



ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS (LMA)

City of Escondido, CA

RICK Job No. 20040-A
First Submittal: February 3, 2025



ASPIRE ESCONDIDO
LOCAL MOBILITY ANALYSIS
FIRST SUBMITTAL: FEBRUARY 3, 2025

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1.0 EXECUTIVE SUMMARY

The following Local Mobility Analysis has been prepared in accordance with the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021) for the proposed Aspire Escondido Multi-Family Residential Project. The project site is located on an existing 1.04-acre public parking lot site at 137 W. Valley Parkway between Maple Street and Broadway in the City of Escondido. The project proposes to develop 128 multi-family residential units in a five-story building. The proposed parking garage for the project would provide 113 standard parking stalls (including accessible and electric vehicle parking) and 21 tandem parking stalls. The project would take access from one driveway on Valley Parkway at the site of the existing driveway that serves the public parking lot upon which the project site is located.

1.1 PROJECT TRAFFIC VOLUMES

The project site is located on a public parking lot that currently generates vehicular trips. Traffic counts were collected at the existing project driveway intersection on Valley Parkway to derive the trip generation of the existing public parking lot. The existing parking lot trips were applied as a trip reduction credit to the unadjusted project trip generation to derive the net increase in new project trips.

Without applying the existing trip reduction credit, the project is estimated to generate a total of 768 unadjusted daily trips, including a total of 61 unadjusted AM peak hour trips (12 inbound / 49 outbound) and a total of 69 unadjusted PM peak hour trips (48 inbound / 21 outbound).

After applying the trip reduction credit for the existing public parking lot, the proposed project is estimated to generate a net total of 458 daily trips, including a net total of 37 AM peak hour trips (-10 inbound / 47 outbound) and a net total of 38 PM peak hour trips (38 inbound / 0 outbound).

1.2 INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS

The results of the intersection level of service (LOS) analysis showed that the study intersections currently operate at LOS C or better during the AM and PM peak hours, and would continue to operate at LOS C or better during the peak hours under Near Term conditions without and with the proposed project. The City of Escondido has a design objective of LOS D or better for intersection operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element. Therefore, intersection operations with the addition of traffic generated by the proposed project would be in compliance with the City's General Plan LOS policy.

1.3 INTERSECTION QUEUING ANALYSIS RESULTS

The results of the intersection queuing analysis showed that the 95th percentile queue lengths currently do not exceed the available storage lengths at the study intersections during the peak hours. The intersection queuing analysis results also showed that the 95th percentile queue lengths during the peak hours are not expected to exceed the available storage lengths at the study intersections under Near Term conditions either without or with the proposed project. Therefore, the addition of traffic generated by the proposed project is not anticipated to result in queuing issues at the study intersections during the peak hours.

1.4 ROADWAY SEGMENT ANALYSIS RESULTS

The results of the roadway segment analysis showed that the study segments of Valley Parkway currently operate at LOS C or better based on the daily traffic volumes and capacity of the functional roadway classification per the City's General Plan Mobility and Infrastructure Element. The roadway segment analysis results also showed that the study segments of Valley Parkway are expected to continue operate at LOS C or better under Near Term conditions without and with the proposed project. The City of Escondido has a design objective of LOS D or better for daily roadway segment operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element (January 2013). Therefore, LOS of the study roadway segments with the addition of project traffic would be in compliance with the City's General Plan LOS policy.

1.5 PEDESTRIAN AND BICYCLE FACILITIES ASSESSMENT RESULTS

The evaluation of the existing pedestrian facilities in the project study area revealed that sidewalks 10-14 feet in width are currently provided on Valley Parkway in the immediate vicinity of the project site, with enhanced crosswalks across Valley Parkway at Maple Street on the northwest corner of the project site. The proposed project would not modify the existing sidewalk along the project site frontage, and is not anticipated to impact the existing pedestrian facilities and network.

The evaluation of the existing bicycle facilities in the study area showed that the project site is located across Valley Parkway from the Escondido Creek Trail, which runs along the west side of Broadway north of Valley Parkway, and along the north side of Valley Parkway from Broadway to Centre City Parkway as a Class IV separated bikeway. The Escondido Creek Trail runs along the west side of Centre City Parkway north of Valley Parkway as a Class I bike path and continues west along Escondido Creek. Class II bike lanes are also currently provided along Centre City Parkway through the study area. The proposed project is not anticipated to impact the existing bicycle facilities and network.

2.0 INTRODUCTION

The following Local Mobility Analysis has been prepared in accordance with the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021) for the proposed Aspire Escondido Multi-Family Residential Project. The project site is located on an existing 1.04-acre public parking lot site at 137 W. Valley Parkway between Maple Street and Broadway in the City of Escondido. The purpose of this study is to determine the potential transportation improvement needs associated with the proposed project to ensure consistency with the goals and policies in the City of Escondido General Plan Mobility and Infrastructure Element including Street Network Policy 7.3 (maintaining Level of Service “D” or better). **Exhibit 1** shows the project vicinity map.

2.1 PROJECT DESCRIPTION

The project proposes to develop 128 multi-family residential units in a five-story building. The proposed parking garage for the project would provide 113 standard parking stalls (including accessible and electric vehicle parking) and 21 tandem parking stalls. The project would take access from one driveway on Valley Parkway at the site of the existing driveway that serves the public parking lot upon which the project site is located. **Exhibit 2** shows the proposed project site plan.

3.0 ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate intersection level of service (LOS).

3.1 STUDY AREA

The project study area for LOS analysis was determined based on consultation with City of Escondido staff, and consists of the following intersections and roadway segments:

Study Intersections

1. Valley Parkway / Broadway
2. Valley Parkway / Public Lot Driveway (Proposed Project Driveway)
3. Valley Parkway / Maple Street-City Hall Driveway
4. Valley Parkway / Escondido Boulevard
5. Valley Parkway / Centre City Parkway
6. 2nd Avenue / Broadway

Study Roadway Segments

1. Valley Parkway, from Broadway to Escondido Boulevard
2. Valley Parkway, from Escondido Boulevard to Centre City Parkway

The LOS analysis study area was determined based on input from the City of Escondido Development Services Department (DSD) staff during the scoping agreement process. The approved City of Escondido Scoping Agreement for Transportation Studies is provided in **Appendix A**.

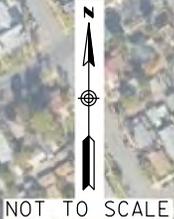
Exhibit 3 illustrates the location of the project and the project study area.



PEDESTRIAN
ROUTE
TO NEAREST
TRANSIT STOP
(1,050' OR 0.2
MILE)

MAJOR
TRANSIT
STOP

**PROJECT
SITE**



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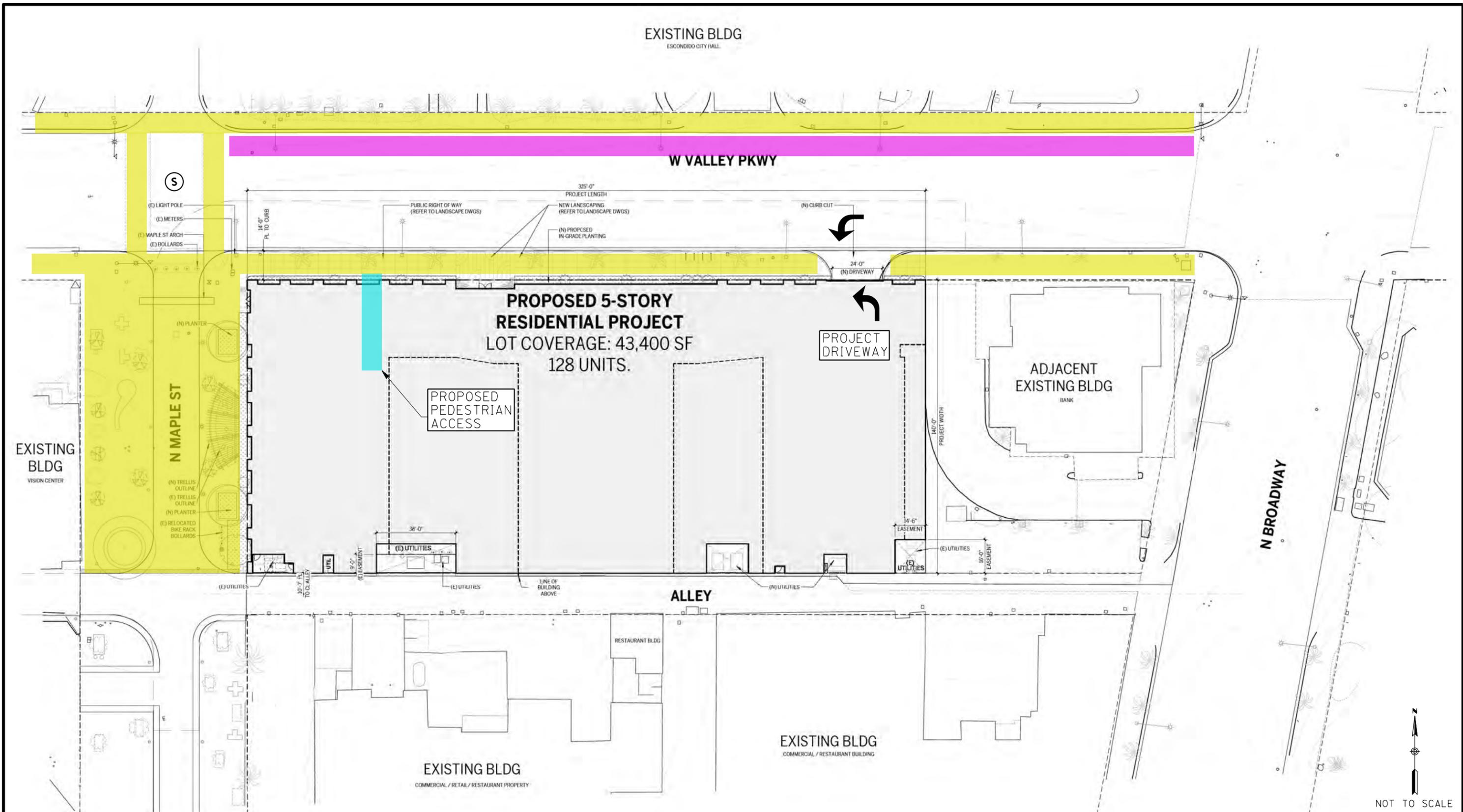
EXHIBIT 1
PROJECT VICINITY MAP

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- =EXISTING CLASS I BIKE FACILITY
- =EXISTING CLASS II BIKE FACILITY
- =EXISTING CLASS IV BIKE FACILITY
- =PLANNED CLASS II BIKE FACILITY
- =PLANNED CLASS III BIKE FACILITY

=STUDY INTERSECTION



SOURCE: STEINBERGHART, JANUARY 30, 2025.

NOT TO SCALE

RICK

EXHIBIT 2
PROJECT SITE PLAN

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- =EXISTING PEDESTRIAN FACILITIES
- =EXISTING CLASS IV BIKE FACILITY
- =ALLOWED VEHICULAR MOVEMENTS IN PROJECT DRIVEWAY
- =SIGNALIZED



EXHIBIT 3
PROJECT STUDY AREA

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

(X) = STUDY INTERSECTION

3.2 INTERSECTION LOS ANALYSIS SCENARIOS

As required per the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021), the following scenarios were evaluated in this Local Mobility Analysis:

- **Existing Conditions:** This scenario reflects the conditions on the ground at the time the traffic count data was obtained (March 2024).
- **Near-Term Without Project Conditions:** This scenario reflects the anticipated opening year of the project based on the existing traffic volumes plus the additional traffic generated by approved or pending cumulative projects within or near the study area.
- **Near-Term With Project Conditions:** This scenario reflects the project opening year conditions as described above with the addition of traffic generated by the proposed project.

3.3 INTERSECTION LOS ANALYSIS METHODOLOGY

Levels of service (LOS) were determined at the study area intersections for the weekday AM and PM peak hours. The weekday AM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 7:00 AM and 9:00 AM. The weekday PM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 4:00 PM and 6:00 PM.

Intersection operations were analyzed with Synchro 11 software (Trafficware) utilizing the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM 6)*. Synchro reports delays, which correspond to a particular LOS, to describe the overall operation of an intersection.

LOS provides a quick overview of how well an intersection is performing. The City of Escondido has a design objective of LOS D or better for intersection operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element (January 2013). The criteria for the LOS grade designations are provided in **Table 1**.

**TABLE 1
LOS CRITERIA FOR INTERSECTIONS**

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition (HCM 6)*.

3.4 ROADWAY SEGMENT ANALYSIS METHODOLOGY

Roadway segments were analyzed based on the volume-to-capacity (v/c) ratios and the City's daily LOS capacity thresholds per Table 1 of the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021). The analysis results provide a planning-level assessment of whether a segment is under, approaching, or over capacity, where LOS E represents capacity. The City of Escondido has a design objective of LOS D or better for daily roadway segment operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element (January 2013). **Table 2** presents the roadway segment capacity and LOS thresholds utilized by the City of Escondido.

**TABLE 2
LOS CRITERIA FOR ROADWAY SEGMENTS**

STREET CLASSIFICATION	LEVEL OF SERVICE (LOS)				
	A	B	C	D	E
Prime Arterial (8 lanes, divided)	23,800	37,800	51,800	62,300	70,000
Prime Arterial (6 lanes, divided)	20,400	32,400	44,400	53,400	60,000
Major Arterial (6 lanes, divided)	17,000	27,000	37,000	44,500	50,000
Major Arterial (4 lanes, divided)	12,600	20,000	27,400	32,900	37,000
Collector (4 lanes, no parking)	11,600	18,500	25,300	30,400	34,200
One-Way Collector (3 lanes) (Valley Parkway and 2 nd Avenue) ¹	10,200	16,200	22,200	26,700	30,000
Collector (4 lanes, with parking)	6,800	10,800	14,800	17,800	20,000
Local Collector (2-lanes, no parking)	5,100	8,100	11,100	13,400	15,000
Local Collector (2-lanes, with parking)	3,400	5,400	7,400	8,900	10,000

Source: City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021).

¹ The City's General Plan Mobility and Infrastructure Element (January 2013) Element does not include a roadway classification for a 3-lane one-way roadway such as Valley Parkway and 2nd Avenue through Downtown Escondido. The City of Escondido General Plan Update EIR Traffic Impact Analysis (December 5, 2011) had analyzed the 3-lane one-way segments of Valley Parkway and 2nd Avenue with a daily capacity of 30,000 ADT; therefore, 30,000 was utilized as the daily capacity for a 3-lane one-way Collector such as Valley Parkway and 2nd Avenue.

4.0 EXISTING CONDITIONS

This section summarizes the existing roadway network, peak hour volumes and operations at the study area intersections.

4.1 EXISTING CONDITIONS ROADWAY NETWORK

Valley Parkway is currently built as a three-lane, one-way roadway and is classified as a four-lane Collector through the study area per the City's General Plan Mobility and Infrastructure Element. On-street parallel parking is currently provided along the south side of Valley Parkway from Ivy Street to Maple Street, and on-street parking is generally prohibited west of Maple Street. The Escondido Creek Bike Trail currently runs along the north side of Valley Parkway between Centre City Parkway and Broadway. The posted speed limit on Valley Parkway through the study area is 35 mph.

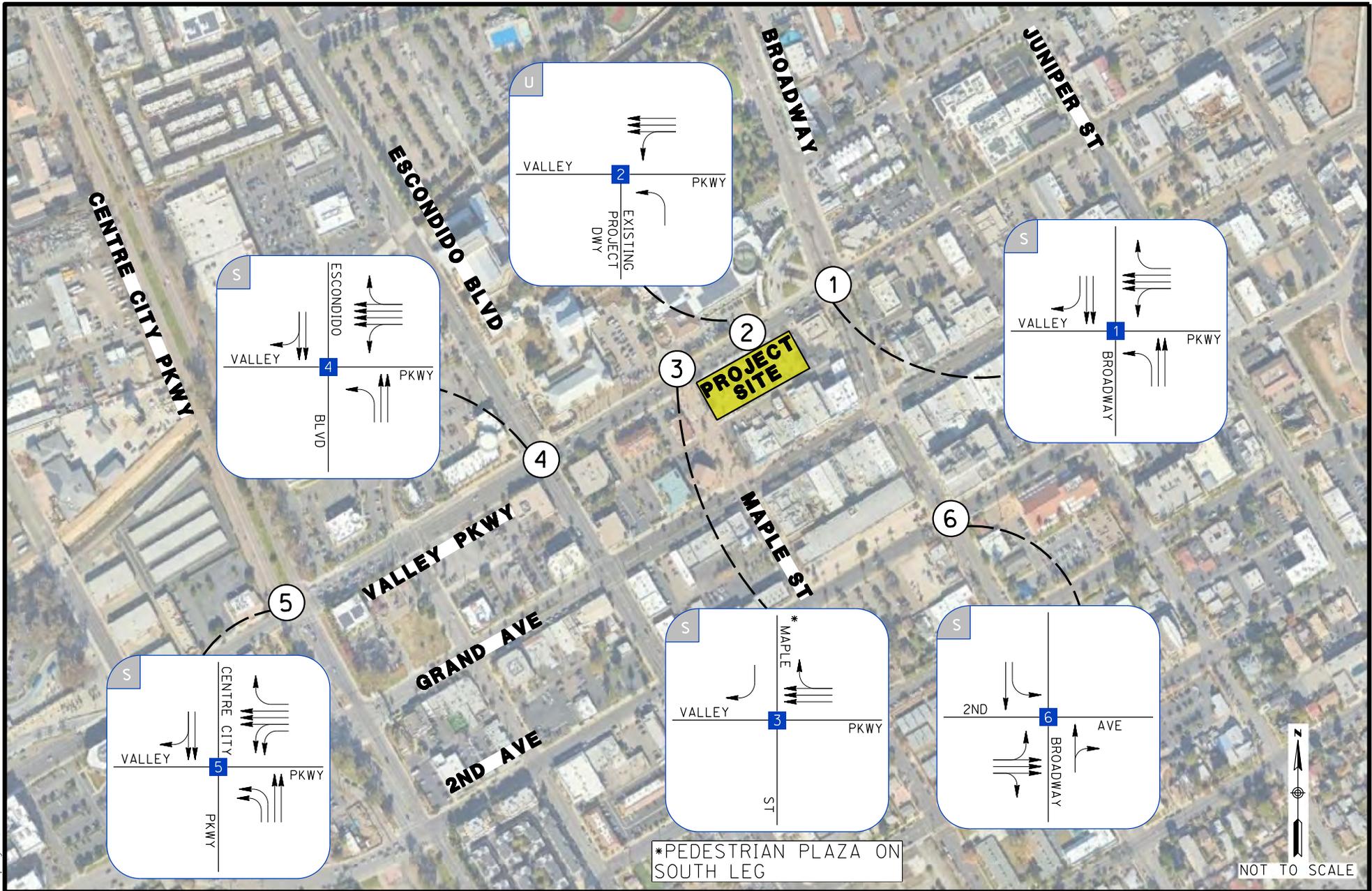
2nd Avenue is currently built as a three-lane, one-way roadway and is classified as a four-lane Collector through the study area per the City's General Plan Mobility and Infrastructure Element. On-street parallel parking is currently provided along 2nd Avenue on one or both sides of the roadway from Quince Street to Ivy Street. There are no bicycle facilities currently provided along 2nd Avenue within the study area. The posted speed limit on 2nd Avenue is 30 mph east of Centre City Parkway.

Broadway is currently built as a four-lane Collector north of Grand Avenue, and is currently built as a two-lane Local Collector south of Grand Avenue. According to the City's General Plan Mobility and Infrastructure Element, Broadway is classified as a four-lane Major Arterial north of 2nd Avenue, and is classified as a four-lane Collector from 2nd Avenue to 5th Avenue. On-street parallel parking is provided along one or both sides of the roadway north of Grand Avenue. On-street angled parking is provided on both sides of the street on Broadway between Grand Avenue and 3rd Avenue. The Escondido Creek Bike Trail currently runs along the west side of Broadway between Woodward Avenue and Valley Parkway. The posted speed limit on Broadway through the study area is 35 miles per hour (mph).

Escondido Boulevard is currently built to its ultimate General Plan Mobility and Infrastructure Element classification as a four-lane Collector north of 5th Avenue. South of 5th Avenue, Escondido Boulevard is currently built as a two-lane Local Collector, and is classified as a four-lane Collector per the City's General Plan Circulation Element. On-street parking is generally prohibited on Escondido Boulevard north of 5th Avenue. There are no bicycle facilities currently provided along Escondido Boulevard within the study area. The posted speed limit on Escondido Boulevard through the study area is 35 mph.

Centre City Parkway is currently built to its ultimate General Plan Mobility and Infrastructure Element classification as a four-lane Major Arterial through the study area. On-street parking is generally prohibited on Centre City Parkway. Class II bike lanes are currently provided along Centre City Parkway within the study area. The posted speed limit on Centre City Parkway through the study area is 45 mph.

Exhibit 4 illustrates the lane configurations and traffic controls at the study intersections, and the locations of the existing bicycle and pedestrian facilities are also illustrated in Exhibit 4.



*PEDESTRIAN PLAZA ON SOUTH LEG

NOT TO SCALE



EXHIBIT 4

EXISTING ROADWAY AND INTERSECTION CONDITIONS

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND	
	=STUDY INTERSECTION
	=SIGNALIZED
	=UNSIGNALIZED
	=EXISTING LANE CONFIGURATION

4.2 EXISTING CONDITIONS TRAFFIC VOLUMES

Intersection turning movement counts were collected during the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Tuesday, March 19, 2024 at the following six (6) existing study intersections while local schools were in regular session:

1. Valley Parkway / Broadway
2. Valley Parkway / Public Lot Driveway (Proposed Project Driveway)
3. Valley Parkway / Maple Street-City Hall Driveway
4. Valley Parkway / Escondido Boulevard
5. Valley Parkway / Centre City Parkway
6. 2nd Avenue / Broadway

Additionally, machine counts were collected on Tuesday, March 19, 2024 on the following two (2) roadway segments listed below in order to document the daily vehicular traffic volumes for a 24-hour period:

1. Valley Parkway, from Broadway to Maple Street (in front of project site)
2. Valley Parkway, from Escondido Boulevard to Centre City Parkway

Exhibit 5 illustrates the existing intersection turning movement volumes and average daily traffic (ADT) volumes within the study area. **Appendix B** contains the count data sheets.

4.3 EXISTING CONDITIONS INTERSECTION LOS ANALYSIS

Table 3 displays the LOS analysis results for the existing study intersection under Existing Conditions. **Appendix C** contains the intersection LOS worksheets.

**TABLE 3
EXISTING CONDITIONS PEAK HOUR INTERSECTION LOS SUMMARY**

#	INTERSECTION	CONTROL	DIR.	EXISTING (2024)			
				AM PEAK HOUR		PM PEAK HOUR	
				DELAY ¹	LOS ²	DELAY ¹	LOS ²
1	Valley Parkway / Broadway	(SIGNAL)	Overall	8.2	A	7.0	A
2	Valley Parkway / Project Driveway	(OWSC)	NB-L	14.3	B	11.4	B
3	Valley Parkway / Maple Street	(SIGNAL)	Overall	2.5	A	3.3	A
4	Valley Parkway / Escondido Boulevard	(SIGNAL)	Overall	12.5	B	12.6	B
5	Valley Parkway / Centre City Parkway	(SIGNAL)	Overall	20.9	C	16.5	B
6	Second Avenue / Broadway	(SIGNAL)	Overall	11.5	B	11.7	B

Footnotes:

Results calculated utilizing the methodologies described in Chapters 19, 20, 21, and 22 in the 6th edition of the HCM.

1) Delay is measured in seconds per vehicle. Delays are reported as the average control delay for the entire intersection at signalized and all-way stop controlled intersections, and the worst movement delay is reported for one/two-way-stop controlled intersections.

2) Level of Service

(SIGNAL)=Signalized, (OWSC)=One-Way Stop Controlled

NB=Northbound, WB=Westbound, etc.

L=Left-turn movement, R= Right-turn movement, LT=Left-Through lane, LTR=Left-Through-Right lane, etc.

As shown in Table 3, the study intersections currently operate at an acceptable LOS C or better during the peak hours.

