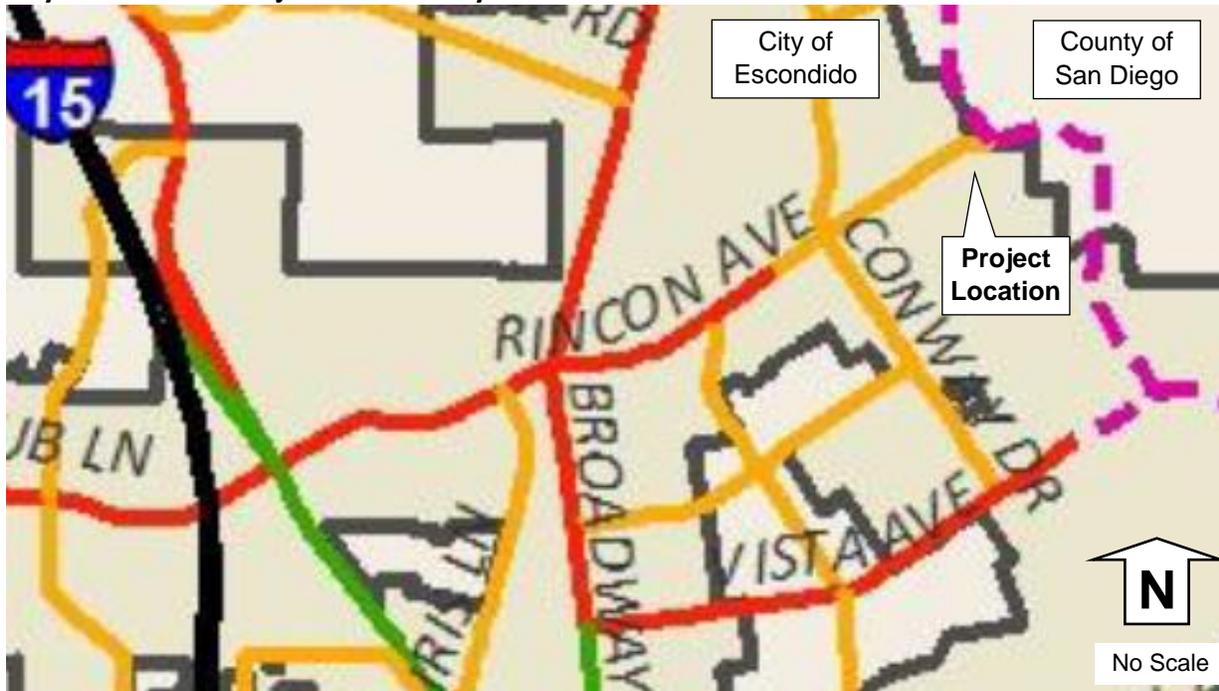
As shown above, the combined seven-day trip generation is 1,381 ADT, which averages out to **197 ADT per day** (1,381 ADT divided by 7 days). The project with 197 ADT is below the city's 200 ADT screening VMT threshold; therefore, further VMT analysis is not recommended.

To determine if a Local Mobility Analysis is required, the weekday trip generation of 173 ADT with 12 AM peak hour trips (5 inbound and 7 outbound) and 17 PM peak hour trips (11 inbound and 6 outbound) were assigned to the roadways near the project site as shown in **Figure 1**.

Figure 1: Weekday Project Trip Distribution and Assignment



City of Escondido Adjacent Roadway Classifications



-  Collector
-  Local Collector

Source: Escondido General Plan

Intersection Level of Service Operations

The City of Escondido *Transportation Impact Analysis Guidelines*, April 21, 2021 states on page 27 that “Certain types of projects that generate fewer than 500 ADTs may be considered by the City staff for an LMA waiver only where the affected segments and intersections operate at LOS C or better.”

The adjacent intersection of Rincon Ave at Conway Dr is calculated to operate at LOS A in the AM and PM peak hour as shown in **Table 1**. With intersection volumes and LOS worksheets included in **Attachment C**.

Table 1: Existing Intersection Level of Service

Intersection and (Analysis) ¹	Movement	Study Period	Existing	
			Delay ²	LOS ³
1) Rincon Ave at Conway Dr (S)	All	AM	7.7	A
	All	PM	8.5	A

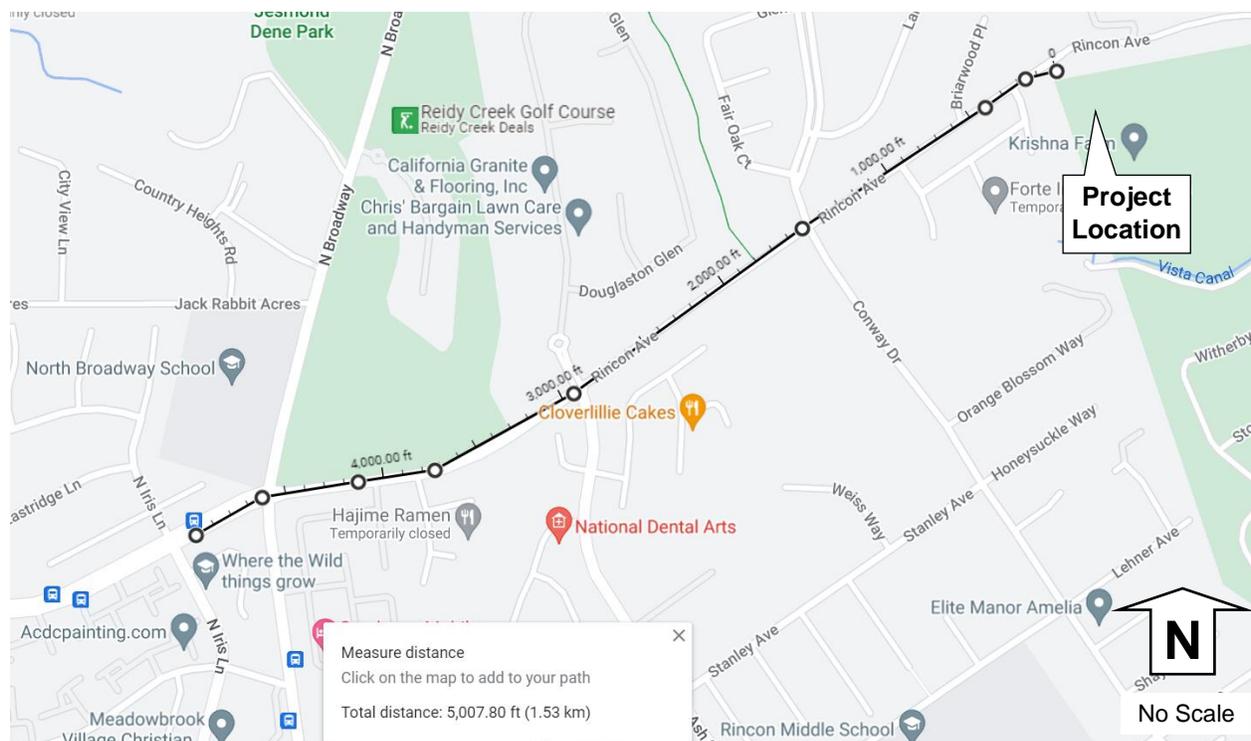
Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