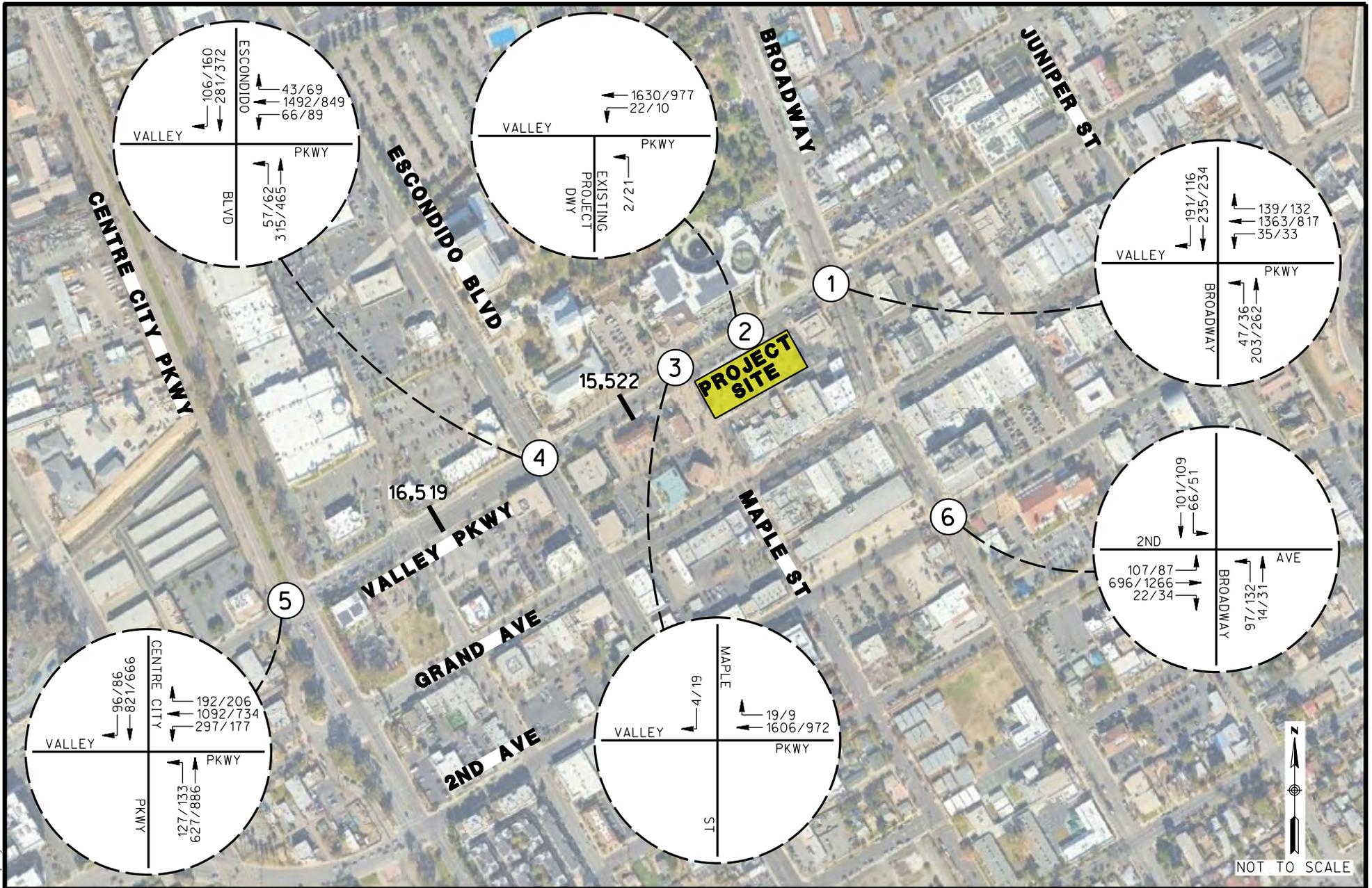


EXHIBIT 5
EXISTING CONDITIONS TRAFFIC VOLUMES

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

4.4 EXISTING CONDITIONS INTERSECTION QUEUING ANALYSIS

A queuing analysis was conducted during the peak hours under existing conditions to determine if the existing queue lengths exceed the storage lengths of the left-turn, through or right-turn lanes of the study intersections to which project trips would be added (queuing conditions with the project is evaluated under Near Term conditions). The queuing analysis results are based on the 95th percentile queue lengths in feet for each turning movement or approach. The SimTraffic application within the Synchro 11 software program was used to conduct the queuing analysis.

The results of the queuing analysis under existing conditions are provided in **Table 4. Appendix D** contains the SimTraffic queuing analysis worksheets.

As shown in Table 4, the storage lengths of the applicable study intersection turning movements currently accommodate the existing 95th percentile queue lengths during the peak hours.

**TABLE 4
EXISTING CONDITIONS INTERSECTION QUEUING ANALYSIS SUMMARY**

Intersection	Lane / Movement	No. of Lanes/ Storage Length (feet)	Existing Year 2024			
			AM Peak Hour		PM Peak Hour	
			Volume	Queue Length (feet)	Volume	Queue Length (feet)
1 Valley Parkway / Broadway	NB Left	1 / 60'	47	57'	36	48'
	SB Right	1 / 150'	191	68'	116	40'
	WB Left/Through	3 / 340' ¹	1,398	151'	850	101'
2 Valley Parkway / Project Driveway	NB Left	1 / 25'	2	17'	21	41'
3 Valley Parkway / Maple Street	WB Through/Right	3 / 460' ¹	1,625	41'	981	49'
4 Valley Parkway / Escondido Boulevard	SB Through/Right	2 / 330' ¹	387	123'	532	145'
	WB Left/Through/Right	4 / 400' ¹	1,601	184'	1,007	146'
5 Valley Parkway / Centre City Parkway	SB Through/Right	2 / NA	917	277'	752	207'
	WB Left	1 / 290' ¹	297	164'	177	99'
	WB Left/Through	3 / 290' ¹	1,092	262'	734	183'
	WB Right	1 / 290' ¹	192	110'	206	122'
6 2nd Avenue / Broadway	EB Left/Through/Right	3 / 410' ¹	825	86'	1,387	141'

Footnotes:

Note: 95th percentile queue lengths shown from SimTraffic queuing analysis reports.

NA = Not Applicable (more than 1,000' of spacing between intersections)

¹ Indicates distance from approach stop bar to nearest upstream intersection.

4.5 EXISTING CONDITIONS ROADWAY SEGMENT ANALYSIS

The existing roadway level of service results are based on existing daily traffic volumes collected and functional classification roadway capacity. **Table 5** summarizes the roadway segment capacity analysis results under existing conditions. As shown in the table, the study roadway segments currently operate at LOS D or better.

**TABLE 5
EXISTING CONDITIONS ROADWAY SEGMENT ANALYSIS SUMMARY**

Roadway	Segment	Existing Classification / No. of Lanes	Daily Capacity	Existing Conditions		
				ADT	V/C	LOS
Valley Parkway	From Broadway to Escondido Blvd	Collector / 3 (One-Way)	30,000	15,522	0.52	B
	From Escondido Blvd to Centre City Pkwy	Collector / 3 (One-Way)	30,000	16,519	0.55	C

Source: City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021);
City of Escondido General Plan Mobility and Infrastructure Element (January 2013)

5.0 PROJECT TRAFFIC

This section describes the forecast trip generation, trip distribution, and assignment of trips on the adjacent roadway network.

5.1 PROJECT TRIP GENERATION

To determine the trips forecast to be generated by the proposed project, SANDAG trip generation rates (April 2002) were utilized in accordance with the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021).

The project site is located on a public parking lot that currently generates vehicular trips. Traffic counts were collected at the existing project driveway intersection on Valley Parkway to derive the trip generation of the existing public parking lot. The existing parking lot trips were applied as a trip reduction credit to the proposed project trip generation to derive the net increase in new project trips, which are summarized in **Table 6**.

Table 6 shows that without applying the existing trip reduction credit, the project is estimated to generate a total of 768 unadjusted daily trips, including a total of 61 unadjusted AM peak hour trips (12 inbound / 49 outbound) and a total of 69 unadjusted PM peak hour trips (48 inbound / 21 outbound).

As also shown in Table 6, after applying the trip reduction credit for the existing public parking lot, the proposed project is estimated to generate a net total of 458 daily trips, including a net total of 37 AM peak hour trips (-10 inbound / 47 outbound) and a net total of 38 PM peak hour trips (38 inbound / 0 outbound).

5.2 PROJECT TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The project trip distribution, which was agreed upon with City of Escondido during the scoping process, was developed based on the existing and proposed land uses, the project site's proximity to arterial roadways and freeway interchanges, and our knowledge of local traffic patterns in the surrounding area. **Exhibit 6** displays the trip distribution for the proposed project.

Trips were assigned to the study intersection turning movements based on the trips generated as shown in Table 6 and the trip distribution percentages shown in Exhibit 6. **Exhibit 7** illustrates the project trip assignment for the study intersections and roadway segments without the existing trip reduction credit, and the project trip assignment for the study intersections and roadway segments with the existing trip reduction credit is illustrated in **Exhibit 8**.

**TABLE 6
PROJECT TRIP GENERATION SUMMARY**

Land Use	Unit	Daily Trip Rate (per unit)	AM Peak Hour			PM Peak Hour			
			Trip Rate (% daily)	In (% AM)	Out (% AM)	Trip Rate (% daily)	In (% AM)	Out (% AM)	
Trip Generation Rates (SANDAG)									
Apartments	DU	6	8%	20%	80%	9%	70%	30%	
Forecast Project Generated Trips ^a									
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartments	128	DU	768	61	12	49	69	48	21
<i>Subtotal</i>			768	61	12	49	69	48	21
Existing Public Parking Lot Trips (To Be Removed) ^a			-310	-24	-22	-2	-31	-10	-21
Net Total Project Trips			458	37	-10	47	38	38	0

Source: SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

^a The existing AM and PM peak hour trips of the public parking lot are based on actual traffic counts that were collected at the driveway intersection on W. Valley Parkway on March 19, 2024. The daily trips of the existing parking lot were estimated based on the assumption that the PM peak hour trips are approximately 10% of the total daily trips.

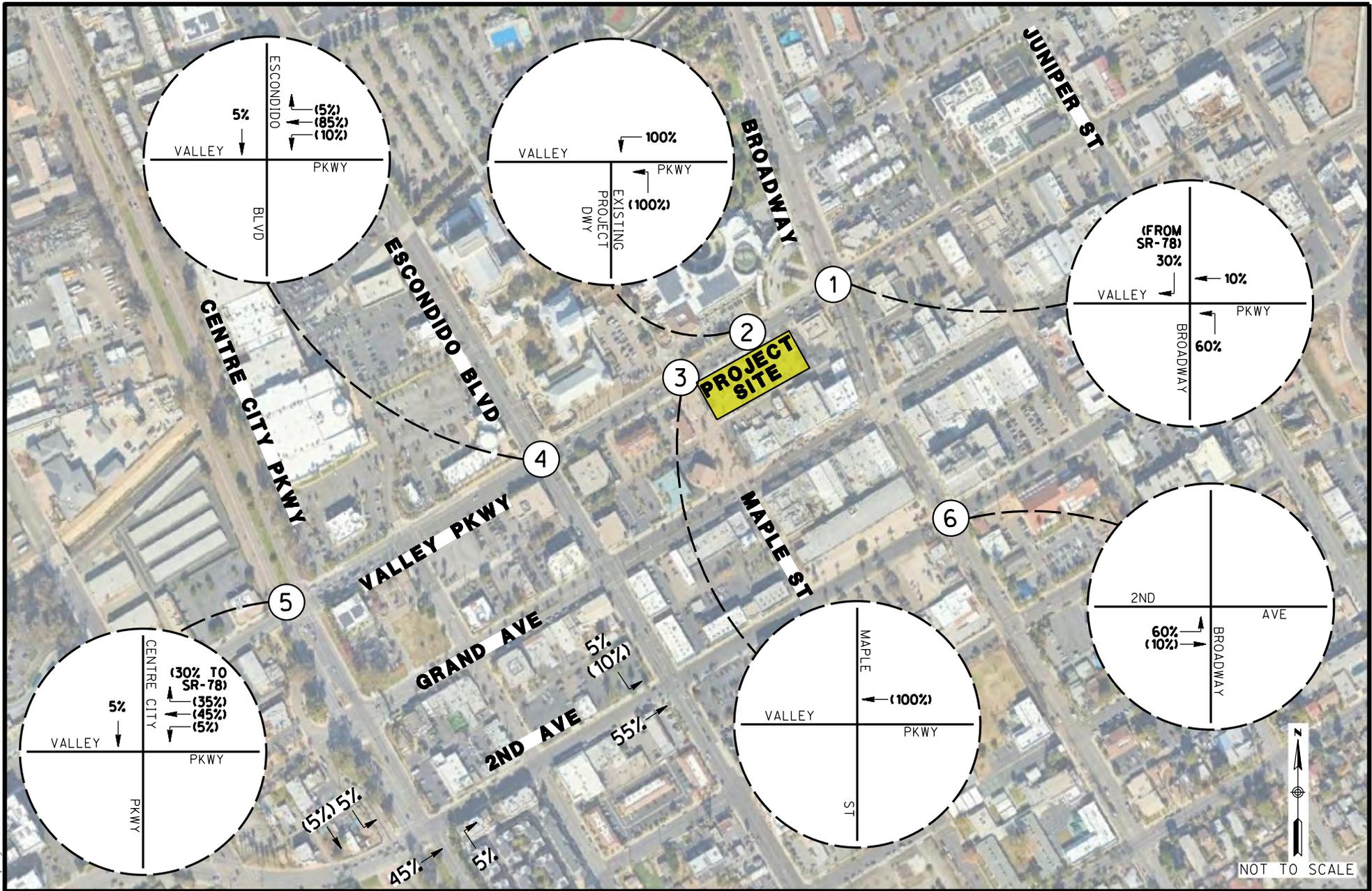


EXHIBIT 6
PROJECT TRIP DISTRIBUTION

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- XX% = INBOUND TRIP DISTRIBUTION
- (XX%) = OUTBOUND TRIP DISTRIBUTION
- (X) = STUDY INTERSECTION

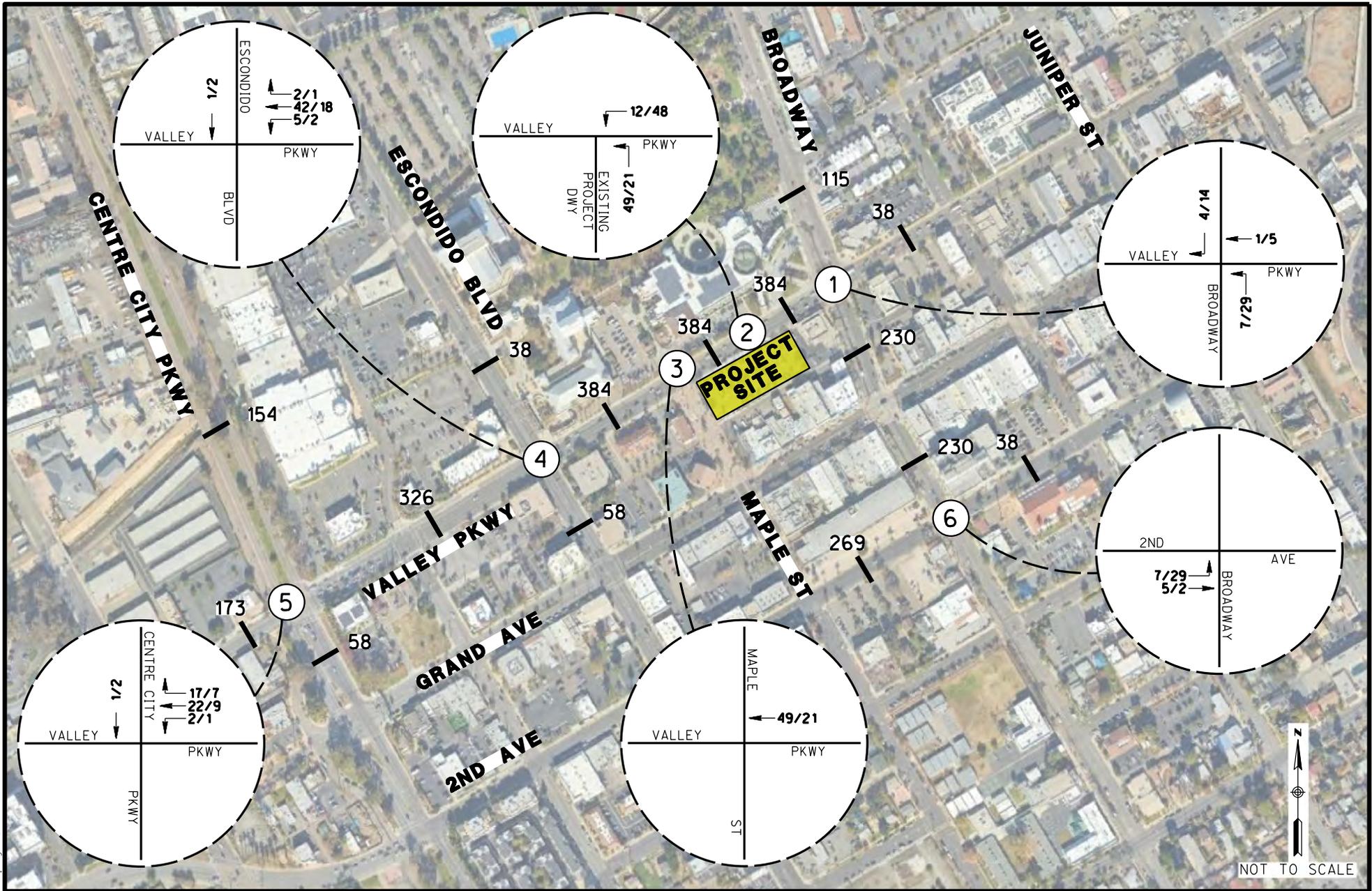


EXHIBIT 7

PROJECT TRIP ASSIGNMENT: TOTAL PROJECT TRIPS WITHOUT EXISTING TRIP CREDIT

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- XX% = INBOUND TRIP DISTRIBUTION
- (XX%) = OUTBOUND TRIP DISTRIBUTION
- (X) = STUDY INTERSECTION

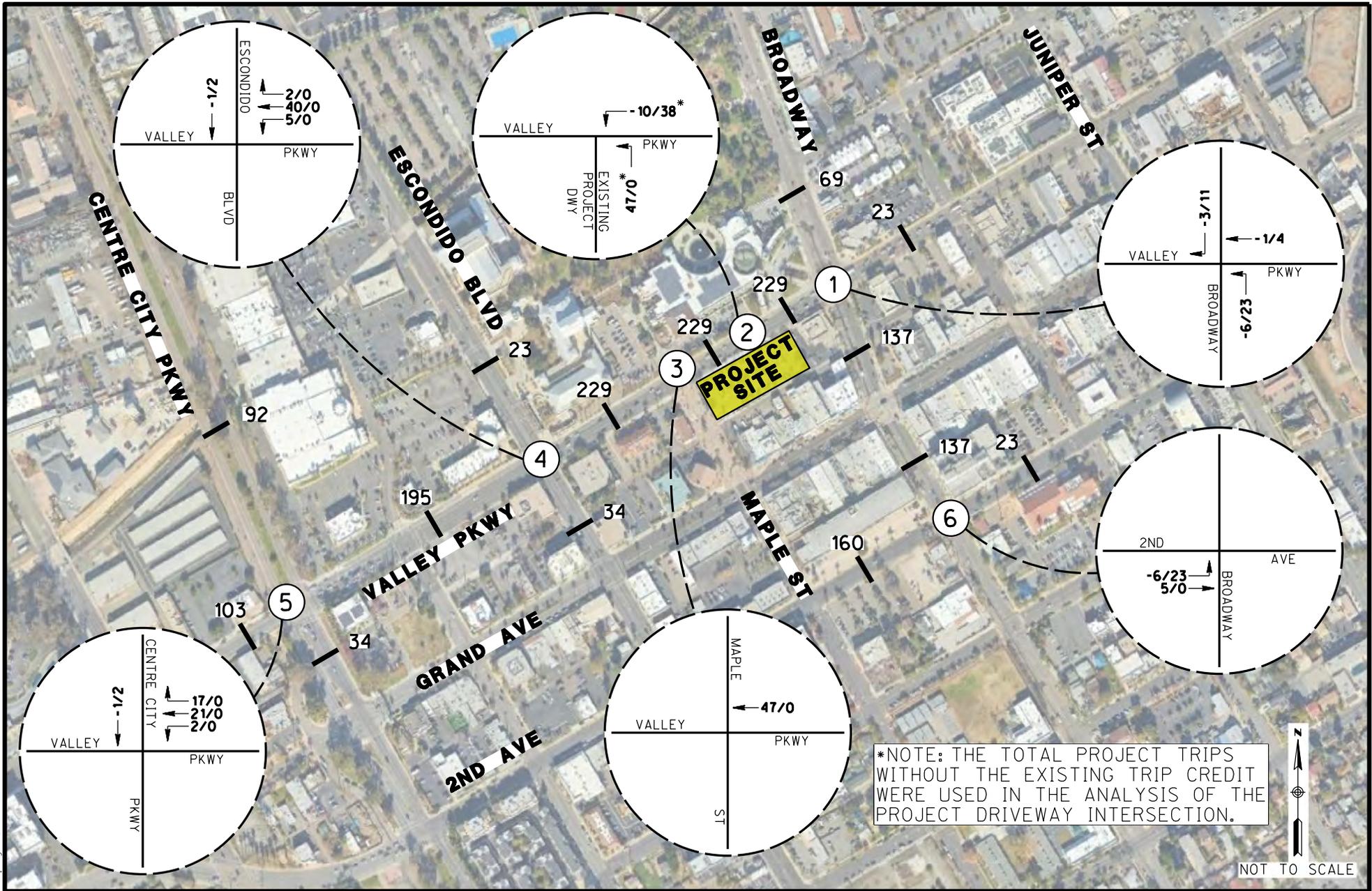


EXHIBIT 8

PROJECT TRIP ASSIGNMENT: NET INCREASE IN TRIPS WITH EXISTING TRIP CREDIT

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

XX/YY =AM/PM PEAK HOUR TRIPS

XXX =DAILY PROJECT TRIPS

(X) =STUDY INTERSECTION

6.0 NEAR TERM CONDITIONS WITHOUT AND WITH PROJECT

This section summarizes the development of the Near Term traffic volumes and operations of the study intersections without and with the proposed project. Near Term baseline (without project) conditions are based on the expected growth of cumulative background traffic associated with the short-range future developments that are anticipated to be completed in the next 2-3 years. Traffic generated by the proposed project were then added to the Near Term baseline traffic volumes.

6.1 NEAR TERM TRAFFIC VOLUMES

To determine the Near Term conditions in the project study area, forecast project traffic associated with nearby approved or pending projects was added to existing traffic volumes. Information on the cumulative projects was obtained from the “Major Development Activity Dashboard” online interactive map search tool provided by the Planning Division on the City of Escondido’s website (URL: <https://cityofescondido.maps.arcgis.com/apps/dashboards>). Additional cumulative projects not shown in the Major Development Activity Dashboard were also provided by City of Escondido Planning Division staff.

Table 7 presents the forecast trip generation of the approved and pending developments in the study area that are expected to be completed in the next 2-3 years. The locations of the Near Term cumulative background projects as listed above and shown in Table 7 are illustrated in **Exhibit 9**.

As shown in Table 7, the cumulative background projects would generate approximately 7,362 daily trips, including 566 AM peak hour trips (179 inbound / 387 outbound) and 654 PM peak hour driveway trips (407 inbound / 246 outbound).

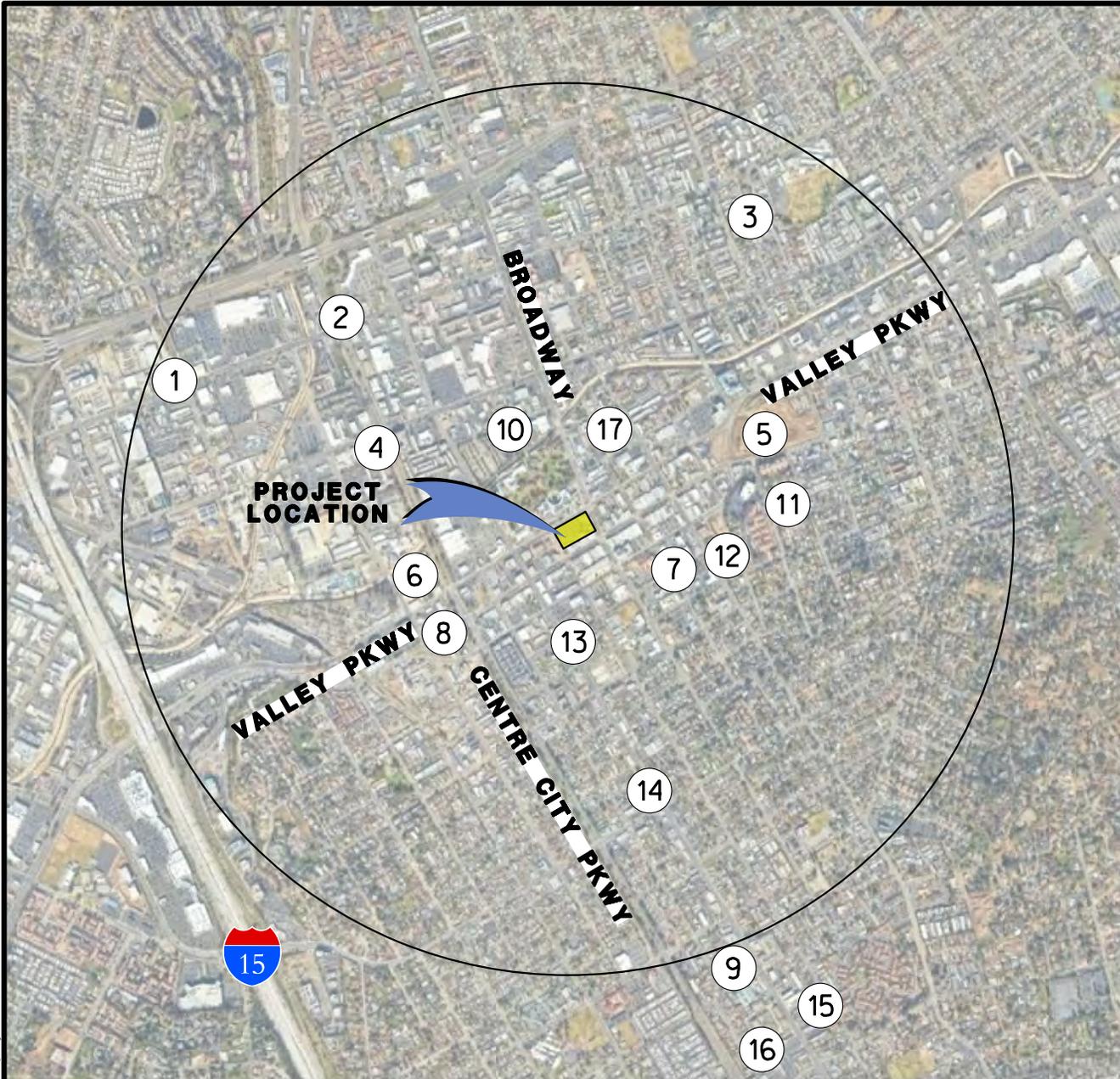
Exhibit 10 illustrates the cumulative background trips that were added to the existing traffic volumes to derive the baseline traffic volumes for Near Term. The Near Term traffic volumes without the project are illustrated in **Exhibit 11**. The proposed project trips were added to the Near Term baseline traffic volumes to derive the Near Term traffic volumes with the project, which are illustrated in **Exhibit 12**.

**TABLE 7
NEAR TERM CUMULATIVE BACKGROUND PROJECTS TRIP GENERATION SUMMARY**

Project	Project Number	Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour			
						Total	In	Out	Total	In	Out	
1.	7-11 Gas Station	PHG19-0049	Gasoline with Food Mart (SANDAG)	8	VFP	1,280	90	45	45	102	51	51
			Gasoline Station Pass-By Trip Reduction (AM: 50%, PM: 50%, Daily: 50%)			-640	-45	-23	-22	-51	-26	-25
			<i>Subtotal Primary Trips</i>			640	45	22	23	51	25	26
2.	503 W. Mission Road	PL24-0057	Demolition of Existing High-Turnover Restaurant	2,391	KSF	-230	-18	-9	-9	-18	-11	-7
			Two Fast-Food Restaurants with Drive-Thrus (SANDAG)	4,650	KSF	3,023	212	106	106	212	106	106
			Coffee/Donut Shop With Drive-Through Window (ITE 937)	1,460	KSF	779	125	64	61	56	28	28
			<i>Subtotal Driveway Trips</i>			3,802	337	170	167	268	134	134
			Fast-Food Pass-By Trip Reduction (AM: 40%, PM: 40%, Daily: 40%)			-1,209	-84	-42	-42	-84	-42	-42
			Coffee Shop Pass-By Trip Reduction (AM: 80%, PM: 80%, Daily: 80%)			-623	-100	-51	-49	-44	-22	-22
<i>Subtotal Primary Trips</i>			1,740	135	68	67	122	59	63			
3.	664 N. Fig Street Apartments	ADM20-0136	Apartments (SANDAG)	15	DU	90	7	1	6	8	6	2
4.	Dutch Bros Coffee Shop	PL22-0115	Coffee/Donut Shop With Drive-Through Window (ITE 937)	0.95	KSF	507	82	42	40	37	19	18
			Coffee Shop Pass-By Trip Reduction (AM: 80%, PM: 80%, Daily: 80%)			-405	-65	-33	-32	-28	-14	-14
			<i>Subtotal Primary Trips</i>			102	17	9	8	9	5	4
5.	Palomar Heights	SUB18-0011	Apartments (SANDAG)	258	DU	1,548	124	25	99	139	97	42
			Condominiums (SANDAG)	162	DU	1,296	104	21	83	130	91	39
			Retirement Community (SANDAG)	90	DU	360	18	7	11	25	15	10
			Commercial Office, Retail, Deli, Restaurant (SANDAG)	10.0	KSF	1,060	80	47	33	75	37	38
			<i>Subtotal Driveway Trips</i>			4,264	326	99	227	369	240	129
			<i>Demolition of Existing Hospital/Medical Campus</i>			-2,120	-160	-82	-78	-133	-72	-61
<i>Net Total Driveway Trips</i>			2,144	166	17	149	236	168	68			
6.	220 N. Quince St. Senior Housing	PHG17-0028	Retirement Community (SANDAG)	147	DU	588	29	12	17	41	25	16
7.	SWC 3rd Ave / Kalmia St	PL21-0275	Apartment (SANDAG)	21	DU	126	10	2	8	11	8	3
			Standard Commercial Office (SANDAG)	3.9	KSF	79	11	10	1	10	2	8
			<i>Subtotal Driveway Trips</i>			205	21	12	9	21	10	11
8.	555 W. Grand Avenue	SUB18-0008	Apartment (SANDAG)	32	DU	192	15	3	12	17	12	5
			Standard Commercial Office (SANDAG)	0.6	KSF	12	2	2	0	2	0	2
			<i>Subtotal Driveway Trips</i>			204	17	5	12	19	12	7
9.	1401 S. Escondido Blvd	PL21-0304	Apartment (SANDAG)	54	DU	324	26	5	21	29	20	9
10.	Grape Day Park Master Plan Aquatic Facility ¹	CF22-0005	Recreational Community Center (ITE LU 495)	8.7	KSF	251	17	11	6	22	10	12
11.	240 S. Hickory St	PL23-0190	Apartment (SANDAG)	21	DU	126	10	2	8	11	8	3
12.	332 S. Juniper St	PL24-0126	Apartment (SANDAG)	32	DU	192	15	3	12	17	12	5
13.	339 S. Escondido Blvd	PL24-0001	Apartment (SANDAG)	33	DU	198	16	3	13	18	13	5
14.	829 S Escondido Blvd	PHG20-0036	Apartment (SANDAG)	21	DU	126	10	2	8	11	8	3
15.	1600 S Escondido Blvd	PL22-0032	Apartment (SANDAG)	48	DU	288	23	5	18	26	18	8
16.	1602 Orange Place	PL22-0683	Apartment (SANDAG)	20	DU	120	10	2	8	11	8	3
17.	340 Waverly Place	PL22-0538	Apartment (SANDAG)	4	DU	24	2	0	2	2	1	1
TOTAL CUMULATIVE PROJECT TRIPS:						7,362	566	179	387	654	407	246

Source: SANDAG (Not So) Brief Guide of Vehicular Traffic Generation Rates For the San Diego Region, April 2002 and Institute of Transportation Engineers (ITE) 11th Edition, 2021.

¹The existing pool at Grape Day Park has a total pool area of 4,248 square-feet. The proposed aquatic facility will have a total pool area of 12,951 square-feet, with a net increase in pool area of 8,703 square-feet.



CUMULATIVE PROJECTS LIST

1. PHG19-0049 (7-11 GAS STATION)
2. PL24-0057 (503 W. MISSION ROAD)
3. ADM20-0136 (664 N. FIG STREET APARTMENTS)
4. PL22-0115 (DUTCH BROS COFFEE SHOP)
5. SUB18-0011 (PALOMAR HEIGHTS)
6. PHG17-0028 (220 N. QUINCE ST. SENIOR HOUSING)
7. PL21-0275 (SWC 3RD AVE / KALMIA ST)
8. SUB18-0008 (555 W. GRAND AVENUE)
9. PL21-0304 (1401 S. ESCONDIDO BLVD)
10. CF22-0005 (GRAPE DAY PARK MASTER PLAN AQUATIC FACILITY)
11. PL23-0190 (240 S. HICKORY ST)
12. PL24-0126 (332 S. JUNIPER ST)
13. PL24-0001 (339 S. ESCONDIDO BLVD)
14. PHG20-0036 (829 S. ESCONDIDO BLVD)
15. PL22-0032 (1600 S. ESCONDIDO BLVD)
16. PL22-0683 (1602 ORANGE PLACE)
17. PL22-0538 (340 WAVERLY PLACE)



NOT TO SCALE



EXHIBIT 9
NEAR TERM CUMULATIVE BACKGROUND PROJECTS LOCATION MAP

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

○ = 1 MILE RADIUS AROUND PROJECT SITE

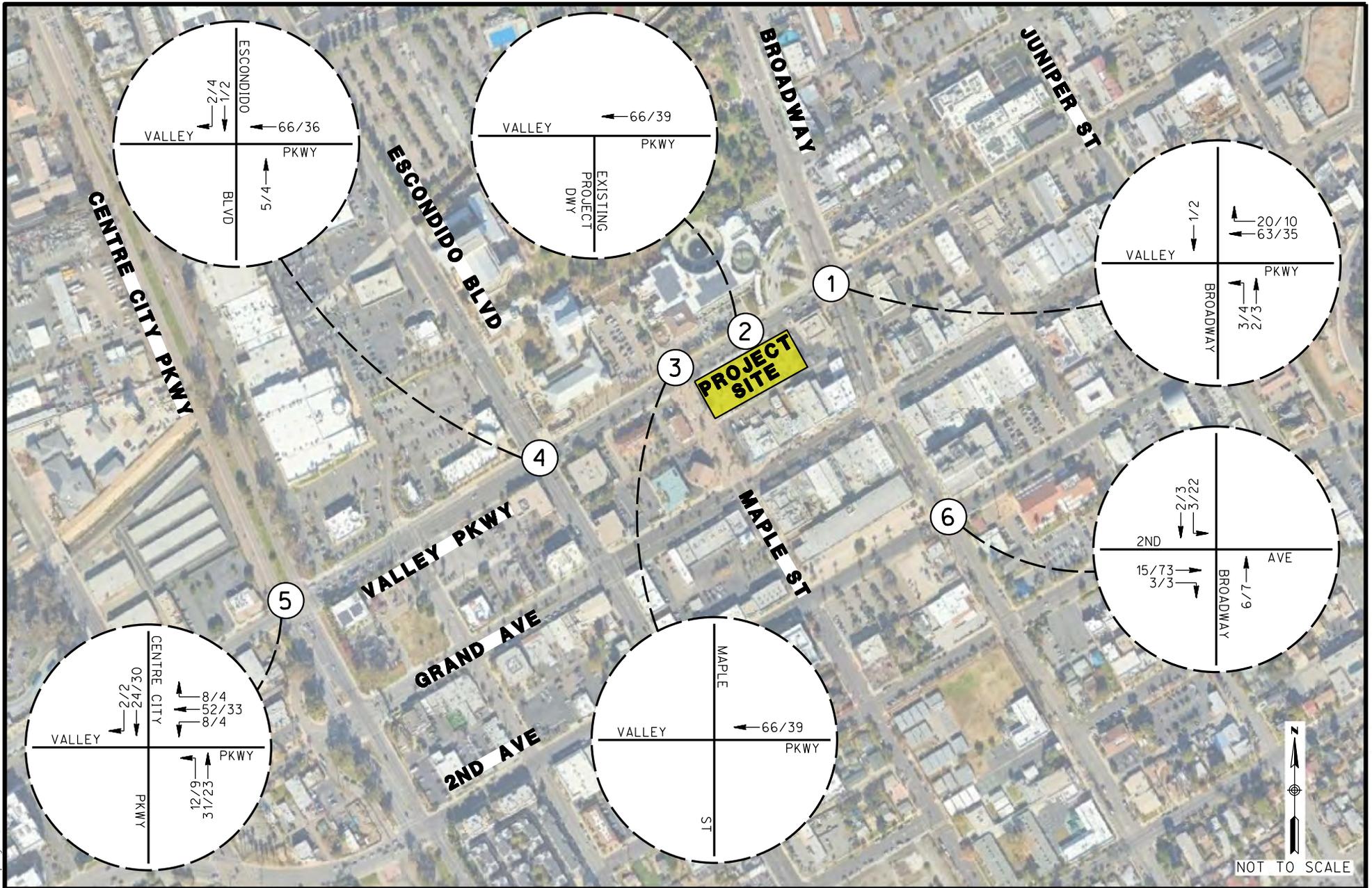


EXHIBIT 10

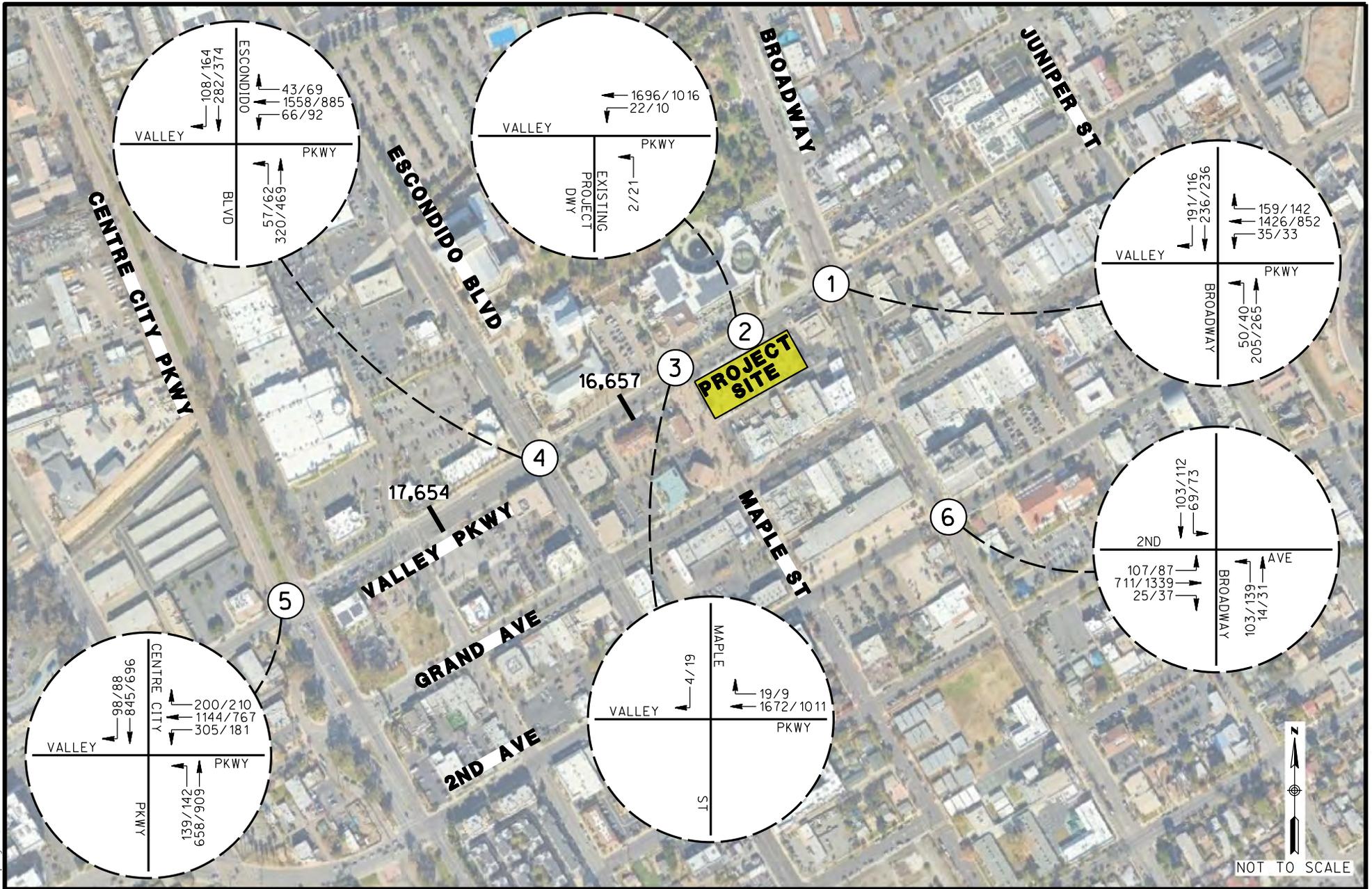
NEAR TERM CUMULATIVE BACKGROUND PROJECT TRIPS

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

XX/YY =AM/PM PEAK HOUR VOLUME

(X) =STUDY INTERSECTION



NOT TO SCALE



EXHIBIT 11
 NEAR TERM WITHOUT PROJECT TRAFFIC VOLUMES
 ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- XX,XXX = DAILY TRAFFIC VOLUME
- XX/YY = AM/PM PEAK HOUR VOLUME
- (X) = STUDY INTERSECTION

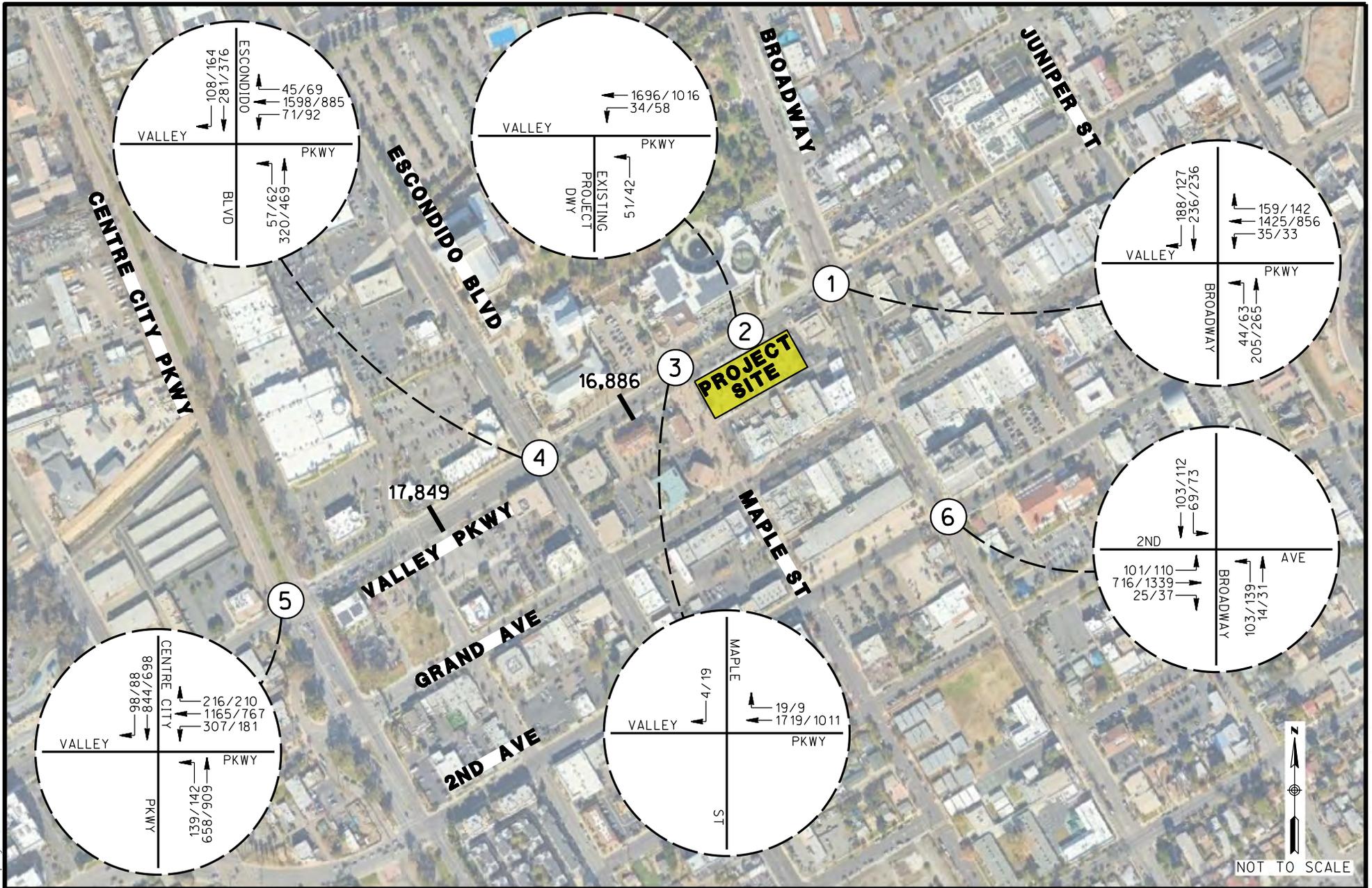


EXHIBIT 12

NEAR TERM WITH PROJECT TRAFFIC VOLUMES

ASPIRE ESCONDIDO LOCAL MOBILITY ANALYSIS

LEGEND

- XX,XXX = DAILY TRAFFIC VOLUME
- XX/YY = AM/PM PEAK HOUR VOLUME
- (X) = STUDY INTERSECTION

6.2 NEAR TERM CONDITIONS PLANNED IMPROVEMENTS

The following improvements in the project study area are anticipated to be completed in the next 2-3 years and are assumed to be in place under Near Term conditions:

Grand Avenue Vision Plan Phase II

- Expanded sidewalks on Grand Avenue from Maple Street to Juniper Street
- Single-lane roundabout at Grand Avenue / Broadway intersection

6.3 NEAR TERM CONDITIONS INTERSECTION LOS ANALYSIS

Table 8 displays the LOS analysis results for the study intersections under Near Term conditions without and with the proposed project. **Appendix C** contains the intersection LOS worksheets for Near Term conditions.

Table 8 shows that under Near Term conditions without and with the proposed project, the study intersections are anticipated to operate at an acceptable LOS C or better during the peak hours.

6.4 NEAR TERM CONDITIONS INTERSECTION QUEUING ANALYSIS

A queuing analysis was conducted during the peak hours under Near Term conditions without and with the proposed project to determine if the additional traffic generated by the project would result in queue lengths exceeding the existing storage lengths of the left-turn, through or right-turn lanes of the study intersections to which project trips would be added. The queuing analysis also evaluates the queue length of the proposed project driveway intersection approach during peak hours to determine the throat length needed at the project driveway. The queuing analysis results are based on the 95th percentile queue lengths in feet for each turning movement or approach. The SimTraffic application within the Synchro 11 software program was used to conduct the queuing analysis.

The results of the queuing analysis under Near Term conditions are provided in **Table 9**. **Appendix D** contains the SimTraffic queuing analysis worksheets for Near Term conditions.

As shown in Table 9, the storage lengths of the applicable study intersection turning movements are anticipated to accommodate the Near Term conditions 95th percentile queue lengths during the peak hours both without and with the proposed project.

6.5 NEAR TERM CONDITIONS ROADWAY SEGMENT ANALYSIS

Table 10 summarizes the roadway segment capacity analysis results under near term conditions without and with the proposed project. As shown in the table, the study roadway segments currently operate at LOS D or better.