The project applicant is requesting an LMA waiver based on the following:

- 1) The project weekday trip generation at 173 ADT is less than the 500 ADT threshold requirement for a LMA,
- 2) The project will add less than 200 weekday ADT to any surrounding roadway,
- 3) The project will add less than 20 weekday peak hour trips to any surrounding intersection approach leg (10 is the highest approach volume), and
- 4) The nearest major intersection of Rincon Ave at Conway Dr is calculated to operate at LOS A (AM and PM peak hours).

Transit Proximity

The project site is located approximately 5,000 feet from the nearest transit stop for bus route 359 as shown below.



Source: Googlemaps

Location of planned/proposed pedestrian/bicycle improvements with ¼ mile of project

As shown below, there are no planned or proposed bicycle improvements within ¼ mile of the project as shown in the City's General Plan.

Existing and Planned Bike Lanes/Routes



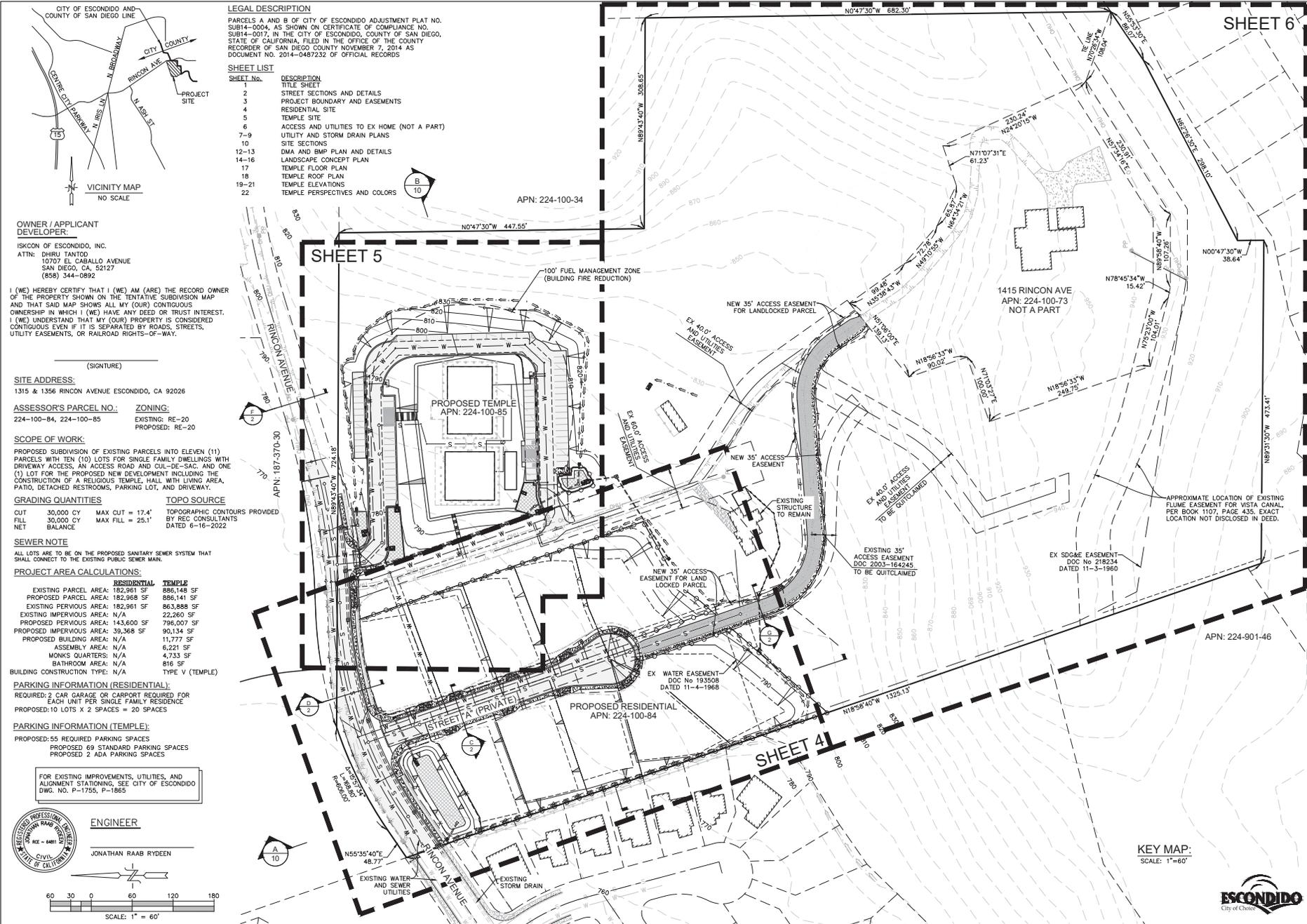
- Existing Class I Multi-use
- Proposed Class I Multi-Use
- Existing Class II Lanes
- Proposed Class II Lanes
- Existing Class III Routes
- Proposed Class III Routes
- Freeway Route
- Unpaved Multi-use Trail

Source: Escondido General Plan

Attachments

ATTACHMENT A

Site Plan



LEGAL DESCRIPTION
 PARCELS A AND B OF CITY OF ESCONDIDO ADJUSTMENT PLAT NO. SUB14-0004, AS SHOWN ON CERTIFICATE OF COMPLIANCE NO. SUB14-0017, IN THE CITY OF ESCONDIDO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY NOVEMBER 7, 2014 AS DOCUMENT NO. 2014-0487232 OF OFFICIAL RECORDS