**TABLE 8
NEAR TERM CONDITIONS PEAK HOUR INTERSECTION LOS SUMMARY**

#	INTERSECTION	CONTROL	DIR.	NEAR TERM WITHOUT PROJECT				NEAR TERM WITH PROJECT			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				DELAY ¹	LOS ₂	DELAY ¹	LOS ₂	DELAY ¹	LOS ₂	DELAY ¹	LOS ₂
1	Valley Parkway / Broadway	(SIGNAL)	Overall	8.3	A	7.0	A	8.3	A	7.3	A
2	Valley Parkway / Project Driveway	(TWSC)	NB-L	14.6	B	11.5	B	16.7	C	12.7	B
3	Valley Parkway / Maple Street	(SIGNAL)	Overall	2.4	A	3.4	A	2.4	A	3.4	A
4	Valley Parkway / Escondido Boulevard	(SIGNAL)	Overall	12.8	B	12.7	B	12.8	B	12.7	B
5	Valley Parkway / Centre City Parkway	(SIGNAL)	Overall	21.8	C	16.9	B	22.0	C	16.9	B
6	2nd Avenue / Broadway	(SIGNAL)	Overall	11.6	B	12.5	B	11.6	B	12.5	B

Footnotes:

Results calculated utilizing the methodologies described in Chapters 19, 20, 21, and 22 in the 6th edition of the HCM.

1) Delay is measured in seconds per vehicle. Delays are reported as the average control delay for the entire intersection at signalized and all-way stop controlled intersections, and the worst movement delay is reported for one/two-way-stop controlled intersections.

2) Level of Service

(SIGNAL)=Signalized, (OWSC)=One-Way Stop Controlled

NB=Northbound, WB=Westbound, etc.

L=Left-turn movement, R= Right-turn movement, LT=Left-Through lane, LTR=Left-Through-Right lane, etc.

**TABLE 9
NEAR TERM CONDITIONS INTERSECTION QUEUING ANALYSIS SUMMARY**

Intersection	Lane / Movement	No. of Lanes/ Storage Length (feet)	Near-Term Without Project				Near-Term With Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Volume	Queue Length (feet)	Volume	Queue Length (feet)	Volume	Queue Length (feet)	Volume	Queue Length (feet)
1 Valley Parkway / Broadway	NB Left	1 / 60'	50	62'	40	53'	44	58'	63	65'
	SB Right	1 / 150'	191	77'	116	37'	188	70'	127	47'
	WB Left/Through	3 / 340' ¹	1,461	142'	885	100'	1,460	155'	889	106'
2 Valley Parkway / Project Driveway	NB Left	NP: 1 / 25' WP: 1 / 60' ²	2	15'	21	41'	51	60'	42	52'
3 Valley Parkway / Maple Street	WB Through/Right	3 / 460' ¹	1,691	45'	1,020	45'	1,738	40'	1,020	60'
4 Valley Parkway / Escondido Boulevard	SB Through/Right	2 / 330' ¹	390	123'	538	148'	389	114'	540	139'
	WB Left/Through/Right	4 / 400' ¹	1,667	178'	1,046	155'	1,714	186'	1,046	143'
5 Valley Parkway / Centre City Parkway	SB Through/Right	2 / NA	943	283'	784	212'	942	301'	786	218'
	WB Left	1 / 290' ¹	305	176'	181	104'	307	205'	181	113'
	WB Left/Through	3 / 290' ¹	1,144	270'	767	183'	1,165	285'	767	183'
	WB Right	1 / 290' ¹	200	120'	210	108'	216	111'	210	124'
6 2nd Avenue / Broadway	EB Left/Through/Right	3 / 410' ¹	843	97'	1,463	174'	842	96'	1,486	178'

Footnotes:

Note: 95th percentile queue lengths shown from SimTraffic queuing analysis reports.

Queue length shown in **bold** indicate queue exceeding the existing storage length for the movement by at least one car length (20 feet).

NA = Not Applicable (more than 1,000' of spacing between intersections)

¹ Indicates distance from approach stop bar to nearest upstream intersection.

² Recommended project driveway throat length.

**TABLE 10
NEAR TERM CONDITIONS ROADWAY SEGMENT ANALYSIS SUMMARY**

Roadway	Segment	Existing Classification / No. of Lanes	Daily Capacity	Near Term Conditions Without Project			Near Term Conditions With Project		
				ADT	V/C	LOS	ADT	V/C	LOS
Valley Parkway	From Broadway to Escondido Blvd	Collector / 3 (One-Way)	30,000	16,657	0.56	C	16,886	0.56	C
	From Escondido Blvd to Centre City Pkwy	Collector / 3 (One-Way)	30,000	17,654	0.59	C	17,849	0.59	C

Source: City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021); City of Escondido General Plan Mobility and Infrastructure Element (January 2013)

8.0 PEDESTRIAN AND BICYCLE FACILITIES ASSESSMENT

8.1 PEDESTRIAN FACILITIES

Contiguous sidewalk (adjacent to curb) with a width of approximately 14 feet is currently provided on the south side of Valley Parkway between Escondido Boulevard and Broadway including along the project site frontage. West of Escondido Boulevard, contiguous sidewalk with a width ranging from 8 to 10 feet is provided along the south side of Valley Parkway.

Contiguous sidewalk with a width of approximately 10 feet is currently provided on the north side of Valley Parkway, and is separated from the vehicle lanes by a Class IV bikeway between Centre City Parkway and Broadway.

Maple Street Plaza is provided along the west side of the project site, where Maple Street is closed to vehicular traffic between Valley Parkway and the alley along the south side of the project site. Maple Street Plaza continues south of the alley to Grand Avenue, but vehicles are allowed on this segment of Maple Street Plaza in only the northbound direction.

Enhanced crosswalks are provided across Valley Parkway at the signalized Valley Parkway / Maple Street intersection adjacent to the northwest corner of the project site.

The proposed project would not modify the existing sidewalk along the project site frontage, and is not anticipated to impact the existing pedestrian facilities and network.

8.2 BICYCLE FACILITIES

The Escondido Creek Trail currently extends through the study area as a Class IV separated bikeway along the north side of Valley Parkway between Centre City Parkway and Broadway.

To the west, the Escondido Creek Trail continues north along the west side of Centre City Parkway as a Class I bike path, then continues west along Escondido Creek as a Class I bike path.

To the east, the Escondido Creek Trail continues north along the west side of Broadway as a Class IV separated bikeway, then continues east along Escondido Creek as a Class I bike path.

Class II bike lanes are currently provided along Centre City Parkway through the study area and beyond.

Grand Avenue is currently designated as a Class III bicycle route through the study area, where pavement “sharrows” are provided to warn drivers to share the lane with bicycles.

There are no bicycle facilities currently provided along Escondido Boulevard through the study area. Bicycle facilities are also not currently provided along Second Avenue through the study area.

The proposed project is not anticipated to impact the existing bicycle facilities and network.

9.0 SUMMARY AND CONCLUSIONS

This Local Mobility Analysis was prepared in accordance with the City of Escondido Transportation Impact Analysis Guidelines (April 21, 2021) for the proposed Aspire Escondido Multi-Family Residential Project. The project site is located on an existing 1.04-acre public parking lot site at 137 W. Valley Parkway between Maple Street and Broadway in the City of Escondido. The project proposes to develop 128 multi-family residential units in a five-story building. The proposed parking garage for the project would provide 113 standard parking stalls (including accessible and electric vehicle parking) and 21 tandem parking stalls. The project would take access from one driveway on Valley Parkway at the site of the existing driveway that serves the public parking lot upon which the project site is located.

9.1 PROJECT TRAFFIC VOLUMES

The project site is located on a public parking lot that currently generates vehicular trips. Traffic counts were collected at the existing project driveway intersection on Valley Parkway to derive the trip generation of the existing public parking lot. The existing parking lot trips were applied as a trip reduction credit to the unadjusted project trip generation to derive the net increase in new project trips.

Without applying the existing trip reduction credit, the project is estimated to generate a total of 768 unadjusted daily trips, including a total of 61 unadjusted AM peak hour trips (12 inbound / 49 outbound) and a total of 69 unadjusted PM peak hour trips (48 inbound / 21 outbound).

After applying the trip reduction credit for the existing public parking lot, the proposed project is estimated to generate a net total of 458 daily trips, including a net total of 37 AM peak hour trips (-10 inbound / 47 outbound) and a net total of 38 PM peak hour trips (38 inbound / 0 outbound).

9.2 INTERSECTION LEVEL OF SERVICE ANALYSIS RESULTS

The results of the intersection level of service (LOS) analysis showed that the study intersections currently operate at LOS C or better during the AM and PM peak hours, and would continue to operate at LOS C or better during the peak hours under Near Term conditions without and with the proposed project. The City of Escondido has a design objective of LOS D or better for intersection operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element. Therefore, intersection operations with the addition of traffic generated by the proposed project would be in compliance with the City's General Plan LOS policy.

9.3 INTERSECTION QUEUING ANALYSIS RESULTS

The results of the intersection queuing analysis showed that the 95th percentile queue lengths currently do not exceed the available storage lengths at the study intersections during the peak hours. The intersection queuing analysis results also showed that the 95th percentile queue lengths during the peak hours are not expected to exceed the available storage lengths at the study intersections under Near Term conditions either without or with the proposed project. Therefore, the addition of traffic generated by the proposed project is not anticipated to result in queuing issues at the study intersections during the peak hours.

9.4 ROADWAY SEGMENT ANALYSIS RESULTS

The results of the roadway segment analysis showed that the study segments of Valley Parkway currently operate at LOS C or better based on the daily traffic volumes and capacity of the functional roadway classification per the City's General Plan Mobility and Infrastructure Element. The roadway segment analysis results also showed that the study segments of Valley Parkway are expected to continue operate at LOS C or better under Near Term conditions without and with the proposed project. The City of Escondido has a design objective of LOS D or better for daily roadway segment operations per Street Network Policy 7.3 of the City of Escondido General Plan Mobility and Infrastructure Element (January 2013). Therefore, LOS of the study roadway segments with the addition of project traffic would be in compliance with the City's General Plan LOS policy.

9.5 PEDESTRIAN AND BICYCLE FACILITIES ASSESSMENT RESULTS

The evaluation of the existing pedestrian facilities in the project study area revealed that sidewalks 10-14 feet in width are currently provided on Valley Parkway in the immediate vicinity of the project site, with enhanced crosswalks across Valley Parkway at Maple Street on the northwest corner of the project site. The proposed project would not modify the existing sidewalk along the project site frontage, and is not anticipated to impact the existing pedestrian facilities and network.

The evaluation of the existing bicycle facilities in the study area showed that the project site is located across Valley Parkway from the Escondido Creek Trail, which runs along the west side of Broadway north of Valley Parkway, and along the north side of Valley Parkway from Broadway to Centre City Parkway as a Class IV separated bikeway. The Escondido Creek Trail runs along the west side of Centre City Parkway north of Valley Parkway as a Class I bike path and continues west along Escondido Creek. Class II bike lanes are also currently provided along Centre City Parkway through the study area. The proposed project is not anticipated to impact the existing bicycle facilities and network.

10.0 REFERENCES

1. City of Escondido, Transportation Impact Analysis Guidelines, April 21, 2021.
2. City of Escondido, General Plan Mobility and Infrastructure Element, January 2013.
3. Transportation Research Board, Highway Capacity Manual 6th Edition, Washington, D.C., 2016.
4. Trafficware LLC, Synchro, Version 11, Sugar Land, Texas, 2017.
5. Trafficware LLC, SimTraffic, Version 11, Sugar Land, Texas, 2017.
6. City of Escondido, General Plan Update EIR Traffic Impact Analysis, December 5, 2011.
7. SANDAG, (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.
8. City of Escondido, <https://cityofescondido.maps.arcgis.com/apps/dashboards>).
9. Institute of Transportation Engineers, Trip Generation, 11th Edition, Washington, D.C., 2021.

APPENDIX A

**APPROVED CITY OF ESCONDIDO SCOPING AGREEMENT FOR
TRANSPORTATION STUDIES**

PART 1

General Project Information and Description

Project Information

Project Name: Aspire Escondido

Project Location: 137 W. Valley Parkway, Escondido, CA

Project Description

Land Uses and Intensities: Multi-Family Residential, 111 du/acre

Gross and Developable Acreage: 1.04 acres

Building Square Footage or Number of Dwelling Units: 128 units

Vehicle Parking Spaces: 124

Bicycle Parking Spaces: Not Available

Motorcycle Spaces: Not Available

Electric Vehicle Spaces: Not Available

Project Applicant:

Name: Kingsbarn Real Estate Capital

Address: 1645 Village Center Circle, Suite 200, Las Vegas, NV 89134

Telephone and Email: 702-454-9000

Consultant

Firm: Rick Engineering Company

Project Manager: David Mizell

Address: 5620 Friars Road, San Diego, CA 92110

Telephone and Email: 619-908-3503, dmizell@rickengineering.com

Project Trip Generation

Source: SANDAG

Pass-by Trips:

Total Daily Trips*: 768

Diverted Trips:

Internal Capture Rate:

Trip Credit: -310 (existing public parking lot)

Alternative Modes:

Net New Daily Trips: 458

*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 checked="" type="checkbox"/> 1. Small Residential and Employment Projects:		
a. Does the project result in 200 daily trips or less?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Additional project features:		
i. Does the project have a Floor Area Ratio ≥ 0.75 ?	<input checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" 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 checked="" 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

	Yes	No
1) Select the Street Classifications for each street in the study area		
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 checked="" type="checkbox"/>
b. Does the project add 800 ADT or more to any segment classified as 6-lane Prime Arterial?	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
b. Does the project add 500 ADT or more to any segment classified as 4-lane Major Road?	<input type="checkbox"/>	<input checked="" 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 checked="" 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 checked="" 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 checked="" 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

- Select Zone (Model Series _____)** Projects that generate greater than 2,400 daily trips
- 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. W. Valley Pkwy / Broadway	6. 2nd Avenue / N. Broadway
2. W. Valley Pkwy / Public Lot Driveway	7.
3. W. Valley Pkwy / Maple Street	8. Segment#1: W. Valley Pkwy, Broadway to Escondido Blvd
4. W. Valley Pkwy / N. Escondido Blvd.	9. Segment#2: W. Valley Pkwy, Escondido Blvd to Centre City Pkwy
5. W. Valley Pkwy / Centre City Pkwy.	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:

David Mizell

Consultant's Representative

9/10/2024

Date

Scoping Agreement Submitted on

9/10/2024

Date

Scoping Agreement Re-submitted on

Date

Approved Scoping Agreement:

City of Escondido

Transportation Specialist

Date

ATTACHMENT A

PROJECT TRIP GENERATION

Table A: Aspire Multi-Family Residential Project Trip Generation

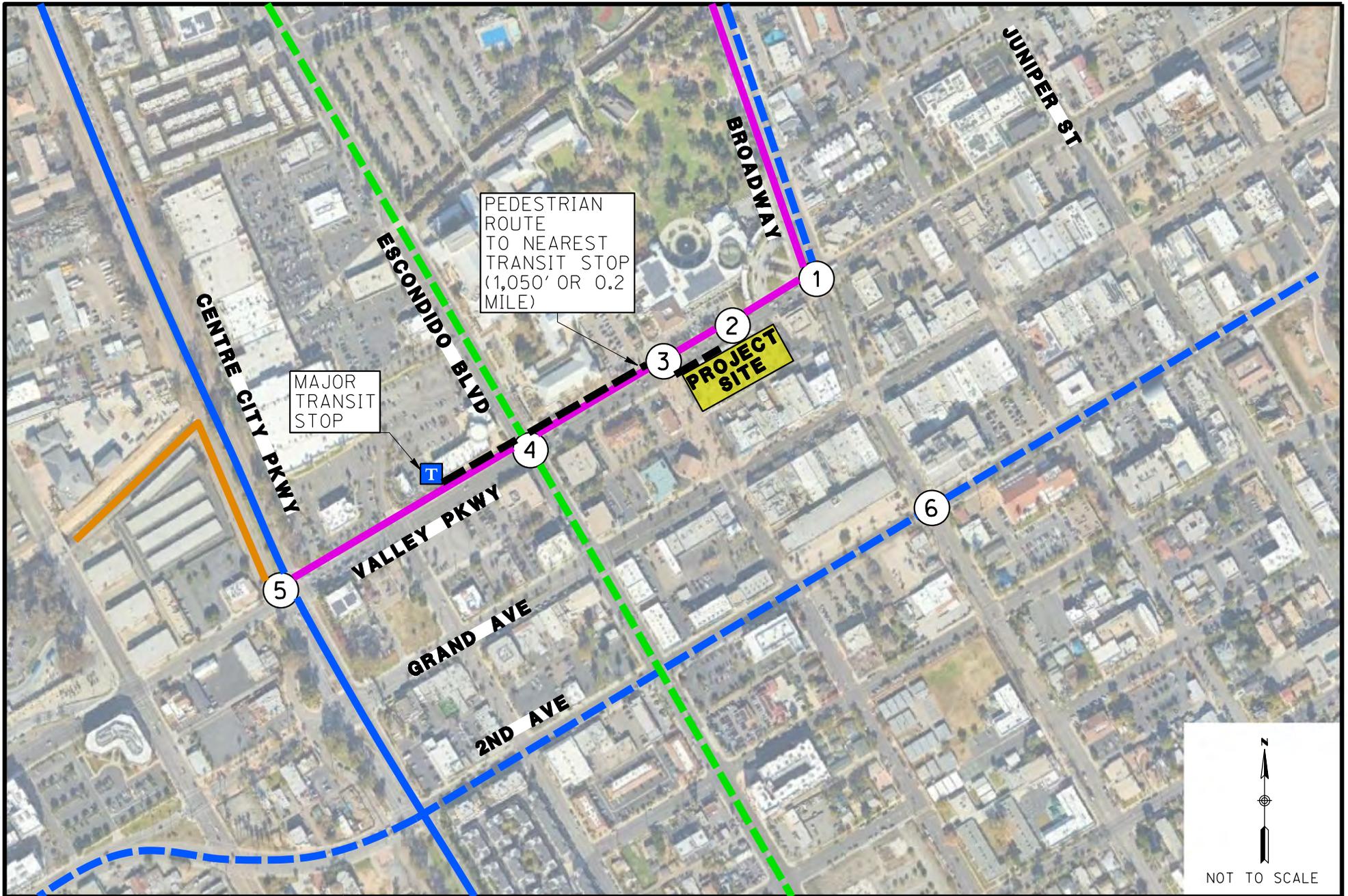
Land Use	Unit	Daily Trip Rate (per unit)	AM Peak Hour			PM Peak Hour			
			Trip Rate (% daily)	In (% AM)	Out (% AM)	Trip Rate (% daily)	In (% PM)	Out (% PM)	
Trip Generation Rates (SANDAG)									
Apartments	DU	6	8%	20%	80%	9%	70%	30%	
Forecast Project Generated Trips ^a									
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartments	128	DU	768	61	12	49	69	48	21
<i>Subtotal</i>			768	61	12	49	69	48	21
Existing Public Parking Lot Trips (To Be Removed) ^a			-310	-24	-22	-2	-31	-10	-21
Net Total Project Trips			458	37	-10	47	38	38	0

Source: SANDAG (Not So) Brief Guide to Traffic Generation in the San Diego Region, April 2002.

^a The existing AM and PM peak hour trips of the public parking lot are based on actual traffic counts that were collected at the driveway intersection on W. Valley Parkway on March 19, 2024. The daily trips of the existing parking lot were estimated based on the assumption that the PM peak hour trips are approximately 10% of the total daily trips.

ATTACHMENT B

**PROJECT LOCATION/VICINITY MAP EXHIBIT
PROJECT SITE PLAN EXHIBIT**



PEDESTRIAN
ROUTE
TO NEAREST
TRANSIT STOP
(1,050' OR 0.2
MILE)

MAJOR
TRANSIT
STOP

**PROJECT
SITE**

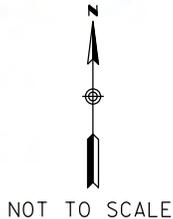


EXHIBIT B-1
PROJECT LOCATION MAP
ASPIRE ESCONDIDO

LEGEND

-  =EXISTING CLASS I BIKE FACILITY
-  =EXISTING CLASS II BIKE FACILITY
-  =EXISTING CLASS IV BIKE FACILITY
-  =PLANNED CLASS II BIKE FACILITY
-  =PLANNED CLASS III BIKE FACILITY

 =STUDY INTERSECTION

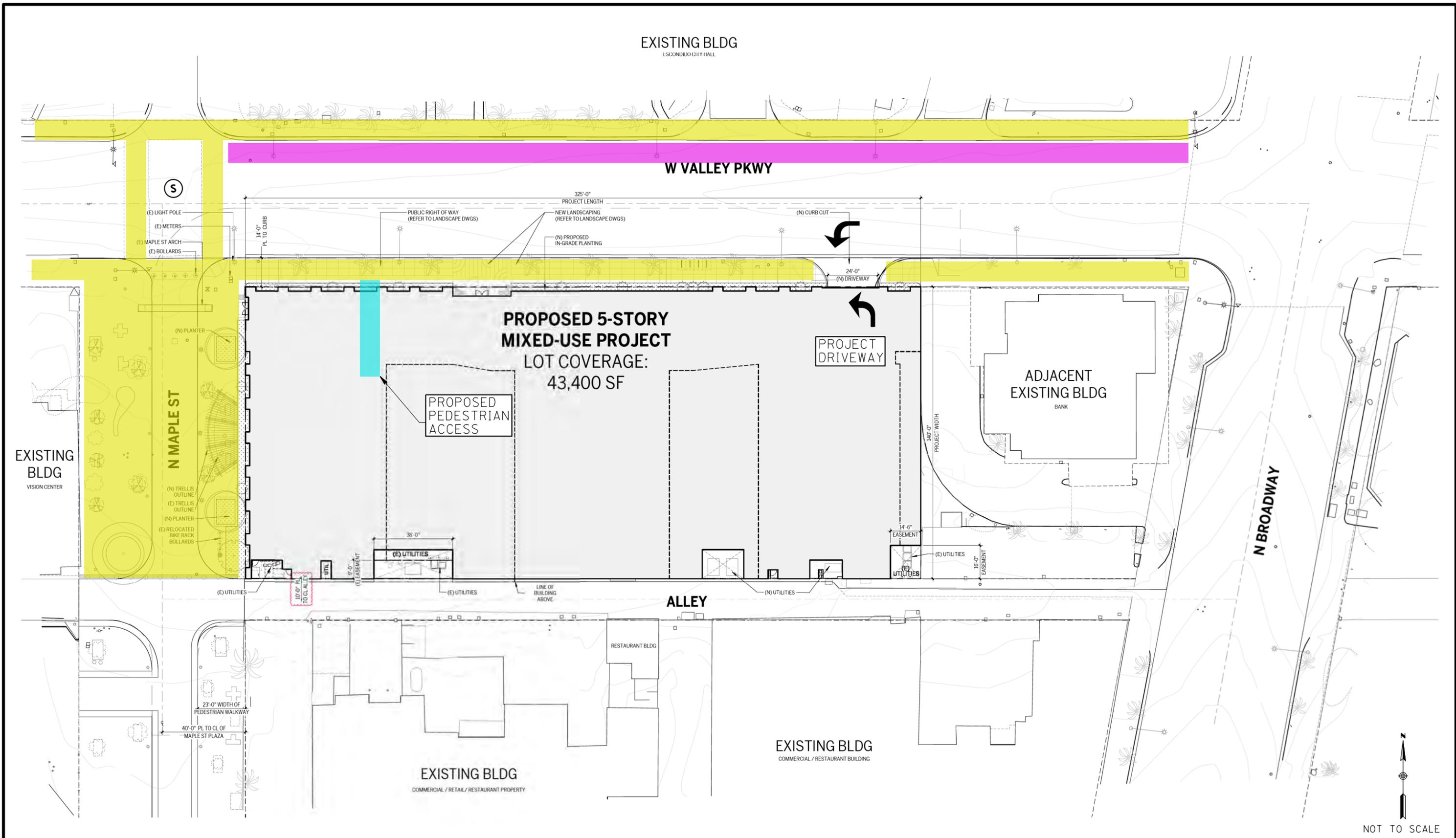


EXHIBIT B-2
 PROJECT SITE PLAN
 ASPIRE MULTI-FAMILY RESIDENTIAL

LEGEND

- =EXISTING PEDESTRIAN FACILITIES
- =EXISTING CLASS IV BIKE FACILITY
- S =SIGNALIZED
- ↶ =ALLOWED VEHICULAR MOVEMENTS IN PROJECT DRIVEWAY

ATTACHMENT C

SANDAG VMT SCREENING MAPS

Find address or place

Filter

San Diego Region SB743 VMT Maps

Forecast / ABM Version is
ABM2+ / 2021 RP

Residents/Employees is
Residents

Geography is
Census Tract

Year is
2016



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident
Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee

2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee

2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

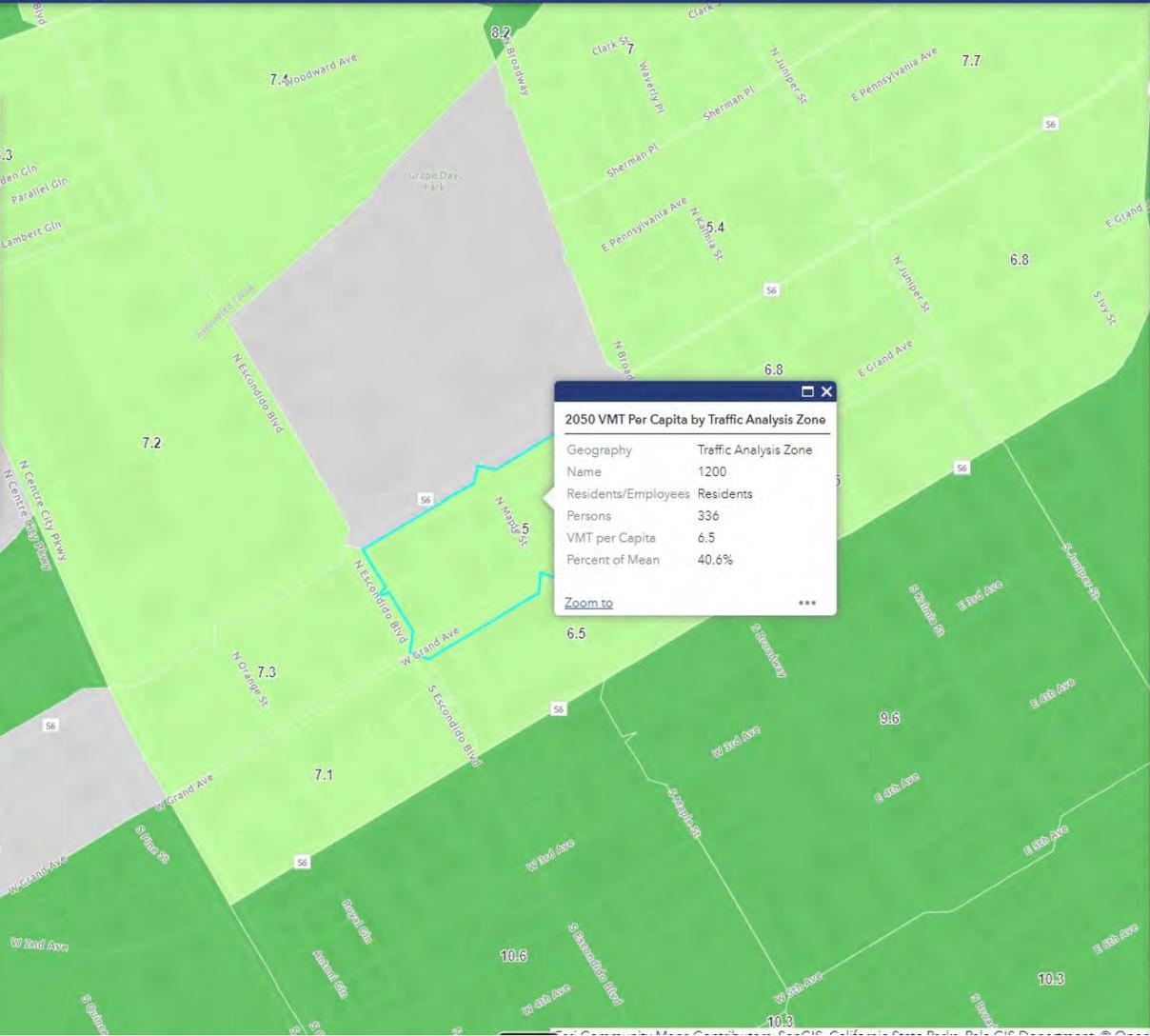
While the data have been tested for accuracy and are properly functioning, SANDAG disclaims any responsibility for the accuracy or correctness of the data.

THE FOREGOING WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OR MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE AND/OR ANY OTHER TYPE WHETHER EXPRESSED OR IMPLIED.

Find address or place

Filter

- San Diego Region SB743 VMT Maps
- Forecast / ABM Version is:
- Residents/Employees is:
- Geography is:
- Year is:



Map Legend / Disclaimer

- Map Legend**
- Percent of Mean**
- More than 125% of Regional Mean
 - 100% to 125% of Regional Mean
 - 85% to 100% of Regional Mean
 - 50% to 85% of Regional Mean
 - Less than 50% of Regional Mean
 - No Data
 - Not Enough Data

- Current Data**
- 2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident
Regional Mean = 18.9 VMT per Employee
 - 2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee
 - 2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee
 - 2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee

- Archived Data**
- 2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

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The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

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ATTACHMENT D

**PROJECT TRIP DISTRIBUTION/ ASSIGNMENT EXHIBIT
PROJECT TRIP ASSIGNMENT TABLE**

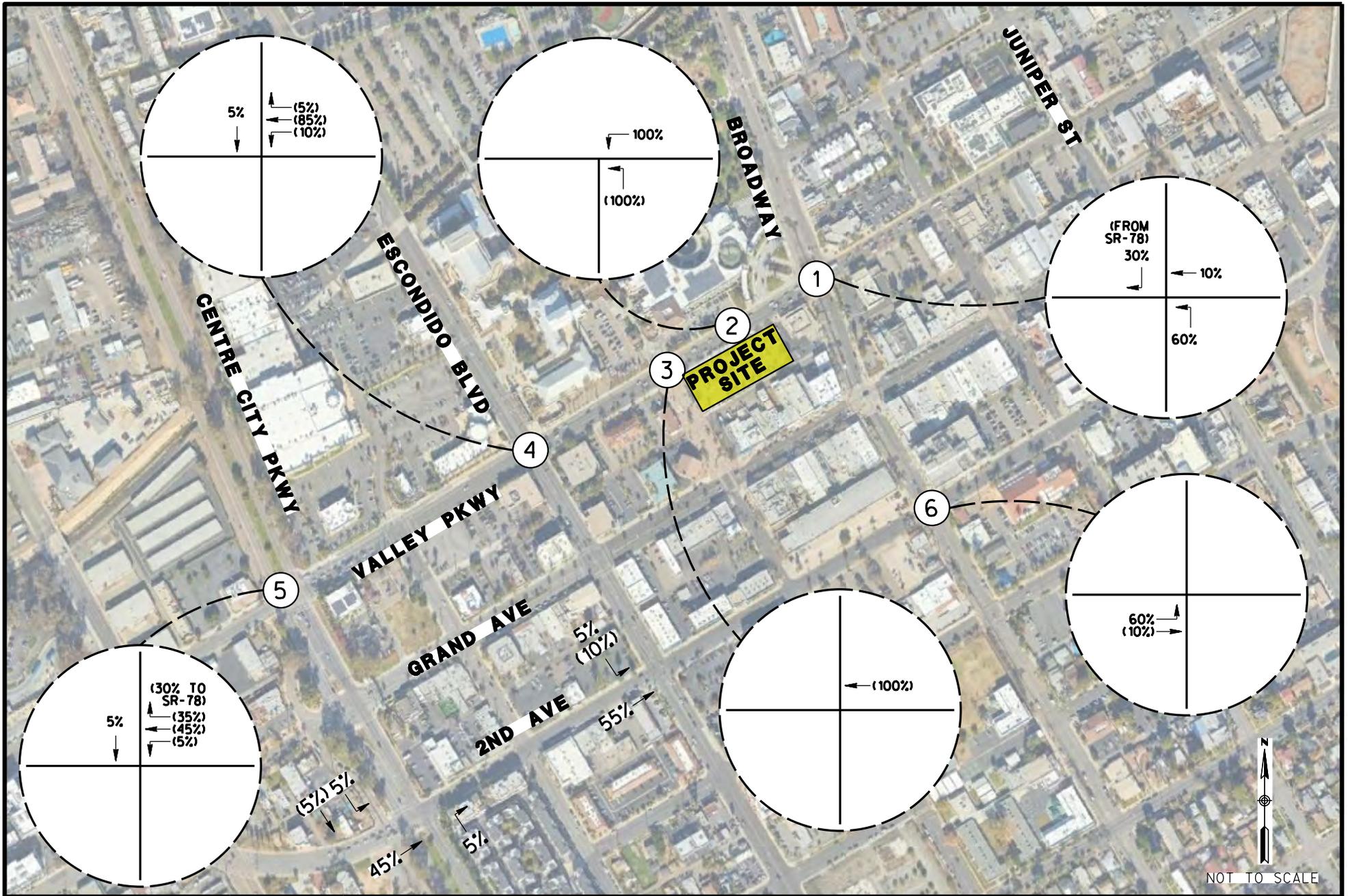


EXHIBIT D-1
 PROJECT TRIP DISTRIBUTION
 ASPIRE ESCONDIDO

LEGEND

- XX% = INBOUND TRIP DISTRIBUTION
- (XX%) = OUTBOUND TRIP DISTRIBUTION
- (X) = STUDY INTERSECTION

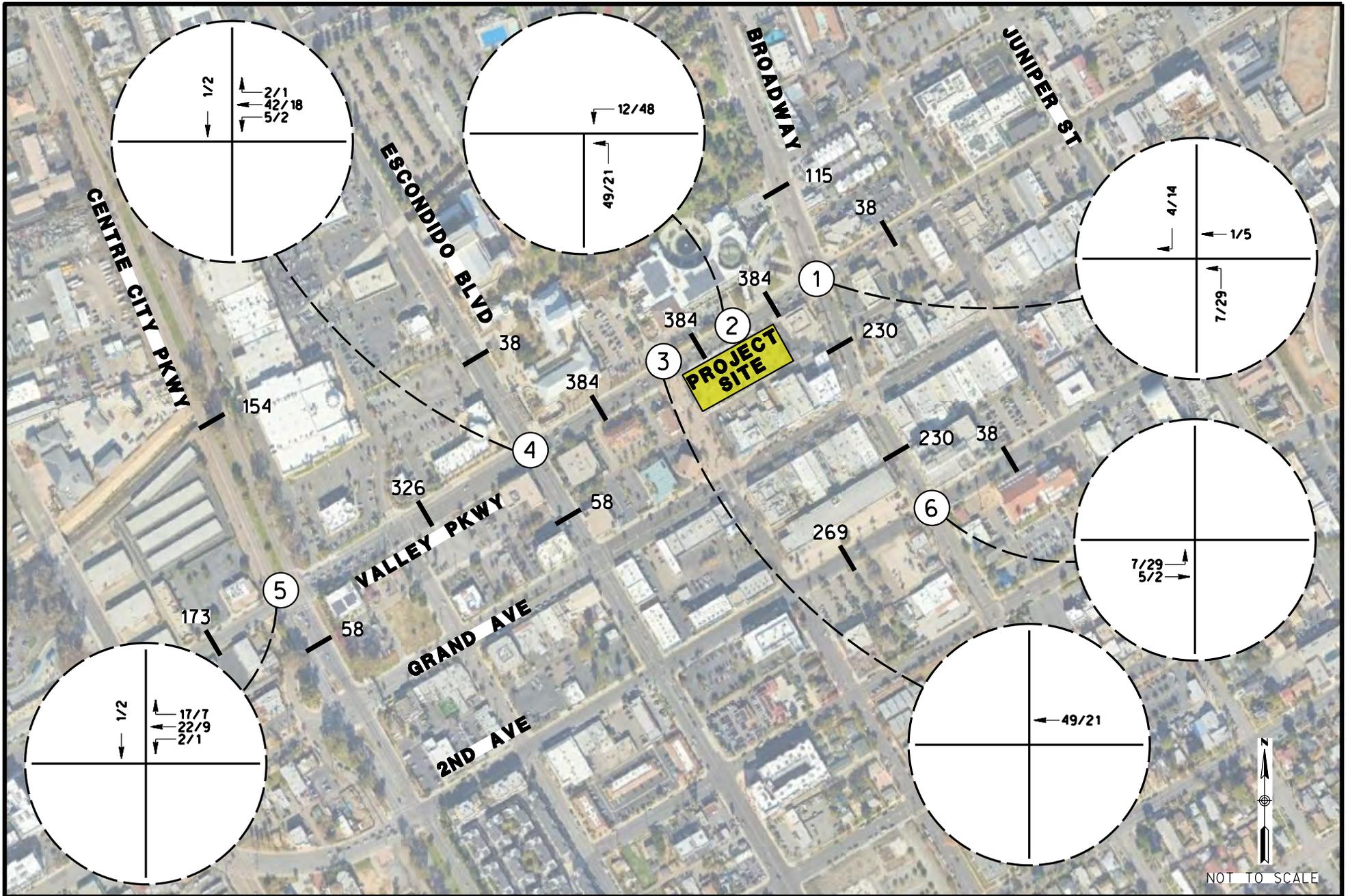


EXHIBIT D-2

PROJECT TRIP ASSIGNMENT: TOTAL PROJECT TRIPS WITHOUT EXISTING TRIP CREDIT

ASPIRE ESCONDIDO

LEGEND

XX/YY =AM/PM PEAK HOUR TRIPS

XXX =DAILY PROJECT TRIPS

(X) =STUDY INTERSECTION

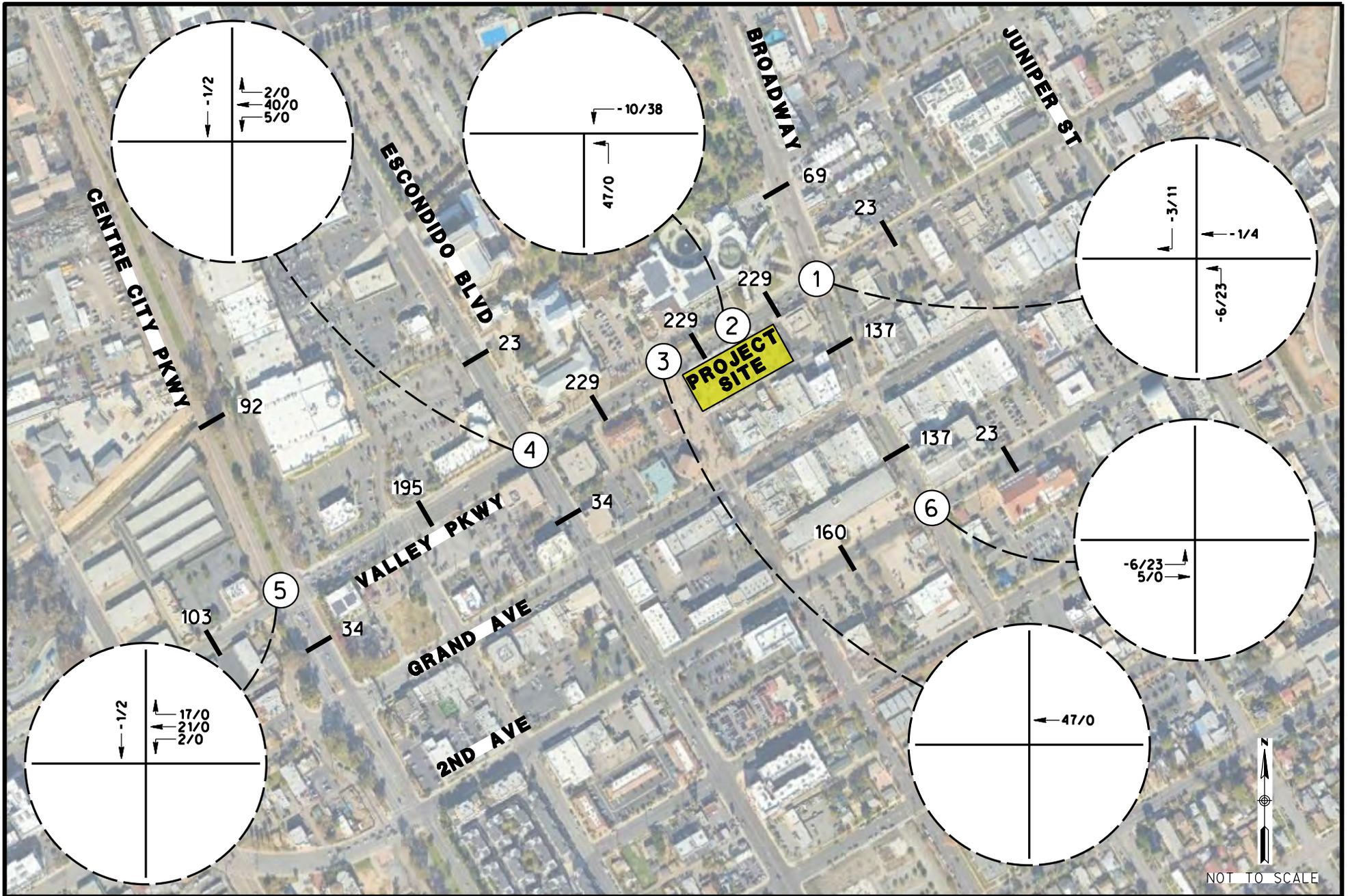


EXHIBIT D-3

PROJECT TRIP ASSIGNMENT: NET INCREASE IN TRIPS WITH EXISTING TRIP CREDIT

ASPIRE ESCANDIDO

LEGEND

XX/YY =AM/PM PEAK HOUR TRIPS

XXX =DAILY PROJECT TRIPS

(X) =STUDY INTERSECTION

Table D-1: Study Area Roadways and Daily Project Trip Assignment: Without Existing Trip Credit

Roadway	Segment	Existing Classification / No. of Lanes	Project Trip Distribution (%)	Daily Project Trips
Valley Parkway	East of Broadway	Collector / 3 (One-Way)	5%	38
	From Broadway to Project Driveway	Collector / 3 (One-Way)	50%	384
	From Project Driveway to Escondido Blvd	Collector / 3 (One-Way)	50%	384
	From Escondido Blvd to Centre City Pkwy	Collector / 3 (One-Way)	42.5%	326
	West of Centre City Pkwy	Collector / 3 (One-Way)	22.5%	173
2nd Avenue	From Escondido Blvd to Broadway	Collector / 3 (One-Way)	35%	269
	East of Broadway	Collector / 3 (One-Way)	5%	38
Centre City Parkway	North of Valley Parkway	Major Road / 4	20%	154
	From Valley Parkway to 2nd Avenue	Major Road / 4	7.5%	58
Escondido Boulevard	North of Valley Parkway	Collector / 4	5%	38
	From Valley Parkway to 2nd Avenue	Collector / 4	7.5%	58
Broadway	North of Valley Parkway	Major Road / 4	15%	115
	From Valley Parkway to 2nd Avenue	Major Road / 4	30%	230

Source: City of Escondido General Plan Mobility and Infrastructure Element (January 2013).

Table D-2: Study Area Roadways and Daily Project Trip Assignment: With Existing Trip Credit

Roadway	Segment	Existing Classification / No. of Lanes	Project Trip Distribution (%)	Daily Project Trips
Valley Parkway	East of Broadway	Collector / 3 (One-Way)	5%	23
	From Broadway to Project Driveway	Collector / 3 (One-Way)	50%	229
	From Project Driveway to Escondido Blvd	Collector / 3 (One-Way)	50%	229
	From Escondido Blvd to Centre City Pkwy	Collector / 3 (One-Way)	42.5%	195
	West of Centre City Pkwy	Collector / 3 (One-Way)	22.5%	103
2nd Avenue	From Escondido Blvd to Broadway	Collector / 3 (One-Way)	35%	160
	East of Broadway	Collector / 3 (One-Way)	5%	23
Centre City Parkway	North of Valley Parkway	Major Road / 4	20%	92
	From Valley Parkway to 2nd Avenue	Major Road / 4	7.5%	34
Escondido Boulevard	North of Valley Parkway	Collector / 4	5%	23
	From Valley Parkway to 2nd Avenue	Collector / 4	7.5%	34
Broadway	North of Valley Parkway	Major Road / 4	15%	69
	From Valley Parkway to 2nd Avenue	Major Road / 4	30%	137

Source: City of Escondido General Plan Mobility and Infrastructure Element (January 2013).

APPENDIX B

EXISTING TRAFFIC VOLUME COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Broadway & W Valley Pkwy
City: Escondido
Control: Signalized

Project ID: 24-040042-001
Date: 3/19/2024

Data - Totals

NS/EW Streets:	N Broadway				N Broadway				W Valley Pkwy				W Valley Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	0.5	2.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	24	0	0	0	15	31	0	0	0	0	0	3	283	10	0	371
7:15 AM	1	37	0	0	0	21	23	0	0	0	0	0	4	337	23	0	446
7:30 AM	4	38	0	0	0	40	34	0	0	0	0	0	4	358	20	0	498
7:45 AM	11	44	0	0	0	57	53	0	0	0	0	0	8	412	27	0	612
8:00 AM	12	45	0	0	0	69	52	0	0	0	0	0	16	340	39	0	573
8:15 AM	11	48	0	0	0	47	45	0	0	0	0	0	5	310	36	0	502
8:30 AM	13	66	0	0	0	62	41	0	0	0	0	0	6	301	37	0	526
8:45 AM	8	42	0	0	0	50	41	0	0	0	0	0	8	259	35	0	443
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	65	344	0	0	0	361	320	0	0	0	0	0	54	2600	227	0	3971
	15.89%	84.11%	0.00%	0.00%	0.00%	53.01%	46.99%	0.00%					1.87%	90.25%	7.88%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	47	203	0	0	0	235	191	0	0	0	0	0	35	1363	139	0	2213
PEAK HR FACTOR :	0.904	0.769	0.000	0.000	0.000	0.851	0.901	0.000	0.000	0.000	0.000	0.000	0.547	0.827	0.891	0.000	0.904
	0.791				0.880								0.860				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	2	1	0	0	0	0	0	0.5	2.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	55	0	0	0	48	31	0	0	0	0	0	9	209	32	0	391
4:15 PM	13	66	0	0	0	45	22	0	0	0	0	0	9	193	32	0	380
4:30 PM	8	83	0	0	0	79	33	0	0	0	0	0	11	227	30	0	471
4:45 PM	8	58	0	0	0	62	30	0	0	0	0	0	4	188	38	0	388
5:00 PM	10	67	0	0	0	48	24	0	0	0	0	0	12	193	35	0	389
5:15 PM	8	54	0	0	0	52	21	0	0	0	0	0	8	184	22	0	349
5:30 PM	9	39	0	0	0	39	20	0	0	0	0	0	9	169	18	0	303
5:45 PM	6	47	0	0	0	54	23	0	0	0	0	0	13	168	22	0	333
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	69	469	0	0	0	427	204	0	0	0	0	0	75	1531	229	0	3004
	12.83%	87.17%	0.00%	0.00%	0.00%	67.67%	32.33%	0.00%					4.09%	83.43%	12.48%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	36	262	0	0	0	234	116	0	0	0	0	0	33	817	132	0	1630
PEAK HR FACTOR :	0.692	0.789	0.000	0.000	0.000	0.741	0.879	0.000	0.000	0.000	0.000	0.000	0.750	0.900	0.868	0.000	0.865
	0.819				0.781								0.916				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Parking lot Dwy/142 W Valley Pkwy & W Valley Pkwy
City: Escondido
Control: 1-Way Stop(NB)

Project ID: 24-040042-002
Date: 3/19/2024

Data - Totals

NS/EW Streets:	Parking lot Dwy/142 W Valley Pkwy				Parking lot Dwy/142 W Valley Pkwy				W Valley Pkwy				W Valley Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	317	0	0	322
7:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	6	351	0	0	359
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	393	0	0	399
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	470	0	0	474
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	7	395	0	0	403
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	5	372	0	0	378
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	7	355	0	0	362
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	312	0	0	315
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	4	0	0	0	0	0	0	0	0	0	0	0	43	2965	0	0	3012
	100.00%	0.00%	0.00%	0.00%									1.43%	98.57%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	0	0	22	1630	0	0	1654
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.867	0.000	0.000	0.872
			0.500											0.871			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	3 WT	0 WR	0 WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	2	254	0	0	258
4:15 PM	5	0	0	0	0	0	0	0	0	0	0	0	5	229	0	0	239
4:30 PM	12	0	0	0	0	0	0	0	0	0	0	0	2	257	0	0	271
4:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	237	0	0	240
5:00 PM	12	0	0	0	0	0	0	0	0	0	0	0	3	224	0	0	239
5:15 PM	10	0	0	0	0	0	0	0	0	0	0	0	2	215	0	0	227
5:30 PM	12	0	0	0	0	0	0	0	0	0	0	0	1	198	0	0	211
5:45 PM	5	0	0	0	0	0	0	0	0	0	0	0	3	197	0	0	205
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	60	0	0	0	0	0	0	0	0	0	0	0	19	1811	0	0	1890
	100.00%	0.00%	0.00%	0.00%									1.04%	98.96%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	21	0	0	0	0	0	0	0	0	0	0	0	10	977	0	0	1008
PEAK HR FACTOR :	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.950	0.000	0.000	0.930
			0.438											0.953			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Maple St & W Valley Pkwy
 City: Escondido
 Control: Signalized

Project ID: 24-040042-003
 Date: 3/19/2024

Data - Totals

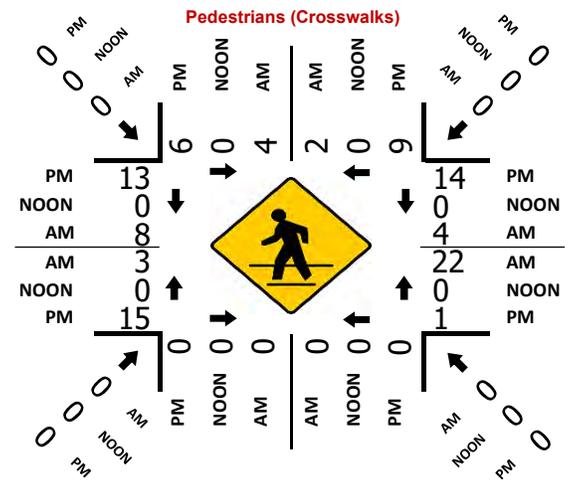
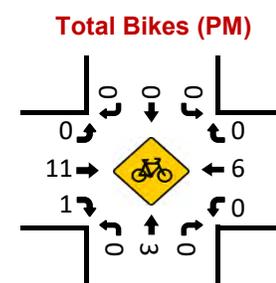
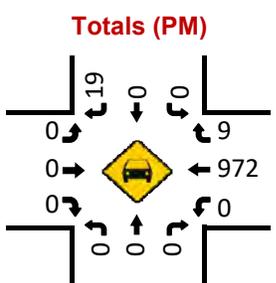
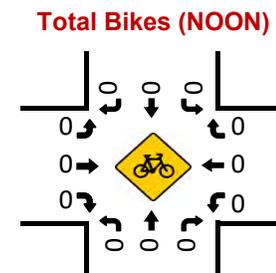
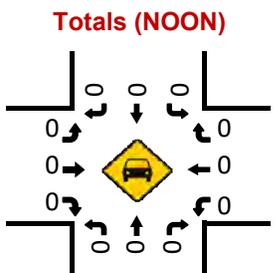
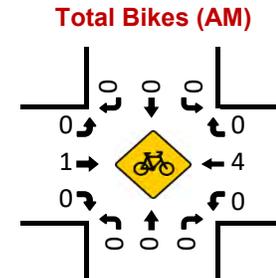
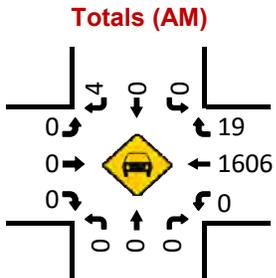
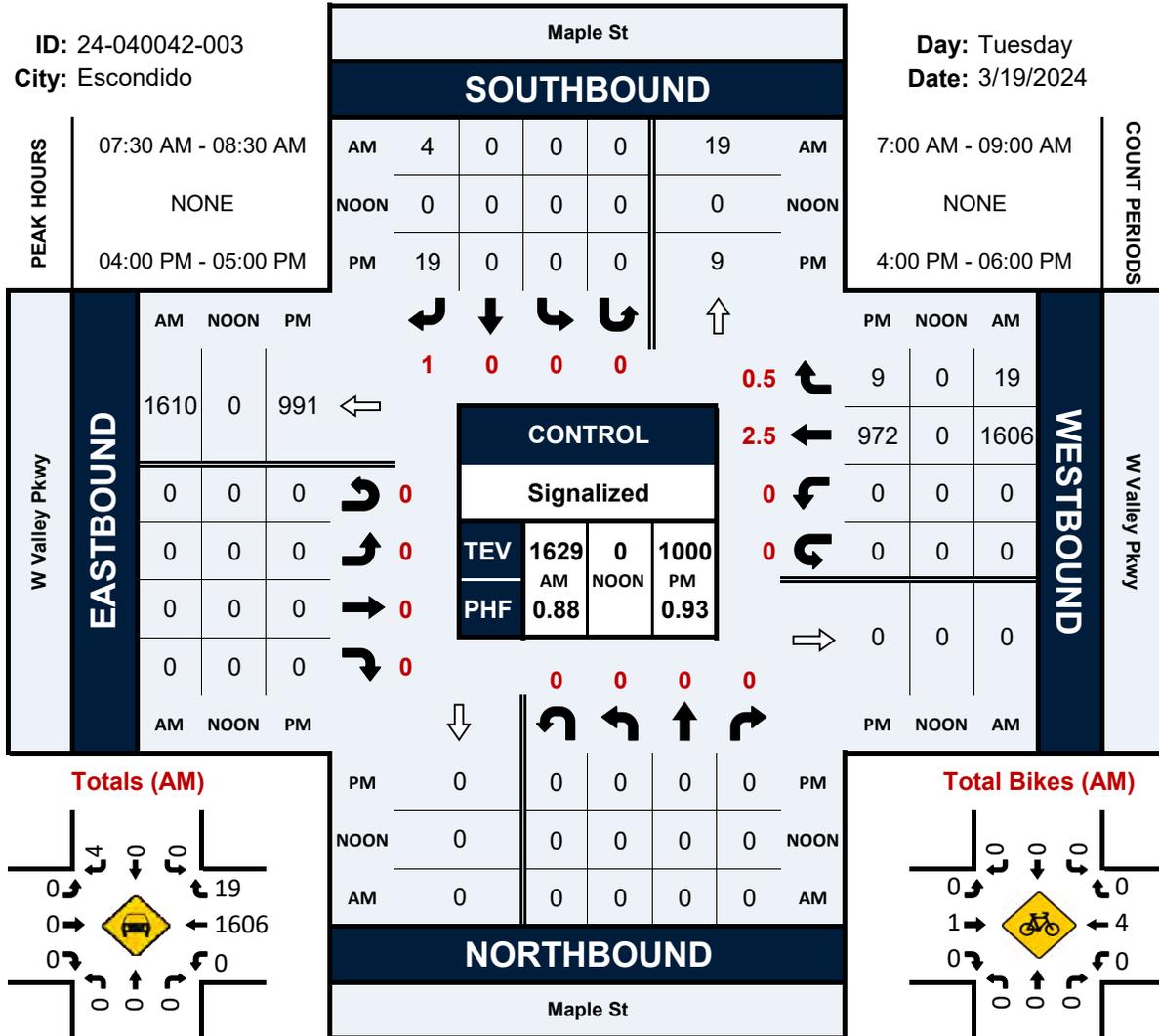
NS/EW Streets:	Maple St				Maple St				W Valley Pkwy				W Valley Pkwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	1	0	0	0	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	308	3	0	312
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	352	2	0	354
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	400	3	0	404
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	461	3	0	465
8:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	384	5	0	391
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	361	8	0	369
8:30 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	346	2	0	352
8:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	312	4	0	321
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	14	0	0	0	0	0	0	2924	30	0	2968
					0.00%	0.00%	100.00%	0.00%					0.00%	98.98%	1.02%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	4	0	0	0	0	0	0	1606	19	0	1629
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.594	0.000	0.876
					0.500								0.876				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	1	0	0	0	0	0	0	2.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	254	3	0	266
4:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	214	3	0	220
4:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	265	1	0	268
4:45 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	239	2	0	246
5:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	235	3	0	247
5:15 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	214	2	0	228
5:30 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	220	2	0	233
5:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	202	1	0	206
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	54	0	0	0	0	0	0	1843	17	0	1914
					0.00%	0.00%	100.00%	0.00%					0.00%	99.09%	0.91%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	19	0	0	0	0	0	0	972	9	0	1000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.528	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.750	0.000	0.933
					0.528								0.922				

Maple St & W Valley Pkwy

Peak Hour Turning Movement Count

ID: 24-040042-003
City: Escondido

Day: Tuesday
Date: 3/19/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Escondido Blvd & W Valley Pkwy
City: Escondido
Control: Signalized

Project ID: 24-040042-004
Date: 3/19/2024

Data - Totals

NS/EW Streets:	N Escondido Blvd				N Escondido Blvd				W Valley Pkwy				W Valley Pkwy					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0.5 WL	3 WT	0.5 WR	0 WU	TOTAL	
7:00 AM	8	21	0	0	0	28	15	0	0	0	0	0	7	297	4	0	380	
7:15 AM	11	34	0	0	0	48	17	0	0	0	0	0	7	327	1	0	445	
7:30 AM	12	55	0	0	0	41	20	0	0	0	0	0	15	388	5	0	536	
7:45 AM	16	74	0	0	0	77	12	0	0	0	0	0	17	415	8	0	619	
8:00 AM	11	103	0	0	0	68	26	0	0	0	0	0	15	380	15	0	618	
8:15 AM	18	83	0	0	0	95	48	0	0	0	0	0	19	309	15	0	587	
8:30 AM	11	53	0	0	0	70	23	0	0	0	0	0	13	322	10	0	502	
8:45 AM	11	58	0	0	0	66	29	0	0	0	0	0	21	306	15	0	506	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	98	481	0	0	0	493	190	0	0	0	0	0	114	2744	73	0	4193	
	16.93%	83.07%	0.00%	0.00%	0.00%	72.18%	27.82%	0.00%					3.89%	93.62%	2.49%	0.00%		
PEAK HR :	07:30 AM - 08:30 AM																	TOTAL
PEAK HR VOL :	57	315	0	0	0	281	106	0	0	0	0	0	66	1492	43	0	2360	
PEAK HR FACTOR :	0.792	0.765	0.000	0.000	0.000	0.739	0.552	0.000	0.000	0.000	0.000	0.000	0.868	0.899	0.717	0.000	0.953	
	0.816				0.677								0.910					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	1 NL	2 NT	0 NR	0 NU	0 SL	2 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0.5 WL	3 WT	0.5 WR	0 WU	TOTAL	
4:00 PM	16	113	0	0	0	89	47	0	0	0	0	0	26	225	14	0	530	
4:15 PM	12	123	0	0	0	88	37	0	0	0	0	0	19	162	20	0	481	
4:30 PM	20	110	0	0	0	88	34	0	0	0	0	0	24	229	15	0	520	
4:45 PM	14	119	0	0	0	107	42	0	0	0	0	0	20	213	20	0	535	
5:00 PM	15	128	0	0	0	96	20	0	0	0	0	0	19	198	29	0	505	
5:15 PM	15	88	0	0	0	100	15	0	0	0	0	0	23	188	22	0	451	
5:30 PM	12	113	0	0	0	78	33	0	0	0	0	0	17	190	17	0	460	
5:45 PM	9	78	0	0	0	77	22	0	0	0	0	0	22	177	11	0	396	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	113	872	0	0	0	723	250	0	0	0	0	0	170	1602	148	0	3878	
	11.47%	88.53%	0.00%	0.00%	0.00%	74.31%	25.69%	0.00%					8.85%	83.44%	7.71%	0.00%		
PEAK HR :	04:00 PM - 05:00 PM																	TOTAL
PEAK HR VOL :	62	465	0	0	0	372	160	0	0	0	0	0	89	849	69	0	2066	
PEAK HR FACTOR :	0.775	0.945	0.000	0.000	0.000	0.869	0.851	0.000	0.000	0.000	0.000	0.000	0.856	0.927	0.863	0.000	0.965	
	0.976				0.893								0.939					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Centre City Pkwy & Valley Pkwy
City: Escondido
Control: Signalized

Project ID: 24-040042-005
Date: 3/19/2024

Data - Totals

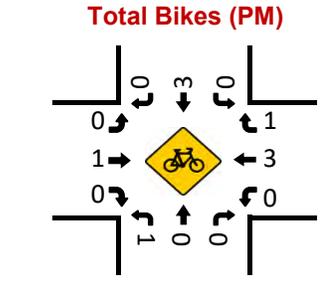
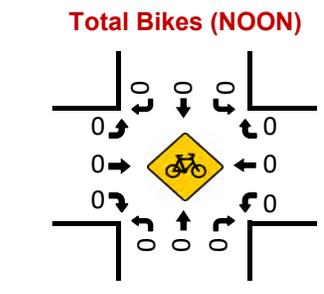
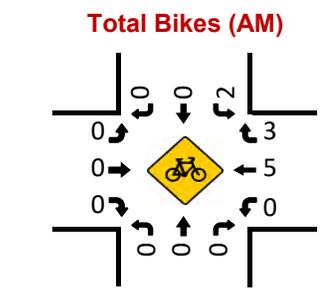
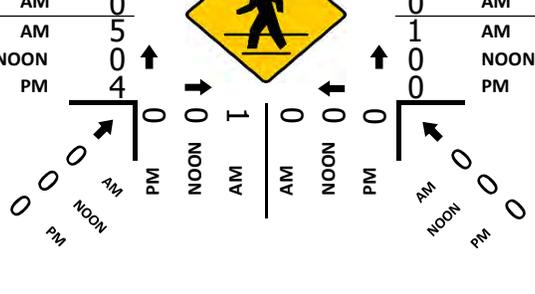
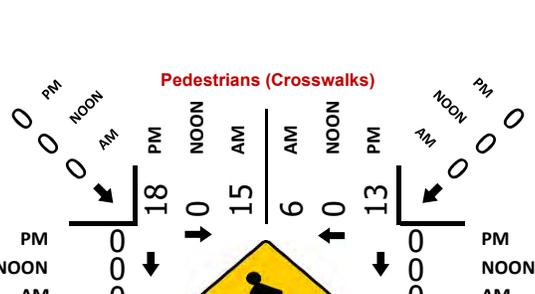
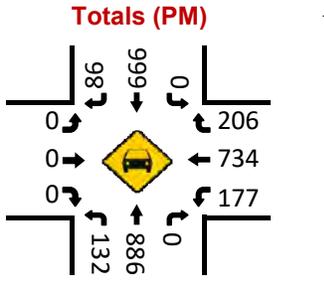
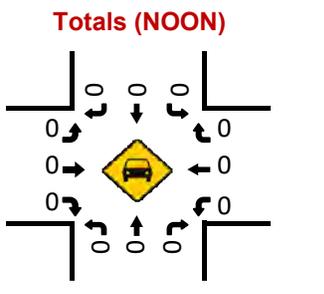
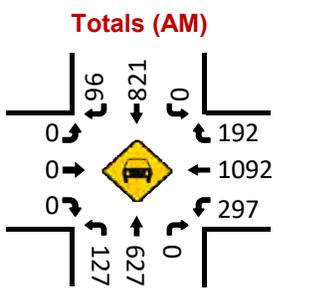
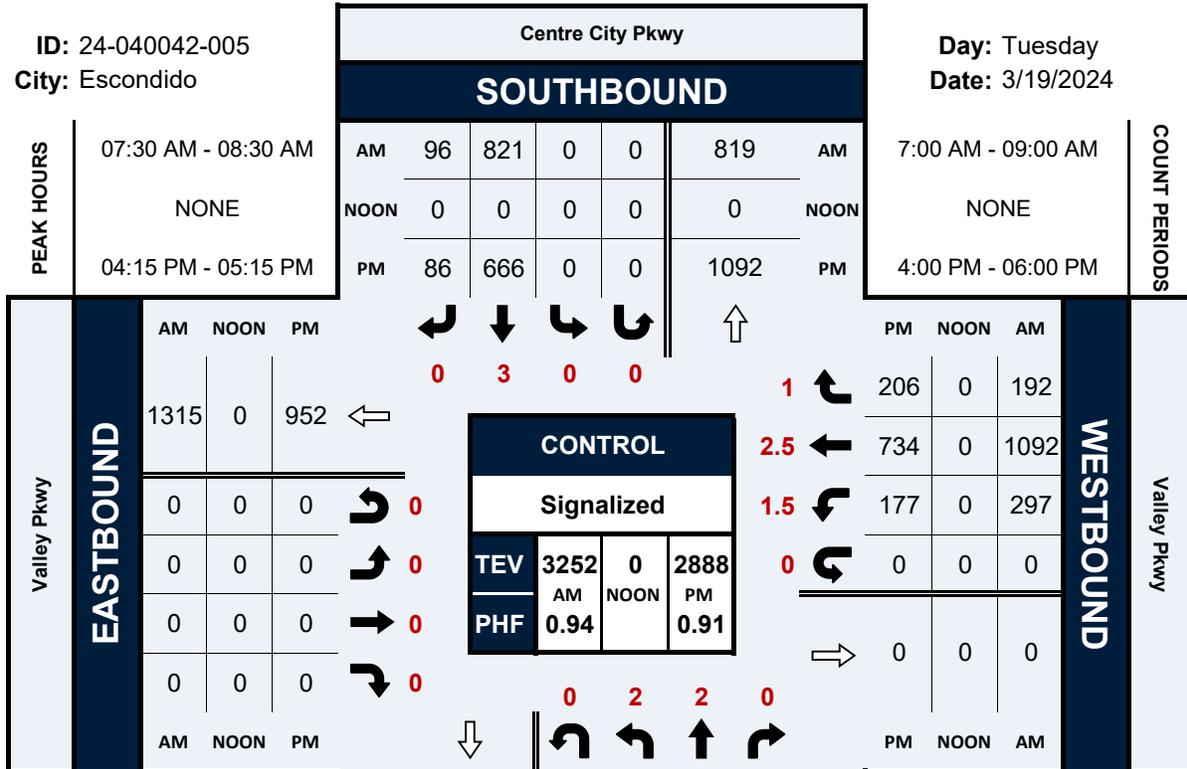
NS/EW Streets:	Centre City Pkwy				Centre City Pkwy				Valley Pkwy				Valley Pkwy				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	2	2	0	0	0	3	0	0	0	0	0	0	1.5	2.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	19	92	0	0	0	147	21	0	0	0	0	0	45	226	42	0	592
7:15 AM	25	125	0	0	0	165	15	0	0	0	0	0	74	247	50	0	701
7:30 AM	37	152	0	0	0	243	21	0	0	0	0	0	63	296	51	0	863
7:45 AM	25	157	0	0	0	226	29	0	0	0	0	0	83	268	45	0	833
8:00 AM	34	175	0	0	0	208	22	0	0	0	0	0	81	280	52	0	852
8:15 AM	31	143	0	0	0	144	24	0	0	0	0	0	70	248	44	0	704
8:30 AM	17	123	0	0	0	194	19	0	0	0	0	0	58	209	46	0	666
8:45 AM	25	122	0	0	0	181	23	0	0	0	0	0	54	211	32	0	648
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	213	1089	0	0	0	1508	174	0	0	0	0	0	528	1985	362	0	5859
	16.36%	83.64%	0.00%	0.00%	0.00%	89.66%	10.34%	0.00%					18.37%	69.04%	12.59%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	127	627	0	0	0	821	96	0	0	0	0	0	297	1092	192	0	3252
PEAK HR FACTOR :	0.858	0.896	0.000	0.000	0.000	0.845	0.828	0.000	0.000	0.000	0.000	0.000	0.895	0.922	0.923	0.000	0.942
	0.902				0.868				0.957								
PM	2	2	0	0	0	3	0	0	0	0	0	0	1.5	2.5	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	36	227	0	0	0	137	15	0	0	0	0	0	46	174	32	0	667
4:15 PM	33	228	0	1	0	208	27	0	0	0	0	0	45	192	59	0	793
4:30 PM	25	222	0	0	0	171	28	0	0	0	0	0	44	185	34	0	709
4:45 PM	37	239	0	0	0	161	18	0	0	0	0	0	40	146	48	0	689
5:00 PM	37	197	0	0	0	126	13	0	0	0	0	0	48	211	65	0	697
5:15 PM	21	227	0	1	0	136	26	0	0	0	0	0	42	175	40	0	668
5:30 PM	31	201	0	0	0	165	18	0	0	0	0	0	42	177	58	0	692
5:45 PM	36	171	0	0	0	119	18	0	0	0	0	0	29	176	30	0	579
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	256	1712	0	2	0	1223	163	0	0	0	0	0	336	1436	366	0	5494
	12.99%	86.90%	0.00%	0.10%	0.00%	88.24%	11.76%	0.00%					15.72%	67.17%	17.12%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	132	886	0	1	0	666	86	0	0	0	0	0	177	734	206	0	2888
PEAK HR FACTOR :	0.892	0.927	0.000	0.250	0.000	0.800	0.768	0.000	0.000	0.000	0.000	0.000	0.922	0.870	0.792	0.000	0.910
	0.923				0.800				0.862								

Centre City Pkwy & Valley Pkwy

Peak Hour Turning Movement Count

ID: 24-040042-005
City: Escondido

Day: Tuesday
Date: 3/19/2024



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Broadway & W 2nd Ave
City: Escondido
Control: Signalized

Project ID: 24-040042-006
Date: 3/19/2024

Data - Totals

NS/EW Streets:	S Broadway				S Broadway				W 2nd Ave				W 2nd Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	1	1	0	0	0.5	2	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	10	1	0	5	10	0	0	10	83	0	0	0	0	0	0	119
7:15 AM	0	6	0	0	11	17	0	0	25	97	3	0	0	0	0	0	159
7:30 AM	0	12	1	0	14	25	0	0	16	139	5	0	0	0	0	0	212
7:45 AM	0	30	4	0	20	38	0	0	22	171	5	0	0	0	0	0	290
8:00 AM	0	36	7	0	15	30	0	0	27	177	10	0	0	0	0	0	302
8:15 AM	0	11	1	0	17	17	0	0	31	163	4	0	0	0	0	0	244
8:30 AM	0	20	2	0	14	16	0	0	27	185	3	0	0	0	0	0	267
8:45 AM	0	11	1	0	20	17	0	0	19	153	4	0	0	0	0	0	225
TOTAL VOLUMES :	0	136	17	0	116	170	0	0	177	1168	34	0	0	0	0	0	1818
APPROACH %'s :	0.00%	88.89%	11.11%	0.00%	40.56%	59.44%	0.00%	0.00%	12.84%	84.70%	2.47%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	97	14	0	66	101	0	0	107	696	22	0	0	0	0	0	1103
PEAK HR FACTOR :	0.000	0.674	0.500	0.000	0.825	0.664	0.000	0.000	0.863	0.941	0.550	0.000	0.000	0.000	0.000	0.000	0.913
			0.645				0.720				0.959						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	1	0	0	1	1	0	0	0.5	2	0.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	31	4	0	12	27	0	0	21	327	5	0	0	0	0	0	427
4:15 PM	0	32	5	0	20	27	0	0	19	306	10	0	0	0	0	0	419
4:30 PM	0	31	5	0	13	30	0	0	22	311	5	0	0	0	0	0	417
4:45 PM	0	31	13	0	9	26	0	0	22	297	13	0	0	0	0	0	411
5:00 PM	0	38	8	0	9	26	0	0	24	352	6	0	0	0	0	0	463
5:15 PM	0	28	5	0	22	27	0	0	16	300	4	0	0	0	0	0	402
5:30 PM	0	20	3	0	26	26	0	0	15	246	3	0	0	0	0	0	339
5:45 PM	0	19	6	0	13	23	0	0	26	274	7	0	0	0	0	0	368
TOTAL VOLUMES :	0	230	49	0	124	212	0	0	165	2413	53	0	0	0	0	0	3246
APPROACH %'s :	0.00%	82.44%	17.56%	0.00%	36.90%	63.10%	0.00%	0.00%	6.27%	91.71%	2.01%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	132	31	0	51	109	0	0	87	1266	34	0	0	0	0	0	1710
PEAK HR FACTOR :	0.000	0.868	0.596	0.000	0.638	0.908	0.000	0.000	0.906	0.899	0.654	0.000	0.000	0.000	0.000	0.000	0.923
			0.886				0.851				0.908						