SHEET LIST

SHEET No.	DESCRIPTION
1	TITLE SHEET
2	STREET SECTIONS AND DETAILS
3	PROJECT BOUNDARY AND EASEMENTS
4	RESIDENTIAL SITE
5	TEMPLE SITE
6	ACCESS AND UTILITIES TO EX HOME (NOT A PART)
7-9	UTILITY AND STORM DRAIN PLANS
10	SITE SECTIONS
12-13	DMA AND BMP PLAN AND DETAILS
14-16	LANDSCAPE CONCEPT PLAN
17	TEMPLE FLOOR PLAN
18	TEMPLE ELEVATIONS
19-21	TEMPLE PERSPECTIVES AND COLORS
22	

OWNER / APPLICANT DEVELOPER:
 ISKCON OF ESCONDIDO, INC.
 ATTN: DHIRU TANTOD
 10707 EL CABALLERO AVENUE
 SAN DIEGO, CA, 92127
 (858) 344-0892

I (WE) HEREBY CERTIFY THAT I (WE) AM (ARE) THE RECORD OWNER OF THE PROPERTY SHOWN ON THE TENTATIVE SUBDIVISION MAP AND THAT SAID MAP SHOWS ALL MY (OUR) CONTIGUOUS OWNERSHIP IN WHICH I (WE) HAVE ANY DEED OR TRUST INTEREST. I (WE) UNDERSTAND THAT MY (OUR) PROPERTY IS CONSIDERED CONTIGUOUS EVEN IF IT IS SEPARATED BY ROADS, STREETS, UTILITY EASEMENTS, OR RAILROAD RIGHTS-OF-WAY.

(SIGNATURE)

SITE ADDRESS:
 1315 & 1356 RINCON AVENUE ESCONDIDO, CA 92026

ASSESSOR'S PARCEL NO.: 224-100-84, 224-100-85
ZONING: EXISTING: RE-20
 PROPOSED: RE-20

SCOPE OF WORK:
 PROPOSED SUBDIVISION OF EXISTING PARCELS INTO ELEVEN (11) PARCELS WITH TEN (10) LOTS FOR SINGLE FAMILY DWELLINGS WITH DRIVEWAY ACCESS, AN ACCESS ROAD AND CUL-DE-SAC, AND ONE (1) LOT FOR THE PROPOSED NEW DEVELOPMENT INCLUDING THE CONSTRUCTION OF A RELIGIOUS TEMPLE, HALL WITH LIVING AREA, PATIO, DETACHED RESTROOMS, PARKING LOT, AND DRIVEWAY.

GRADING QUANTITIES

CUT	30,000 CY	MAX CUT = 17.4'
FILL	50,000 CY	MAX FILL = 25.1'
NET		

TOPO SOURCE
 TOPOGRAPHIC CONTOURS PROVIDED BY REC CONSULTANTS DATED 6-16-2022

SEWER NOTE
 ALL LOTS ARE TO BE ON THE PROPOSED SANITARY SEWER SYSTEM THAT SHALL CONNECT TO THE EXISTING PUBLIC SEWER MAIN.

PROJECT AREA CALCULATIONS:

RESIDENTIAL	TEMPLE	
EXISTING PARCEL AREA:	182,961 SF	886,148 SF
PROPOSED PARCEL AREA:	182,968 SF	886,141 SF
EXISTING PERVIOUS AREA:	182,961 SF	863,868 SF
EXISTING IMPERVIOUS AREA:	N/A	22,260 SF
PROPOSED PERVIOUS AREA:	143,600 SF	796,007 SF
PROPOSED IMPERVIOUS AREA:	39,368 SF	90,134 SF
PROPOSED BUILDING AREA:	N/A	11,777 SF
ASSEMBLY AREA:	N/A	6,221 SF
MONKS QUARTERS:	N/A	4,733 SF
BATHROOM AREA:	N/A	810 SF
BUILDING CONSTRUCTION TYPE:	N/A	TYPE V (TEMPLE)

PARKING INFORMATION (RESIDENTIAL):
 REQUIRED: 2 CAR GARAGE OR CARPORT REQUIRED FOR EACH UNIT PER SINGLE FAMILY RESIDENCE
 PROPOSED: 10 LOTS X 2 SPACES = 20 SPACES

PARKING INFORMATION (TEMPLE):
 PROPOSED: 55 REQUIRED PARKING SPACES
 PROPOSED 69 STANDARD PARKING SPACES
 PROPOSED 2 ADA PARKING SPACES

FOR EXISTING IMPROVEMENTS, UTILITIES, AND ALIGNMENT STATIONING, SEE CITY OF ESCONDIDO DWG. NO. P-1755, P-1865

ENGINEER
 JONATHAN RAAB RYDEEN

SCALE: 1" = 60'