ADT VOLUME COUNTS

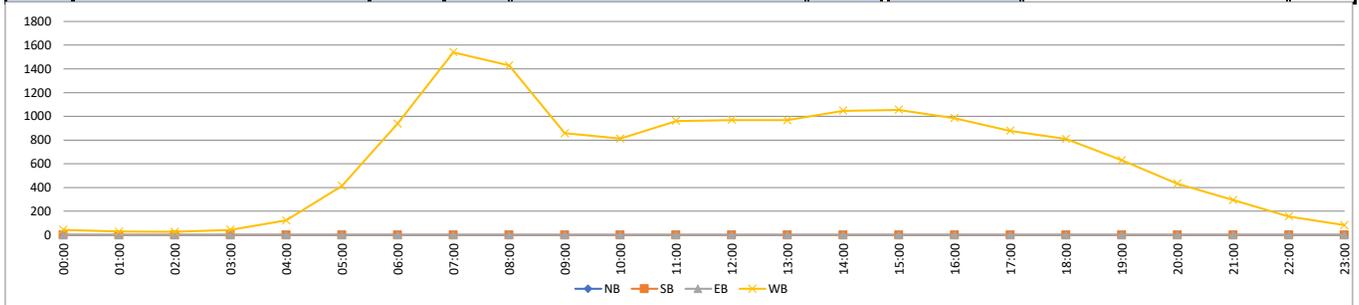
VOLUME

W Valley Pkwy Bet Maple St & N Broadway

Day: Tuesday
Date: 3/19/2024

City: Escondido
Project #: CA24_040043_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	0	15,522	15,522							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00				13	13	12:00				248	248	00:00 01:00				43	43
0:15				12	12	12:15				261	261	01:00 02:00				29	29
0:30				13	13	12:30				237	237	02:00 03:00				26	26
0:45				5	5	12:45				223	223	03:00 04:00				44	44
1:00				7	7	13:00				244	244	04:00 05:00				122	122
1:15				10	10	13:15				275	275	05:00 06:00				414	414
1:30				9	9	13:30				201	201	06:00 07:00				938	938
1:45				3	3	13:45				248	248	07:00 08:00				1540	1540
2:00				7	7	14:00				253	253	08:00 09:00				1429	1429
2:15				5	5	14:15				265	265	09:00 10:00				858	858
2:30				6	6	14:30				259	259	10:00 11:00				812	812
2:45				8	8	14:45				270	270	11:00 12:00				961	961
3:00				10	10	15:00				306	306	12:00 13:00				969	969
3:15				11	11	15:15				237	237	13:00 14:00				968	968
3:30				12	12	15:30				241	241	14:00 15:00				1047	1047
3:45				11	11	15:45				271	271	15:00 16:00				1055	1055
4:00				16	16	16:00				255	255	16:00 17:00				985	985
4:15				28	28	16:15				220	220	17:00 18:00				878	878
4:30				34	34	16:30				267	267	18:00 19:00				809	809
4:45				44	44	16:45				243	243	19:00 20:00				630	630
5:00				63	63	17:00				237	237	20:00 21:00				433	433
5:15				76	76	17:15				217	217	21:00 22:00				294	294
5:30				110	110	17:30				221	221	22:00 23:00				156	156
5:45				165	165	17:45				203	203	23:00 00:00				82	82
6:00				166	166	18:00				224	224	STATISTICS					
6:15				245	245	18:15				177	177		NB	SB	EB	WB	TOTAL
6:30				251	251	18:30				196	196	Peak Period	00:00 to 12:00				
6:45				276	276	18:45				212	212	Volume				7216	7216
7:00				312	312	19:00				176	176	Peak Hour				7:30	7:30
7:15				354	354	19:15				163	163	Peak Volume				1635	1635
7:30				409	409	19:30				162	162	Peak Hour Factor				0.879	0.879
7:45				465	465	19:45				129	129	Peak Period	12:00 to 00:00				
8:00				392	392	20:00				119	119	Volume				8306	8306
8:15				369	369	20:15				121	121	Peak Hour				14:15	14:15
8:30				350	350	20:30				102	102	Peak Volume				1100	1100
8:45				318	318	20:45				91	91	Peak Hour Factor				0.899	0.899
9:00				227	227	21:00				82	82	Peak Period	07:00 to 09:00				
9:15				197	197	21:15				93	93	Volume				2969	2969
9:30				230	230	21:30				64	64	Peak Hour				7:30	7:30
9:45				204	204	21:45				55	55	Peak Volume				1635	1635
10:00				220	220	22:00				45	45	Peak Hour Factor				0.879	0.879
10:15				189	189	22:15				45	45	Peak Period	16:00 to 18:00				
10:30				192	192	22:30				34	34	Volume				1863	1863
10:45				211	211	22:45				32	32	Peak Hour				16:00	16:00
11:00				229	229	23:00				24	24	Peak Volume				985	985
11:15				245	245	23:15				26	26	Peak Hour Factor				0.922	0.922
11:30				261	261	23:30				14	14						
11:45				226	226	23:45				18	18						
TOTALS	0	0	0	7216	7216	TOTALS	0	0	0	8306	8306						
SPLIT %	0%	0%	0%	100%	46%	SPLIT %	0%	0%	0%	100%	54%						



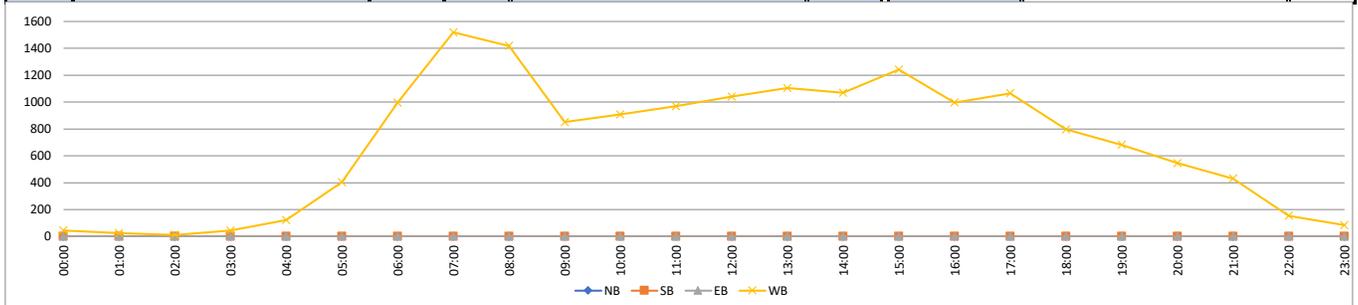
VOLUME

Valley Pkwy Bet Orange St & Escondido Blvd

Day: Tuesday
Date: 3/19/2024

City: Escondido
Project #: CA24_040043_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS							
						0	0	0	16,519	16,519								
15-Minutes Interval												Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00				13	13	12:00				284	284	00:00 01:00				45	45	
0:15				14	14	12:15				255	255	01:00 02:00				24	24	
0:30				8	8	12:30				249	249	02:00 03:00				11	11	
0:45				10	10	12:45				252	252	03:00 04:00				43	43	
1:00				8	8	13:00				287	287	04:00 05:00				121	121	
1:15				7	7	13:15				242	242	05:00 06:00				403	403	
1:30				6	6	13:30				277	277	06:00 07:00				996	996	
1:45				3	3	13:45				299	299	07:00 08:00				1519	1519	
2:00				3	3	14:00				260	260	08:00 09:00				1418	1418	
2:15				2	2	14:15				257	257	09:00 10:00				851	851	
2:30				3	3	14:30				266	266	10:00 11:00				908	908	
2:45				3	3	14:45				286	286	11:00 12:00				970	970	
3:00				4	4	15:00				330	330	12:00 13:00				1040	1040	
3:15				11	11	15:15				334	334	13:00 14:00				1105	1105	
3:30				13	13	15:30				295	295	14:00 15:00				1069	1069	
3:45				15	15	15:45				283	283	15:00 16:00				1242	1242	
4:00				18	18	16:00				246	246	16:00 17:00				997	997	
4:15				26	26	16:15				265	265	17:00 18:00				1065	1065	
4:30				36	36	16:30				252	252	18:00 19:00				796	796	
4:45				41	41	16:45				234	234	19:00 20:00				682	682	
5:00				53	53	17:00				309	309	20:00 21:00				545	545	
5:15				91	91	17:15				249	249	21:00 22:00				431	431	
5:30				122	122	17:30				296	296	22:00 23:00				154	154	
5:45				137	137	17:45				211	211	23:00 00:00				84	84	
6:00				177	177	18:00				223	223	STATISTICS						
6:15				264	264	18:15				191	191		NB	SB	EB	WB	TOTAL	
6:30				254	254	18:30				176	176	Peak Period	00:00 to 12:00					
6:45				301	301	18:45				206	206	Volume					7309 7309	
7:00				327	327	19:00				192	192	Peak Hour					7:30 7:30	
7:15				363	363	19:15				190	190	Peak Volume					1625 1625	
7:30				424	424	19:30				146	146	Peak Hour Factor					0.958 0.958	
7:45				405	405	19:45				154	154	Peak Period	12:00 to 00:00					
8:00				419	419	20:00				151	151	Volume					9210 9210	
8:15				377	377	20:15				146	146	Peak Hour					14:45 14:45	
8:30				316	316	20:30				143	143	Peak Volume					1245 1245	
8:45				306	306	20:45				105	105	Peak Hour Factor					0.932 0.932	
9:00				187	187	21:00				113	113	Peak Period	07:00 to 09:00					
9:15				208	208	21:15				116	116	Volume					2937 2937	
9:30				235	235	21:30				109	109	Peak Hour					7:30 7:30	
9:45				221	221	21:45				93	93	Peak Volume					1625 1625	
10:00				219	219	22:00				49	49	Peak Hour Factor					0.958 0.958	
10:15				214	214	22:15				40	40	Peak Period	16:00 to 18:00					
10:30				237	237	22:30				24	24	Volume					2062 2062	
10:45				238	238	22:45				41	41	Peak Hour					16:45 16:45	
11:00				227	227	23:00				32	32	Peak Volume					1088 1088	
11:15				257	257	23:15				17	17	Peak Hour Factor					0.880 0.880	
11:30				232	232	23:30				18	18							
11:45				254	254	23:45				17	17							
TOTALS	0	0	0	7309	7309	TOTALS	0	0	0	9210	9210							
SPLIT %	0%	0%	0%	100%	44%	SPLIT %	0%	0%	0%	100%	56%							



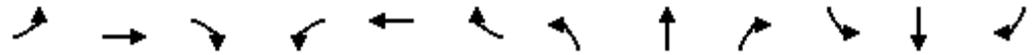
APPENDIX C

INTERSECTION LOS ANALYSIS WORKSHEETS

EXISTING CONDITIONS

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Existing AM
 10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	35	1363	139	47	203	0	0	235	191
Future Volume (veh/h)	0	0	0	35	1363	139	47	203	0	0	235	191
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				39	1514	154	52	226	0	0	261	212
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				69	2851	879	326	774	0	0	774	345
Arrive On Green				0.55	0.55	0.55	0.22	0.22	0.00	0.00	0.22	0.22
Sat Flow, veh/h				125	5144	1585	921	3647	0	0	3647	1585
Grp Volume(v), veh/h				583	970	154	52	226	0	0	261	212
Grp Sat Flow(s),veh/h/ln				1864	1702	1585	921	1777	0	0	1777	1585
Q Serve(g_s), s				8.0	7.0	1.9	2.0	2.1	0.0	0.0	2.4	4.8
Cycle Q Clear(g_c), s				8.0	7.0	1.9	4.4	2.1	0.0	0.0	2.4	4.8
Prop In Lane				0.07		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1033	1887	879	326	774	0	0	774	345
V/C Ratio(X)				0.56	0.51	0.18	0.16	0.29	0.00	0.00	0.34	0.61
Avail Cap(c_a), veh/h				2100	3835	1786	860	2834	0	0	2834	1264
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.7	5.5	4.3	14.9	12.9	0.0	0.0	13.0	13.9
Incr Delay (d2), s/veh				0.4	0.2	0.1	0.2	0.2	0.0	0.0	0.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	1.3	0.3	0.4	0.7	0.0	0.0	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				6.1	5.6	4.4	15.1	13.1	0.0	0.0	13.2	15.3
LnGrp LOS				A	A	A	B	B	A	A	B	B
Approach Vol, veh/h					1707			278			473	
Approach Delay, s/veh					5.7			13.4			14.1	
Approach LOS					A			B			B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.1		26.4		13.1				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				31.5		44.5		31.5				
Max Q Clear Time (g_c+I1), s				6.8		10.0		6.4				
Green Ext Time (p_c), s				1.8		11.9		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				8.2								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Vol, veh/h	0	0	22	1630	2	0
Future Vol, veh/h	0	0	22	1630	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	1874	2	0

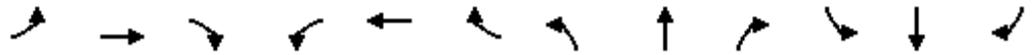
Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	800	-
Stage 1	-	-	0	-
Stage 2	-	-	800	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	391	0
Stage 1	-	-	-	0
Stage 2	-	-	365	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	391	-
Mov Cap-2 Maneuver	-	-	391	-
Stage 1	-	-	-	-
Stage 2	-	-	365	-

Approach	WB	NB
HCM Control Delay, s		14.3
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	391	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	14.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary
3: Maple St & Valley Pkwy

Existing AM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	1606	19	0	0	0	0	0	4
Future Volume (veh/h)	0	0	0	0	1606	19	0	0	0	0	0	4
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1825	22				0	0	5
Peak Hour Factor				0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	3760	45				0	0	13
Arrive On Green				0.00	0.72	0.72				0.00	0.00	0.01
Sat Flow, veh/h				0	5369	63				0	0	1585
Grp Volume(v), veh/h				0	1194	653				0	0	5
Grp Sat Flow(s),veh/h/ln				0	1702	1859				0	0	1585
Q Serve(g_s), s				0.0	5.6	5.6				0.0	0.0	0.1
Cycle Q Clear(g_c), s				0.0	5.6	5.6				0.0	0.0	0.1
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	2461	1344				0	0	13
V/C Ratio(X)				0.00	0.49	0.49				0.00	0.00	0.39
Avail Cap(c_a), veh/h				0	4394	2400				0	0	1151
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	2.2	2.2				0.0	0.0	18.3
Incr Delay (d2), s/veh				0.0	0.1	0.3				0.0	0.0	13.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.1	0.1				0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	2.3	2.5				0.0	0.0	31.9
LnGrp LOS				A	A	A				A	A	C
Approach Vol, veh/h					1847							5
Approach Delay, s/veh					2.4							31.9
Approach LOS					A							C
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				4.8		32.4						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		48.0						
Max Q Clear Time (g_c+I1), s				2.1		7.6						
Green Ext Time (p_c), s				0.0		19.3						
Intersection Summary												
HCM 6th Ctrl Delay				2.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Escondido Blvd & Valley Pkwy

Existing AM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑↑			↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	66	1492	43	57	315	0	0	281	106
Future Volume (veh/h)	0	0	0	66	1492	43	57	315	0	0	281	106
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	1571	45	60	332	0	0	296	112
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				128	3131	92	75	1174	0	0	510	189
Arrive On Green				0.48	0.48	0.48	0.04	0.33	0.00	0.00	0.20	0.20
Sat Flow, veh/h				264	6457	189	1781	3647	0	0	2632	940
Grp Volume(v), veh/h				485	764	436	60	332	0	0	205	203
Grp Sat Flow(s),veh/h/ln				1857	1609	1836	1781	1777	0	0	1777	1701
Q Serve(g_s), s				9.4	8.3	8.3	1.7	3.6	0.0	0.0	5.4	5.6
Cycle Q Clear(g_c), s				9.4	8.3	8.3	1.7	3.6	0.0	0.0	5.4	5.6
Prop In Lane				0.14		0.10	1.00		0.00	0.00		0.55
Lane Grp Cap(c), veh/h				901	1560	890	75	1174	0	0	357	342
V/C Ratio(X)				0.54	0.49	0.49	0.80	0.28	0.00	0.00	0.57	0.59
Avail Cap(c_a), veh/h				1209	2094	1195	294	2900	0	0	1001	959
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				9.2	9.0	9.0	24.4	12.7	0.0	0.0	18.6	18.7
Incr Delay (d2), s/veh				0.6	0.3	0.5	20.4	0.2	0.0	0.0	1.8	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.0	2.2	2.6	1.1	1.2	0.0	0.0	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				9.8	9.2	9.5	44.8	12.9	0.0	0.0	20.3	20.6
LnGrp LOS				A	A	A	D	B	A	A	C	C
Approach Vol, veh/h				1685				392			408	
Approach Delay, s/veh				9.5				17.8			20.5	
Approach LOS				A				B			C	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				6.7	15.3		29.5	22.0				
Change Period (Y+Rc), s				4.5	5.0		4.5	5.0				
Max Green Setting (Gmax), s				8.5	29.0		33.5	42.0				
Max Q Clear Time (g_c+I1), s				3.7	7.6		11.4	5.6				
Green Ext Time (p_c), s				0.0	2.8		13.6	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				12.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: Centre City Pkwy & Valley Pkwy

Existing AM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵ ↵ ↵ ↵	↵ ↵ ↵ ↵	↵ ↵	↵ ↵	↵ ↵			↵ ↵	
Traffic Volume (veh/h)	0	0	0	297	1092	192	127	627	0	0	821	96
Future Volume (veh/h)	0	0	0	297	1092	192	127	627	0	0	821	96
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				316	1162	204	135	667	0	0	873	102
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				580	1828	516	385	1836	0	0	1088	127
Arrive On Green				0.33	0.33	0.33	0.11	0.52	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3299	375
Grp Volume(v), veh/h				316	1162	204	135	667	0	0	484	491
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1803
Q Serve(g_s), s				11.1	13.4	7.6	2.7	8.5	0.0	0.0	18.8	18.8
Cycle Q Clear(g_c), s				11.1	13.4	7.6	2.7	8.5	0.0	0.0	18.8	18.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				580	1828	516	385	1836	0	0	603	612
V/C Ratio(X)				0.54	0.64	0.40	0.35	0.36	0.00	0.00	0.80	0.80
Avail Cap(c_a), veh/h				1004	3164	894	409	3041	0	0	1193	1211
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.0	21.8	19.8	31.3	10.9	0.0	0.0	22.8	22.8
Incr Delay (d2), s/veh				0.6	0.3	0.4	0.4	0.1	0.0	0.0	1.9	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.4	5.5	7.3	1.1	2.8	0.0	0.0	7.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				21.6	22.1	20.2	31.7	11.0	0.0	0.0	24.7	24.7
LnGrp LOS				C	C	C	C	B	A	A	C	C
Approach Vol, veh/h					1682			802			975	
Approach Delay, s/veh					21.8			14.5			24.7	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		46.2		29.9	13.5	32.7						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		65.1		42.9	9.0	51.1						
Max Q Clear Time (g_c+I1), s		10.5		15.4	4.7	20.8						
Green Ext Time (p_c), s		3.7		9.4	0.1	5.0						

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Broadway & 2nd Ave

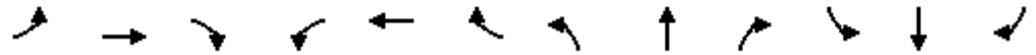
Existing AM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations	↑↑↑							↑		↑		↑		
Traffic Volume (veh/h)	107	696	22	0	0	0	0	97	14	66	101	0		
Future Volume (veh/h)	107	696	22	0	0	0	0	97	14	66	101	0		
Initial Q (Qb), veh	0	0	0					0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00						1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No							No		No				
Adj Sat Flow, veh/h/ln	1870	1870	1870					0	1870	1870	1870	1870	0	
Adj Flow Rate, veh/h	118	765	24					0	107	15	73	111	0	
Peak Hour Factor	0.91	0.91	0.91					0.91	0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	2	2	2					0	2	2	2	2	0	
Cap, veh/h	493	3428	110					0	233	33	192	272	0	
Arrive On Green	0.75	0.75	0.75					0.00	0.15	0.15	0.15	0.15	0.00	
Sat Flow, veh/h	658	4578	147					0	1605	225	1269	1870	0	
Grp Volume(v), veh/h	329	277	301					0	0	122	73	111	0	
Grp Sat Flow(s),veh/h/ln	1837	1702	1844					0	0	1830	1269	1870	0	
Q Serve(g_s), s	4.7	4.2	4.2					0.0	0.0	5.2	4.7	4.6	0.0	
Cycle Q Clear(g_c), s	4.7	4.2	4.2					0.0	0.0	5.2	9.9	4.6	0.0	
Prop In Lane	0.36		0.08						0.00	0.12		1.00		0.00
Lane Grp Cap(c), veh/h	1376	1274	1381					0	0	266	192	272	0	
V/C Ratio(X)	0.24	0.22	0.22					0.00	0.00	0.46	0.38	0.41	0.00	
Avail Cap(c_a), veh/h	1376	1274	1381					0	0	678	478	693	0	
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00					0.00	0.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	3.3	3.2	3.2					0.0	0.0	33.3	37.8	33.0	0.0	
Incr Delay (d2), s/veh	0.4	0.4	0.4					0.0	0.0	0.5	0.5	0.4	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4	1.1	1.2					0.0	0.0	2.3	1.5	2.0	0.0	
Unsig. Movement Delay, s/veh														
LnGrp Delay(d),s/veh	3.7	3.6	3.6					0.0	0.0	33.7	38.3	33.4	0.0	
LnGrp LOS	A	A	A					A	A	C	D	C	A	
Approach Vol, veh/h	907							122		184				
Approach Delay, s/veh	3.6							33.7		35.3				
Approach LOS	A							C		D				
Timer - Assigned Phs	2		4						8					
Phs Duration (G+Y+Rc), s	68.1		16.9						16.9					
Change Period (Y+Rc), s	4.5		4.5						4.5					
Max Green Setting (Gmax), s	44.5		31.5						31.5					
Max Q Clear Time (g_c+I1), s	6.7		11.9						7.2					
Green Ext Time (p_c), s	4.0		0.4						0.4					
Intersection Summary														
HCM 6th Ctrl Delay	11.5													
HCM 6th LOS	B													

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Existing PM
 10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	33	817	132	36	262	0	0	234	116
Future Volume (veh/h)	0	0	0	33	817	132	36	262	0	0	234	116
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				38	939	152	41	301	0	0	269	133
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				86	2275	711	423	834	0	0	834	372
Arrive On Green				0.45	0.45	0.45	0.23	0.23	0.00	0.00	0.23	0.23
Sat Flow, veh/h				193	5072	1585	983	3647	0	0	3647	1585
Grp Volume(v), veh/h				367	610	152	41	301	0	0	269	133
Grp Sat Flow(s),veh/h/ln				1861	1702	1585	983	1777	0	0	1777	1585
Q Serve(g_s), s				3.8	3.4	1.7	1.0	2.0	0.0	0.0	1.8	2.0
Cycle Q Clear(g_c), s				3.8	3.4	1.7	2.8	2.0	0.0	0.0	1.8	2.0
Prop In Lane				0.10		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				834	1527	711	423	834	0	0	834	372
V/C Ratio(X)				0.44	0.40	0.21	0.10	0.36	0.00	0.00	0.32	0.36
Avail Cap(c_a), veh/h				3440	6293	2930	1524	4818	0	0	4818	2149
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.4	5.3	4.8	10.2	9.1	0.0	0.0	9.0	9.1
Incr Delay (d2), s/veh				0.3	0.1	0.1	0.1	0.2	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.7	0.6	0.3	0.2	0.5	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				5.7	5.4	4.9	10.2	9.3	0.0	0.0	9.2	9.5
LnGrp LOS				A	A	A	B	A	A	A	A	A
Approach Vol, veh/h					1129			342			402	
Approach Delay, s/veh					5.4			9.4			9.3	
Approach LOS					A			A			A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.2		17.2		11.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		52.5		38.5				
Max Q Clear Time (g_c+I1), s				4.0		5.8		4.8				
Green Ext Time (p_c), s				1.8		6.9		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Vol, veh/h	0	0	10	977	21	0
Future Vol, veh/h	0	0	10	977	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1051	23	0

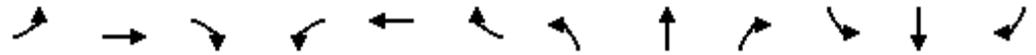
Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	442	-
Stage 1	-	-	0	-
Stage 2	-	-	442	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	584	0
Stage 1	-	-	-	0
Stage 2	-	-	562	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	584	-
Mov Cap-2 Maneuver	-	-	584	-
Stage 1	-	-	-	-
Stage 2	-	-	562	-

Approach	WB	NB
HCM Control Delay, s		11.4
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	584	-	-
HCM Lane V/C Ratio	0.039	-	-
HCM Control Delay (s)	11.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th Signalized Intersection Summary
 3: Maple St & Valley Pkwy