SHEET 6

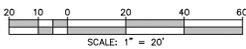
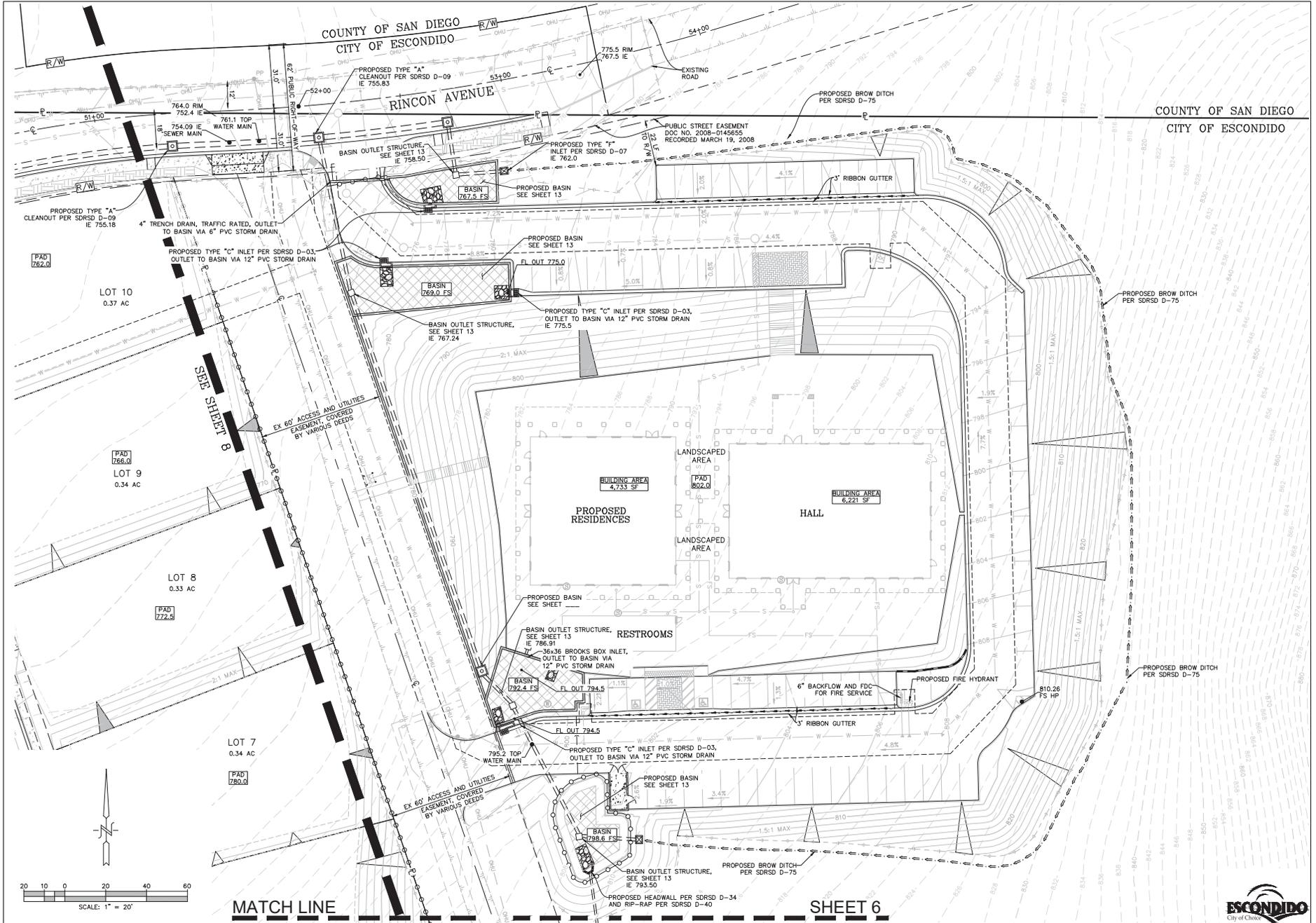
NO.	REVISIONS DESCRIPTION	DATE	APP'D

RE
 Civil Engineering • Environmental
 Land Surveying
 2970 Fifth Avenue, Suite 340
 San Diego, CA 92108
 (619) 932-9200 • (619) 932-9210 Fax
 Consultants, Inc.

KEY MAP:
 SCALE: 1" = 60'

ESCONDIDO
 City of Escondido

SHEET TITLE: TM - SITE PLAN - TITLE SHEET
 PROJECT: KRISHNA PROPERTY ISKCON OF ESCONDIDO INC
 1305 RINCON AVE - ESCONDIDO, CA 92026
 DATE: 8-10-2024
 SCALE: 1" = 60'
 DRAWN: J.R.R.
 CHECKED: J.R.R.
 SHEET 1 OF 22 SHEETS



MATCH LINE

SHEET 6

NO.	REVISIONS DESCRIPTION	DATE	APP'D

Civil Engineering • Environmental Land Surveying
 2970 Fifth Avenue, Suite 340
 Escondido, CA 92026
 (619) 932-9200 (619) 932-9210 Fax
REC Consultants, Inc.

DATE: 8-10-2024
 SCALE: 1" = 20'
 DRAWN: JMW
 CHECKED: JRR

TEMPLE ~ STORM DRAINS
 PROJECT: KRISHNA PROPERTY
 ISKCON OF ESCONDIDO INC
 1305 RINCON AVE • ESCONDIDO, CA 92026

SHEET 9 OF 22 SHEETS



ATTACHMENT B

SANDAG and ITE 11th Edition Trip Rates

(NOT SO)
**BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES
 FOR THE SAN DIEGO REGION**



401 B Street, Suite 800
 San Diego, California 92101
 (619) 699-1900 • Fax (619) 699-1950

APRIL 2002

NOTE: This listing only represents a *guide* of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. *Always check with local jurisdictions for their preferred or applicable rates.*

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY]P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^t
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.	
AGRICULTURE (Open Space)	[80:18:2]	2/acre**			10.8
AIRPORT	[78:20:2]				12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft. * **	5% (6:4)	8% (5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft * **	9% (7:3)	15% (5:5)	
Heliports		100/acre**			
AUTOMOBILE ^s					
Car Wash					
Automatic		900/site, 600/acre**	4% (5:5)	9% (5:5)	
Self-serve		100/wash stall**	4% (5:5)	8% (5:5)	
Gasoline	[21:51:28]				2.8
with/Food Mart		160/vehicle fueling space**	7% (5:5)	8% (5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8% (5:5)	9% (5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7% (5:5)	9% (5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall * **	5% (7:3)	8% (4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8% (7:3)	11% (4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%	10%	
Quick Lube		40/service stall**	7% (6:4)	10% (5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7% (6:4)	11% (5:5)	
CEMETERY		5/acre*			
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5% (6:4)	8% (5:5)	5.1
COMMERCIAL/RETAIL ^s					
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft., ^c 400/acre*	4% (7:3)	10% (5:5)	
Regional Shopping Center	[54:35:11]	50/1000 sq. ft., ^c 500/acre*	4% (7:3)	9% (5:5)	5.2
(40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)					
Community Shopping Center	[47:31:22]	80/1000 sq. ft., 700/acre* **	4% (6:4)	10% (5:5)	3.6
(15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)					
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4% (6:4)	10% (5:5)	
Commercial Shops	[45:40:15]				
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3% (6:4)	9% (5:5)	4.3
Electronics Superstore		50/1000 sq. ft.**		10% (5:5)	
Factory Outlet		40/1000 sq. ft.**	3% (7:3)	9% (5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4% (7:3)	10% (5:5)	
Drugstore		90/1000 sq. ft.**	4% (6:4)	10% (5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8% (5:5)	8% (5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9% (5:5)	7% (5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6% (5:5)	7% (5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1% (7:3)	9% (5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3% (6:4)	8% (5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4% (7:3)	9% (5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7% (6:4)	9% (5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5% (6:4)	8% (5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2% (6:4)	9% (5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3% (6:4)	10% (5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only) 5/dwelling unit, 200/acre* (residential only)	3% (6:4) 9% (3:7)	9% (5:5) 13% (6:4)	
EDUCATION					
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10% (8:2)	9% (3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12% (8:2)	9% (6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20% (7:3)	10% (4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30% (6:4)	9% (4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32% (6:4)	9% (4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17% (5:5)	18% (5:5)	3.7
FINANCIAL ^s	[35:42:23]				3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4% (7:3)	8% (4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5% (6:4)	10% (5:5)	
Drive-Through only		250 (125 one-way)/lane*	3% (5:5)	13% (5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%	9%	
Drive-Through only		100 (50 one-way)/lane**	4%	15%	
HOSPITAL	[73:25:2]				8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8% (7:3)	10% (4:6)	
Convalescent/Nursing		3/bed**	7% (6:4)	7% (4:6)	
INDUSTRIAL					
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12% (8:2)	12% (2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11% (9:1)	12% (2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14% (8:2)	15% (3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19% (9:1)	20% (2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13% (7:3)	15% (4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6% (5:5)	9% (5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16% (9:1)	14% (1:9)	
Landfill & Recycling Center		6/acre	11% (5:5)	10% (4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.

ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY] ^P	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio)		TRIP LENGTH (Miles) ^L		
			Between 6:00-9:30 A.M.	Between 3:00-6:30 P.M.			
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office	[77:19:4]	20/1000 sq. ft., ^o 300/acre*	14%	(9:1)	13%	(2:8)	8.8
(less than 100,000 sq. ft.)							
Large (High-Rise) Commercial Office	[82:15:3]	17/1000 sq. ft., ^o 600/acre*	13%	(9:1)	14%	(2:8)	10.0
(more than 100,000 sq. ft., 6+ stories)							
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]						5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	4%		8%		
Regional (developed)		20/acre*	13%	(5:5)	9%	(5:5)	
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural		12/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 1-2 DU/acre)							
Single Family Detached		10/dwelling unit**	8%	(3:7)	10%	(7:3)	
(average 3-6 DU/acre)							
Condominium		8/dwelling unit**	8%	(2:8)	10%	(7:3)	
(or any multi-family 6-20 DU/acre)							
Apartment		6/dwelling unit**	8%	(2:8)	9%	(7:3)	
(or any multi-family units more than 20 DU/acre)							
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT^S	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2 ^{1/2} /parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: San Diego Traffic Generators.

* Other sources: ITE Trip Generation Report [6th Edition], Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

^P Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG Analysis of Trip Diversion, revised November, 1990):

PRIMARY - one trip directly between origin and primary destination.

DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance \geq 1 mile.

PASS-BY - undiverted or diverted < 1 mile.

^L Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

^c Fitted curve equation: $\ln(T) = 0.502 \ln(x) + 6.945$ } T = total trips, x = 1,000 sq. ft.

^o Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.950$ }

^R Fitted curve equation: $t = -2.169 \ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

^S Suggested PASS-BY (undiverted or diverted < 1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

^T Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 63

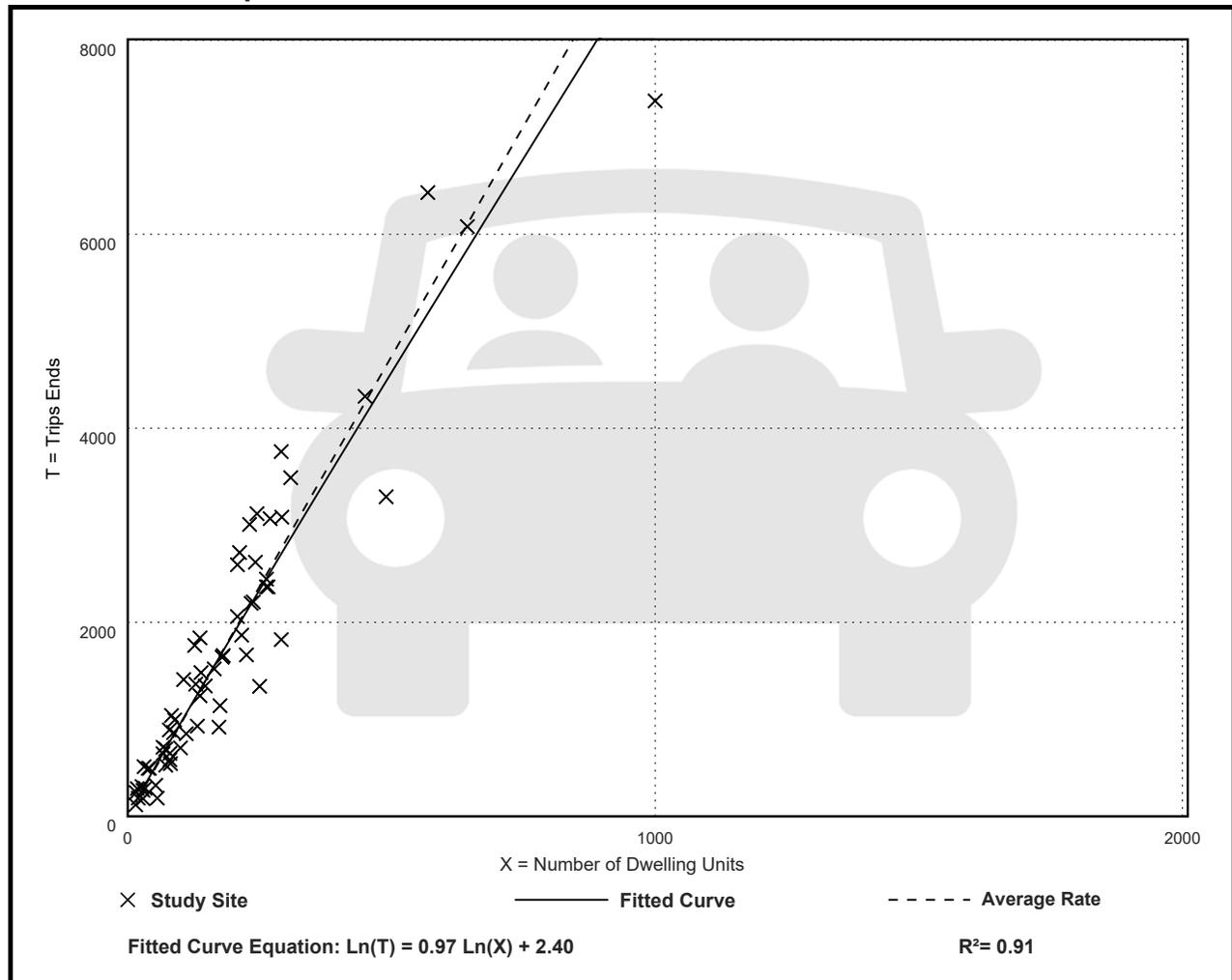
Avg. Num. of Dwelling Units: 179

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.48	3.36 - 16.52	2.26

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

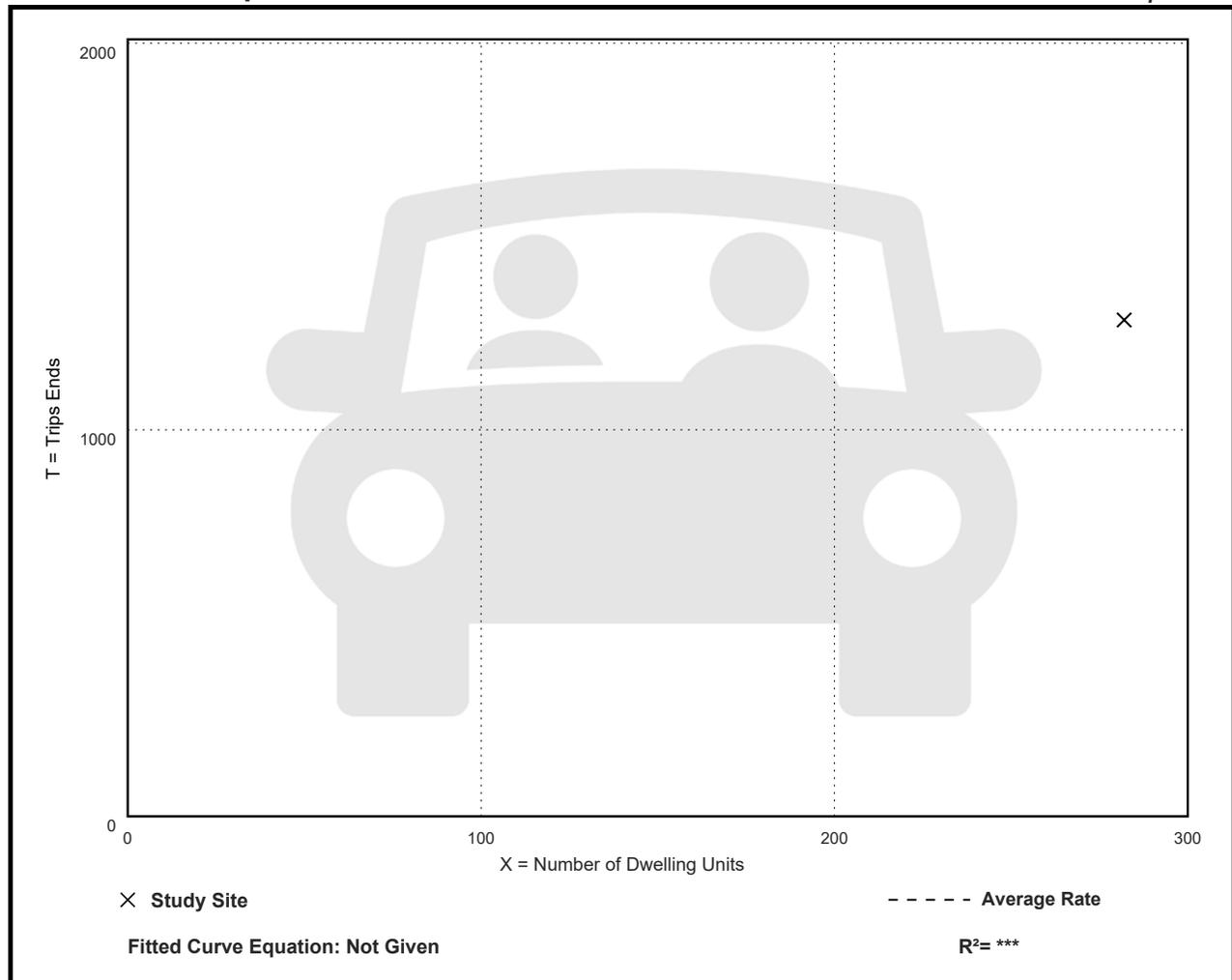
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.55	4.55 - 4.55	***

Data Plot and Equation

Caution – Small Sample Size



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 60

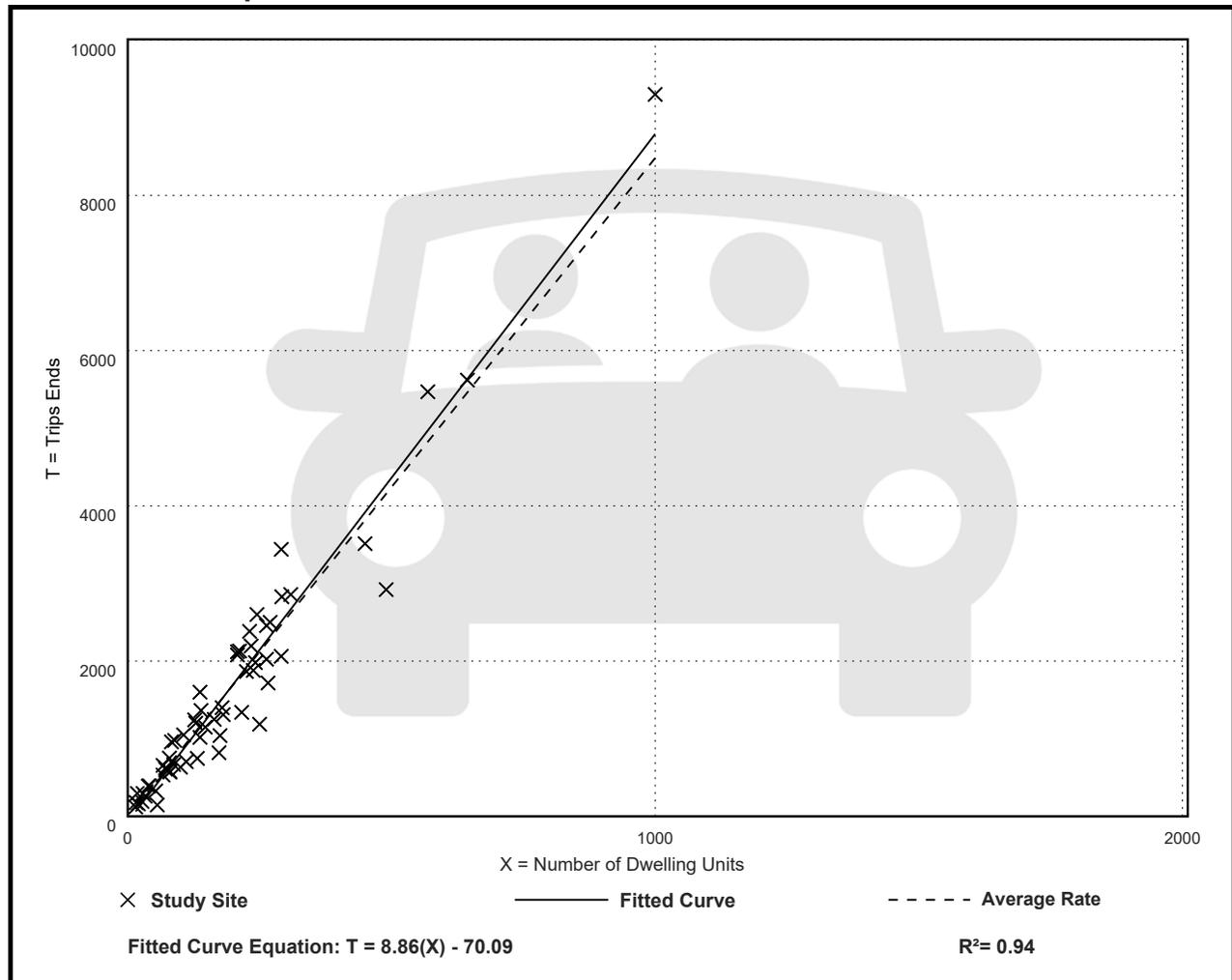
Avg. Num. of Dwelling Units: 186

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.48	2.61 - 16.44	1.74

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Dwelling Units: 282

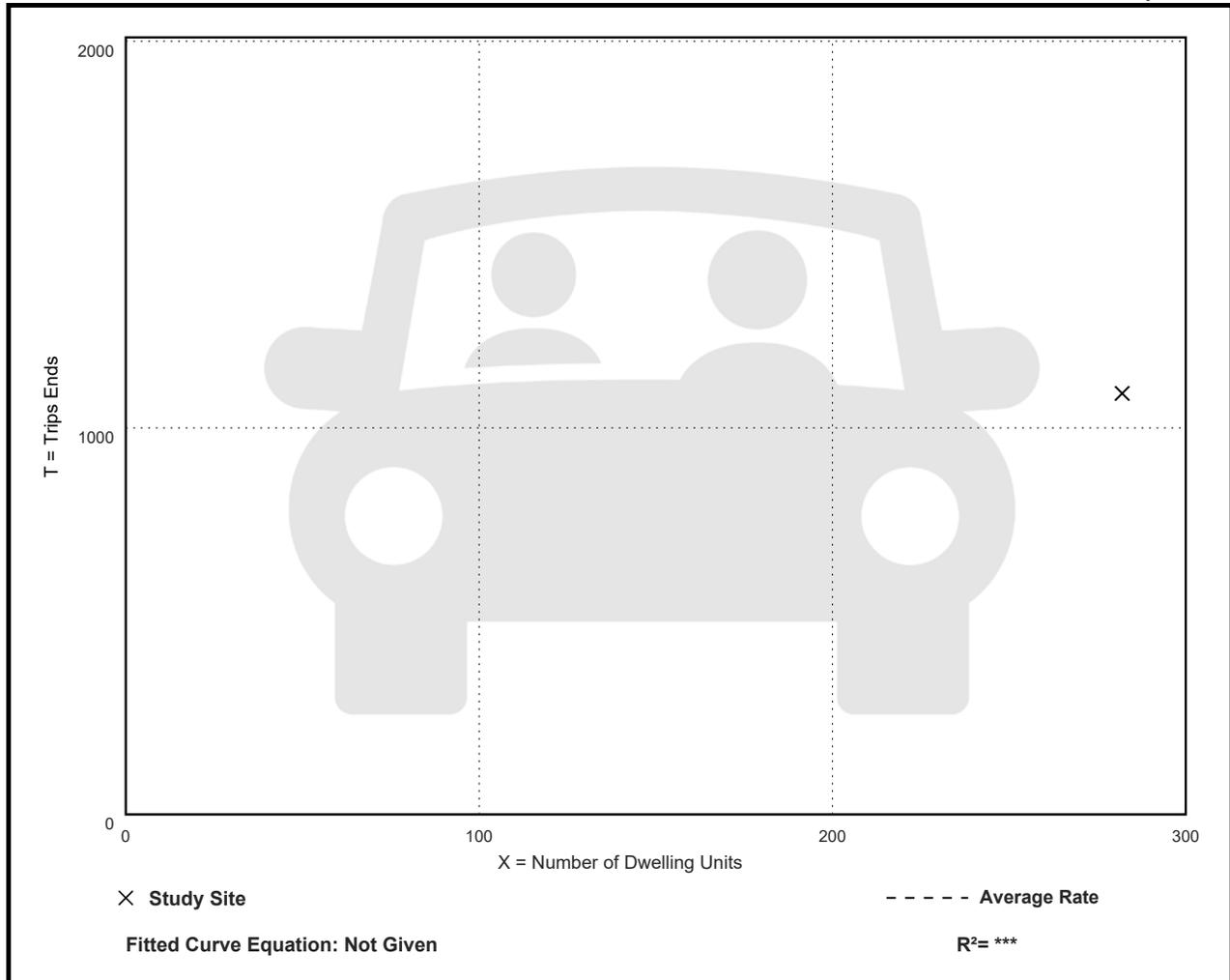
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.86	3.86 - 3.86	***

Data Plot and Equation

Caution – Small Sample Size



ATTACHMENT C

Intersection Count Data and LOS Worksheets



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

Location: Escondido
N/S: Conway Drive
E/W: Rincon Avenue

Date: 6/8/2023
Day: THURSDAY
Project # 143-23613

TURNING MOVEMENT COUNT

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

Vehicle Counts

	Conway Drive Northbound			Conway Drive Southbound			Rincon Avenue Eastbound			Rincon Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	7	4	1	0	5	24	9	1	3	0	9	0	63
7:15 AM	12	2	0	0	3	31	7	3	3	0	12	0	73
7:30 AM	4	4	1	1	3	26	9	3	3	0	11	0	65
7:45 AM	12	2	0	0	1	30	6	3	4	0	8	0	66
8:00 AM	9	2	1	1	5	25	4	5	1	1	7	2	63
8:15 AM	7	5	0	1	5	19	15	6	5	0	11	0	74
8:30 AM	11	0	0	0	6	24	12	3	4	1	7	0	68
8:45 AM	3	0	0	0	4	21	10	5	7	0	10	0	60
TOTAL VOLUMES:	65	19	3	3	32	200	72	29	30	2	75	2	532

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	39	9	1	2	17	98	37	17	14	2	33	2	271

PEAK HR FACTOR:	0.875			0.944			0.654			0.841			0.916
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Bicycle Counts

	Conway Drive Northbound			Conway Drive Southbound			Rincon Avenue Eastbound			Rincon Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	2	1	0	0	0	0	0	3

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

Pedestrian Counts

	Conway Drive North Leg		Conway Drive South Leg		Rincon Avenue East Leg		Rincon Avenue West Leg		TOTAL
	NL	NT	SL	ST	EL	ET	WL	WT	
7:00 AM	2	0	0	0	0	0	0	0	2
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	0	0	0	3
8:00 AM	1	0	0	0	0	0	0	0	1
8:15 AM	2	0	0	0	0	0	0	0	2
8:30 AM	2	0	0	0	0	0	0	0	2
8:45 AM	1	1	1	1	1	1	1	1	4
TOTAL VOLUMES:	12		1		1		1		15

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



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

Location: Escondido
N/S: Conway Drive
E/W: Rincon Avenue

Date: 6/8/2023
Day: THURSDAY
Project # 143-23613

TURNING MOVEMENT COUNT

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

Vehicle Counts

	Conway Drive Northbound			Conway Drive Southbound			Rincon Avenue Eastbound			Rincon Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	5	6	1	0	1	18	26	10	12	2	2	1	84
4:15 PM	4	6	2	0	3	12	29	8	9	0	8	0	81
4:30 PM	9	5	0	0	3	16	28	8	11	3	8	0	91
4:45 PM	6	2	1	0	1	13	25	11	8	0	3	0	70
5:00 PM	6	3	1	0	2	15	30	10	5	0	4	0	76
5:15 PM	1	3	0	1	4	15	27	16	7	0	4	0	78
5:30 PM	14	4	2	0	4	13	36	9	10	0	6	1	99
5:45 PM	7	4	2	0	6	11	31	10	14	0	12	0	97
TOTAL VOLUMES:	52	33	9	1	24	113	232	82	76	5	47	2	676

PM Peak Hr Begins at: 500 PM

PEAK VOLUMES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	28	14	5	1	16	54	124	45	36	0	26	1	350

PEAK HR FACTOR:	0.588			0.888			0.932			0.563			0.884
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Bicycle Counts

	Conway Drive Northbound			Conway Drive Southbound			Rincon Avenue Eastbound			Rincon Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	4	2	0	0	0	0	0	7

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

Pedestrian Counts

	Conway Drive North Leg	Conway Drive South Leg	Rincon Avenue East Leg	Rincon Avenue West Leg	TOTAL
4:00 PM	2	0	0	0	2
4:15 PM	0	0	0	2	2
4:30 PM	0	0	0	3	3
4:45 PM	2	0	0	0	2
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	0	0
5:30 PM	1	0	0	0	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	6	0	0	5	11

PEAK VOLUMES:	North Leg	South Leg	East Leg	West Leg	TOTAL
	2	0	0	0	2

AM Existing
1: Conway Dr & Rincon Ave

HCM 6th AWSC

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	37	17	14	2	33	2	39	9	1	2	17	98
Future Vol, veh/h	37	17	14	2	33	2	39	9	1	2	17	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	40	18	15	2	36	2	42	10	1	2	18	107
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	7.8	7.6	7.9	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	80%	54%	5%	11%	0%
Vol Thru, %	18%	25%	89%	89%	0%
Vol Right, %	2%	21%	5%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	68	37	19	98
LT Vol	39	37	2	2	0
Through Vol	9	17	33	17	0
RT Vol	1	14	2	0	98
Lane Flow Rate	53	74	40	21	107
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.068	0.09	0.049	0.028	0.121
Departure Headway (Hd)	4.599	4.387	4.417	4.832	4.078
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	783	821	815	732	866
Service Time	2.599	2.389	2.421	2.618	1.863
HCM Lane V/C Ratio	0.068	0.09	0.049	0.029	0.124
HCM Control Delay	7.9	7.8	7.6	7.8	7.4
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.1	0.4

LOS Engineering, Inc.

PM Existing
1: Conway Dr & Rincon Ave

HCM 6th AWSC

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Vol, veh/h	124	45	36	0	26	1	28	14	5	1	16	54
Future Vol, veh/h	124	45	36	0	26	1	28	14	5	1	16	54
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	141	51	41	0	30	1	32	16	6	1	18	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	1
HCM Control Delay	9	7.7	8.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	60%	60%	0%	6%	0%
Vol Thru, %	30%	22%	96%	94%	0%
Vol Right, %	11%	18%	4%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	205	27	17	54
LT Vol	28	124	0	1	0
Through Vol	14	45	26	16	0
RT Vol	5	36	1	0	54
Lane Flow Rate	53	233	31	19	61
Geometry Grp	5	2	2	7	7
Degree of Util (X)	0.071	0.28	0.038	0.028	0.077
Departure Headway (Hd)	4.808	4.321	4.5	5.238	4.504
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	747	834	797	685	797
Service Time	2.828	2.333	2.518	2.955	2.221
HCM Lane V/C Ratio	0.071	0.279	0.039	0.028	0.077
HCM Control Delay	8.2	9	7.7	8.1	7.6
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	1.1	0.1	0.1	0.2