Existing PM
 10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	972	9	0	0	0	0	0	19
Future Volume (veh/h)	0	0	0	0	972	9	0	0	0	0	0	19
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1045	10				0	0	20
Peak Hour Factor				0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2937	28				0	0	49
Arrive On Green				0.00	0.56	0.56				0.00	0.00	0.03
Sat Flow, veh/h				0	5384	50				0	0	1585
Grp Volume(v), veh/h				0	682	373				0	0	20
Grp Sat Flow(s),veh/h/ln				0	1702	1861				0	0	1585
Q Serve(g_s), s				0.0	2.7	2.7				0.0	0.0	0.3
Cycle Q Clear(g_c), s				0.0	2.7	2.7				0.0	0.0	0.3
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	1917	1048				0	0	49
V/C Ratio(X)				0.00	0.36	0.36				0.00	0.00	0.41
Avail Cap(c_a), veh/h				0	8699	4757				0	0	1736
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	2.9	2.9				0.0	0.0	11.7
Incr Delay (d2), s/veh				0.0	0.1	0.2				0.0	0.0	5.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.1	0.1				0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	3.1	3.1				0.0	0.0	17.0
LnGrp LOS				A	A	A				A	A	B
Approach Vol, veh/h					1055							20
Approach Delay, s/veh					3.1							17.0
Approach LOS					A							B
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				5.3		19.4						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		63.0						
Max Q Clear Time (g_c+I1), s				2.3		4.7						
Green Ext Time (p_c), s				0.1		9.2						
Intersection Summary												
HCM 6th Ctrl Delay				3.3								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Escondido Blvd & Valley Pkwy

Existing PM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑↑			↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	89	849	69	62	465	0	0	372	160
Future Volume (veh/h)	0	0	0	89	849	69	62	465	0	0	372	160
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				92	875	71	64	479	0	0	384	165
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				210	2151	177	81	1496	0	0	674	286
Arrive On Green				0.37	0.37	0.37	0.05	0.42	0.00	0.00	0.28	0.28
Sat Flow, veh/h				567	5799	477	1781	3647	0	0	2525	1030
Grp Volume(v), veh/h				299	474	265	64	479	0	0	279	270
Grp Sat Flow(s),veh/h/ln				1842	1609	1784	1781	1777	0	0	1777	1685
Q Serve(g_s), s				5.6	5.0	5.0	1.6	4.1	0.0	0.0	6.2	6.3
Cycle Q Clear(g_c), s				5.6	5.0	5.0	1.6	4.1	0.0	0.0	6.2	6.3
Prop In Lane				0.31		0.27	1.00		0.00	0.00		0.61
Lane Grp Cap(c), veh/h				683	1193	662	81	1496	0	0	493	467
V/C Ratio(X)				0.44	0.40	0.40	0.79	0.32	0.00	0.00	0.57	0.58
Avail Cap(c_a), veh/h				1512	2641	1465	526	4123	0	0	1361	1291
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				10.8	10.6	10.6	21.6	8.8	0.0	0.0	14.2	14.2
Incr Delay (d2), s/veh				0.5	0.3	0.5	18.6	0.1	0.0	0.0	1.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	1.5	1.7	1.0	1.3	0.0	0.0	2.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.3	10.9	11.1	40.2	9.0	0.0	0.0	15.4	15.6
LnGrp LOS				B	B	B	D	A	A	A	B	B
Approach Vol, veh/h				1038			543			549		
Approach Delay, s/veh				11.1			12.7			15.5		
Approach LOS				B			B			B		
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				6.6	17.7		21.4	24.2				
Change Period (Y+Rc), s				4.5	5.0		4.5	5.0				
Max Green Setting (Gmax), s				13.5	35.0		37.5	53.0				
Max Q Clear Time (g_c+I1), s				3.6	8.3		7.6	6.1				
Green Ext Time (p_c), s				0.1	4.4		9.4	4.4				
Intersection Summary												
HCM 6th Ctrl Delay				12.6								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

5: Centre City Pkwy & Valley Pkwy

Existing PM
10/18/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↩ ↩ ↩ ↩	↩ ↩ ↩ ↩	↩ ↩	↩ ↩	↩ ↩			↩ ↩	
Traffic Volume (veh/h)	0	0	0	177	734	206	133	886	0	0	666	86
Future Volume (veh/h)	0	0	0	177	734	206	133	886	0	0	666	86
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				195	807	226	146	974	0	0	732	95
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				471	1485	419	469	1910	0	0	1009	131
Arrive On Green				0.26	0.26	0.26	0.14	0.54	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3257	410
Grp Volume(v), veh/h				195	807	226	146	974	0	0	411	416
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1797
Q Serve(g_s), s				5.5	7.5	7.4	2.3	10.6	0.0	0.0	12.4	12.4
Cycle Q Clear(g_c), s				5.5	7.5	7.4	2.3	10.6	0.0	0.0	12.4	12.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.23
Lane Grp Cap(c), veh/h				471	1485	419	469	1910	0	0	567	573
V/C Ratio(X)				0.41	0.54	0.54	0.31	0.51	0.00	0.00	0.72	0.73
Avail Cap(c_a), veh/h				1232	3879	1096	798	4169	0	0	1528	1544
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.4	19.1	19.1	23.6	8.9	0.0	0.0	18.3	18.3
Incr Delay (d2), s/veh				0.4	0.2	0.8	0.3	0.2	0.0	0.0	1.3	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.1	3.0	0.1	0.9	3.3	0.0	0.0	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				18.8	19.4	19.9	23.9	9.1	0.0	0.0	19.6	19.6
LnGrp LOS				B	B	B	C	A	A	A	B	B
Approach Vol, veh/h					1228			1120			827	
Approach Delay, s/veh					19.4			11.0			19.6	
Approach LOS					B			B			B	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.5		21.1	13.2	26.2						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		71.1		41.9	14.0	52.1						
Max Q Clear Time (g_c+I1), s		12.6		9.5	4.3	14.4						
Green Ext Time (p_c), s		7.2		6.5	0.2	4.9						

Intersection Summary

HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Broadway & 2nd Ave

Existing PM
10/18/2024



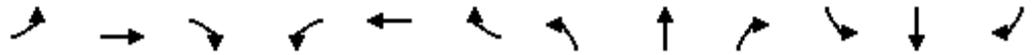
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↑↑↑							↑		↑		↑	
Traffic Volume (veh/h)	87	1266	34	0	0	0	0	132	31	51	109	0	
Future Volume (veh/h)	87	1266	34	0	0	0	0	132	31	51	109	0	
Initial Q (Qb), veh	0	0	0					0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00						1.00	1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No							No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870					0	1870	1870	1870	1870	
Adj Flow Rate, veh/h	95	1376	37					0	143	34	55	118	
Peak Hour Factor	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2					0	2	2	2	2	
Cap, veh/h	240	3710	103					0	233	55	155	299	
Arrive On Green	0.75	0.75	0.75					0.00	0.16	0.16	0.16	0.16	
Sat Flow, veh/h	320	4945	137					0	1461	347	1207	1870	
Grp Volume(v), veh/h	550	460	498					0	0	177	55	118	
Grp Sat Flow(s),veh/h/ln	1854	1702	1846					0	0	1808	1207	1870	
Q Serve(g_s), s	10.5	9.2	9.2					0.0	0.0	9.1	4.4	5.7	
Cycle Q Clear(g_c), s	10.5	9.2	9.2					0.0	0.0	9.1	13.6	5.7	
Prop In Lane	0.17	0.07						0.00	0.19		1.00	0.00	
Lane Grp Cap(c), veh/h	1391	1277	1385					0	0	289	155	299	
V/C Ratio(X)	0.40	0.36	0.36					0.00	0.00	0.61	0.36	0.39	
Avail Cap(c_a), veh/h	1391	1277	1385					0	0	569	342	589	
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00					0.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	4.4	4.3	4.3					0.0	0.0	39.1	45.4	37.7	
Incr Delay (d2), s/veh	0.8	0.8	0.7					0.0	0.0	0.8	0.5	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	3.5	2.8	3.0					0.0	0.0	4.1	1.3	2.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	5.3	5.1	5.0					0.0	0.0	39.9	46.0	38.0	
LnGrp LOS	A	A	A					A	A	D	D	D	
Approach Vol, veh/h	1508							177		173			
Approach Delay, s/veh	5.1							39.9		40.5			
Approach LOS	A							D		D			
Timer - Assigned Phs	2		4						8				
Phs Duration (G+Y+Rc), s	79.5		20.5						20.5				
Change Period (Y+Rc), s	4.5		4.5						4.5				
Max Green Setting (Gmax), s	59.5		31.5						31.5				
Max Q Clear Time (g_c+I1), s	12.5		15.6						11.1				
Green Ext Time (p_c), s	8.2		0.4						0.6				
Intersection Summary													
HCM 6th Ctrl Delay	11.7												
HCM 6th LOS	B												

NEAR-TERM CONDITIONS WITHOUT PROJECT

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Opening Year Without Project AM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	35	1426	159	50	205	0	0	236	191
Future Volume (veh/h)	0	0	0	35	1426	159	50	205	0	0	236	191
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				39	1584	177	56	228	0	0	262	212
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				68	2920	899	314	762	0	0	762	340
Arrive On Green				0.57	0.57	0.57	0.21	0.21	0.00	0.00	0.21	0.21
Sat Flow, veh/h				119	5149	1585	920	3647	0	0	3647	1585
Grp Volume(v), veh/h				610	1013	177	56	228	0	0	262	212
Grp Sat Flow(s),veh/h/ln				1864	1702	1585	920	1777	0	0	1777	1585
Q Serve(g_s), s				8.7	7.6	2.2	2.3	2.2	0.0	0.0	2.6	5.0
Cycle Q Clear(g_c), s				8.7	7.6	2.2	4.8	2.2	0.0	0.0	2.6	5.0
Prop In Lane				0.06		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1057	1931	899	314	762	0	0	762	340
V/C Ratio(X)				0.58	0.52	0.20	0.18	0.30	0.00	0.00	0.34	0.62
Avail Cap(c_a), veh/h				2013	3676	1712	820	2716	0	0	2716	1212
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.7	5.5	4.3	15.8	13.6	0.0	0.0	13.7	14.7
Incr Delay (d2), s/veh				0.4	0.2	0.1	0.2	0.2	0.0	0.0	0.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	1.4	0.4	0.4	0.7	0.0	0.0	0.9	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				6.1	5.7	4.4	16.0	13.7	0.0	0.0	13.9	16.1
LnGrp LOS				A	A	A	B	B	A	A	B	B
Approach Vol, veh/h					1800			284			474	
Approach Delay, s/veh					5.7			14.2			14.9	
Approach LOS					A			B			B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.3		27.9		13.3				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				31.5		44.5		31.5				
Max Q Clear Time (g_c+I1), s				7.0		10.7		6.8				
Green Ext Time (p_c), s				1.8		12.7		1.4				
Intersection Summary												
HCM 6th Ctrl Delay				8.3								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↔↑↑	↔	
Traffic Vol, veh/h	0	0	22	1696	2	0
Future Vol, veh/h	0	0	22	1696	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	25	1949	2	0

Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	830	-
Stage 1	-	-	0	-
Stage 2	-	-	830	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	377	0
Stage 1	-	-	-	0
Stage 2	-	-	352	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	377	-
Mov Cap-2 Maneuver	-	-	377	-
Stage 1	-	-	-	-
Stage 2	-	-	352	-

Approach	WB	NB
HCM Control Delay, s		14.6
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	377	-	-
HCM Lane V/C Ratio	0.006	-	-
HCM Control Delay (s)	14.6	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0	-	-

HCM 6th Signalized Intersection Summary
 3: Maple St & Valley Pkwy

Opening Year Without Project AM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	1672	19	0	0	0	0	0	4
Future Volume (veh/h)	0	0	0	0	1672	19	0	0	0	0	0	4
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1900	22				0	0	5
Peak Hour Factor				0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	3816	44				0	0	13
Arrive On Green				0.00	0.73	0.73				0.00	0.00	0.01
Sat Flow, veh/h				0	5372	60				0	0	1585
Grp Volume(v), veh/h				0	1243	679				0	0	5
Grp Sat Flow(s),veh/h/ln				0	1702	1860				0	0	1585
Q Serve(g_s), s				0.0	5.9	5.9				0.0	0.0	0.1
Cycle Q Clear(g_c), s				0.0	5.9	5.9				0.0	0.0	0.1
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	2496	1364				0	0	13
V/C Ratio(X)				0.00	0.50	0.50				0.00	0.00	0.39
Avail Cap(c_a), veh/h				0	4225	2308				0	0	1107
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	2.2	2.2				0.0	0.0	19.1
Incr Delay (d2), s/veh				0.0	0.2	0.3				0.0	0.0	13.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.1	0.1				0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	2.3	2.4				0.0	0.0	32.7
LnGrp LOS				A	A	A				A	A	C
Approach Vol, veh/h					1922							5
Approach Delay, s/veh					2.4							32.7
Approach LOS					A							C
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				4.8		33.9						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		48.0						
Max Q Clear Time (g_c+I1), s				2.1		7.9						
Green Ext Time (p_c), s				0.0		20.4						
Intersection Summary												
HCM 6th Ctrl Delay				2.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
4: Escondido Blvd & Valley Pkwy

Opening Year Without Project AM
11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑↑			↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	66	1558	43	57	320	0	0	282	108
Future Volume (veh/h)	0	0	0	66	1558	43	57	320	0	0	282	108
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				69	1640	45	60	337	0	0	297	114
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				126	3208	90	75	1158	0	0	502	189
Arrive On Green				0.50	0.50	0.50	0.04	0.33	0.00	0.00	0.20	0.20
Sat Flow, veh/h				254	6476	182	1781	3647	0	0	2621	949
Grp Volume(v), veh/h				505	795	454	60	337	0	0	207	204
Grp Sat Flow(s),veh/h/ln				1858	1609	1838	1781	1777	0	0	1777	1700
Q Serve(g_s), s				10.0	8.8	8.8	1.8	3.8	0.0	0.0	5.6	5.8
Cycle Q Clear(g_c), s				10.0	8.8	8.8	1.8	3.8	0.0	0.0	5.6	5.8
Prop In Lane				0.14		0.10	1.00		0.00	0.00		0.56
Lane Grp Cap(c), veh/h				920	1593	910	75	1158	0	0	353	338
V/C Ratio(X)				0.55	0.50	0.50	0.80	0.29	0.00	0.00	0.59	0.60
Avail Cap(c_a), veh/h				1207	2091	1194	285	2744	0	0	937	896
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				9.3	9.0	9.0	25.2	13.3	0.0	0.0	19.3	19.4
Incr Delay (d2), s/veh				0.6	0.3	0.5	20.1	0.2	0.0	0.0	1.9	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	2.4	2.7	1.1	1.3	0.0	0.0	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				9.9	9.3	9.5	45.3	13.5	0.0	0.0	21.1	21.5
LnGrp LOS				A	A	A	D	B	A	A	C	C
Approach Vol, veh/h				1754				397			411	
Approach Delay, s/veh				9.5				18.3			21.3	
Approach LOS				A				B			C	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				6.7	15.6		30.8	22.3				
Change Period (Y+Rc), s				4.5	5.0		4.5	5.0				
Max Green Setting (Gmax), s				8.5	28.0		34.5	41.0				
Max Q Clear Time (g_c+I1), s				3.8	7.8		12.0	5.8				
Green Ext Time (p_c), s				0.0	2.7		14.3	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: Centre City Pkwy & Valley Pkwy

Opening Year Without Project AM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵ ↵ ↵ ↵	↵ ↵ ↵ ↵	↵ ↵	↵ ↵	↵ ↵			↵ ↵	
Traffic Volume (veh/h)	0	0	0	305	1144	200	139	658	0	0	845	98
Future Volume (veh/h)	0	0	0	305	1144	200	139	658	0	0	845	98
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				324	1217	213	148	700	0	0	899	104
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				593	1868	528	376	1835	0	0	1107	128
Arrive On Green				0.33	0.33	0.33	0.11	0.52	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3303	371
Grp Volume(v), veh/h				324	1217	213	148	700	0	0	498	505
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1804
Q Serve(g_s), s				11.8	14.7	8.2	3.2	9.4	0.0	0.0	20.3	20.3
Cycle Q Clear(g_c), s				11.8	14.7	8.2	3.2	9.4	0.0	0.0	20.3	20.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				593	1868	528	376	1835	0	0	613	622
V/C Ratio(X)				0.55	0.65	0.40	0.39	0.38	0.00	0.00	0.81	0.81
Avail Cap(c_a), veh/h				960	3023	854	391	2905	0	0	1140	1157
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.7	22.6	20.5	33.0	11.6	0.0	0.0	23.7	23.7
Incr Delay (d2), s/veh				0.6	0.3	0.4	0.5	0.1	0.0	0.0	2.0	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	6.1	0.1	1.3	3.1	0.0	0.0	7.9	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				22.2	22.9	20.8	33.5	11.7	0.0	0.0	25.7	25.7
LnGrp LOS				C	C	C	C	B	A	A	C	C
Approach Vol, veh/h					1754			848			1003	
Approach Delay, s/veh					22.5			15.5			25.7	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		48.0		31.6	13.7	34.4						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		65.1		42.9	9.0	51.1						
Max Q Clear Time (g_c+I1), s		11.4		16.7	5.2	22.3						
Green Ext Time (p_c), s		3.9		9.8	0.1	5.2						

Intersection Summary

HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Broadway & 2nd Ave

Opening Year Without Project AM

11/14/2024

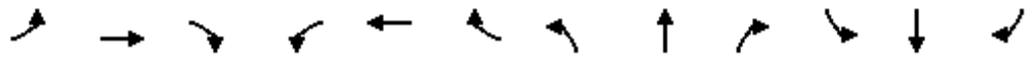


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔↑↑↔							↑↔		↔↑			
Traffic Volume (veh/h)	107	711	25	0	0	0	0	103	14	69	103	0	
Future Volume (veh/h)	107	711	25	0	0	0	0	103	14	69	103	0	
Initial Q (Qb), veh	0	0	0					0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00						1.00	1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No							No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870					0	1870	1870	1870	1870	
Adj Flow Rate, veh/h	118	781	27					0	113	15	76	113	
Peak Hour Factor	0.91	0.91	0.91					0.91	0.91	0.91	0.91	0.91	
Percent Heavy Veh, %	2	2	2					0	2	2	2	2	
Cap, veh/h	479	3398	120					0	245	32	195	283	
Arrive On Green	0.74	0.74	0.74					0.00	0.15	0.15	0.15	0.15	
Sat Flow, veh/h	645	4575	162					0	1617	215	1262	1870	
Grp Volume(v), veh/h	336	283	307					0	0	128	76	113	
Grp Sat Flow(s),veh/h/ln	1838	1702	1841					0	0	1832	1262	1870	
Q Serve(g_s), s	4.9	4.4	4.4					0.0	0.0	5.4	5.0	4.6	
Cycle Q Clear(g_c), s	4.9	4.4	4.4					0.0	0.0	5.4	10.4	4.6	
Prop In Lane	0.35		0.09						0.00	0.12		1.00	
Lane Grp Cap(c), veh/h	1365	1264	1368					0	0	277	195	283	
V/C Ratio(X)	0.25	0.22	0.22					0.00	0.00	0.46	0.39	0.40	
Avail Cap(c_a), veh/h	1365	1264	1368					0	0	679	472	693	
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00					0.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	3.4	3.4	3.4					0.0	0.0	32.9	37.6	32.6	
Incr Delay (d2), s/veh	0.4	0.4	0.4					0.0	0.0	0.4	0.5	0.3	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.5	1.2	1.3					0.0	0.0	2.4	1.6	2.1	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	3.9	3.8	3.8					0.0	0.0	33.4	38.1	32.9	
LnGrp LOS	A	A	A					A	A	C	D	C	
Approach Vol, veh/h	926							128		189			
Approach Delay, s/veh	3.8							33.4		35.0			
Approach LOS	A							C		D			
Timer - Assigned Phs	2		4						8				
Phs Duration (G+Y+Rc), s	67.6		17.4						17.4				
Change Period (Y+Rc), s	4.5		4.5						4.5				
Max Green Setting (Gmax), s	44.5		31.5						31.5				
Max Q Clear Time (g_c+I1), s	6.9		12.4						7.4				
Green Ext Time (p_c), s	4.1		0.5						0.4				
Intersection Summary													
HCM 6th Ctrl Delay	11.6												
HCM 6th LOS	B												

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Opening Year Without Project PM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	33	852	142	40	265	0	0	236	116
Future Volume (veh/h)	0	0	0	33	852	142	40	265	0	0	236	116
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				38	979	163	46	305	0	0	271	133
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				83	2288	714	421	840	0	0	840	375
Arrive On Green				0.45	0.45	0.45	0.24	0.24	0.00	0.00	0.24	0.24
Sat Flow, veh/h				185	5080	1585	981	3647	0	0	3647	1585
Grp Volume(v), veh/h				382	635	163	46	305	0	0	271	133
Grp Sat Flow(s),veh/h/ln				1861	1702	1585	981	1777	0	0	1777	1585
Q Serve(g_s), s				4.1	3.6	1.8	1.2	2.1	0.0	0.0	1.8	2.0
Cycle Q Clear(g_c), s				4.1	3.6	1.8	3.0	2.1	0.0	0.0	1.8	2.0
Prop In Lane				0.10		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				838	1533	714	421	840	0	0	840	375
V/C Ratio(X)				0.46	0.41	0.23	0.11	0.36	0.00	0.00	0.32	0.36
Avail Cap(c_a), veh/h				3401	6220	2896	1503	4762	0	0	4762	2124
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.5	5.3	4.8	10.3	9.2	0.0	0.0	9.1	9.1
Incr Delay (d2), s/veh				0.3	0.1	0.1	0.1	0.2	0.0	0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.7	0.5	0.3	0.2	0.5	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				5.7	5.5	5.0	10.4	9.4	0.0	0.0	9.2	9.6
LnGrp LOS				A	A	A	B	A	A	A	A	A
Approach Vol, veh/h					1180			351			404	
Approach Delay, s/veh					5.5			9.5			9.3	
Approach LOS					A			A			A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				11.3		17.4		11.3				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		52.5		38.5				
Max Q Clear Time (g_c+I1), s				4.0		6.1		5.0				
Green Ext Time (p_c), s				1.8		6.9		1.8				
Intersection Summary												
HCM 6th Ctrl Delay				7.0								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Vol, veh/h	0	0	10	1016	21	0
Future Vol, veh/h	0	0	10	1016	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	11	1092	23	0

Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	459	-
Stage 1	-	-	0	-
Stage 2	-	-	459	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	573	0
Stage 1	-	-	-	0
Stage 2	-	-	551	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	573	-
Mov Cap-2 Maneuver	-	-	573	-
Stage 1	-	-	-	-
Stage 2	-	-	551	-

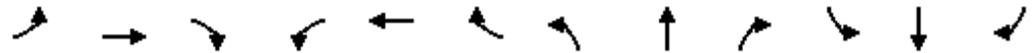
Approach	WB	NB
HCM Control Delay, s		11.5
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	573	-	-
HCM Lane V/C Ratio	0.039	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

HCM 6th Signalized Intersection Summary
3: Maple St & Valley Pkwy

Opening Year Without Project PM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	1011	9	0	0	0	0	0	19
Future Volume (veh/h)	0	0	0	0	1011	9	0	0	0	0	0	19
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1087	10				0	0	20
Peak Hour Factor				0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2949	27				0	0	49
Arrive On Green				0.00	0.57	0.57				0.00	0.00	0.03
Sat Flow, veh/h				0	5386	48				0	0	1585
Grp Volume(v), veh/h				0	709	388				0	0	20
Grp Sat Flow(s),veh/h/ln				0	1702	1862				0	0	1585
Q Serve(g_s), s				0.0	2.8	2.8				0.0	0.0	0.3
Cycle Q Clear(g_c), s				0.0	2.8	2.8				0.0	0.0	0.3
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	1924	1052				0	0	49
V/C Ratio(X)				0.00	0.37	0.37				0.00	0.00	0.41
Avail Cap(c_a), veh/h				0	8658	4735				0	0	1728
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	3.0	3.0				0.0	0.0	11.8
Incr Delay (d2), s/veh				0.0	0.1	0.2				0.0	0.0	5.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.1				0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	3.1	3.2				0.0	0.0	17.0
LnGrp LOS				A	A	A				A	A	B
Approach Vol, veh/h					1097							20
Approach Delay, s/veh					3.1							17.0
Approach LOS					A							B
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				5.3		19.5						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		63.0						
Max Q Clear Time (g_c+I1), s				2.3		4.8						
Green Ext Time (p_c), s				0.1		9.2						
Intersection Summary												
HCM 6th Ctrl Delay				3.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: Escondido Blvd & Valley Pkwy

Opening Year Without Project PM
 11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑↑			↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	92	885	69	62	469	0	0	374	164
Future Volume (veh/h)	0	0	0	92	885	69	62	469	0	0	374	164
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				95	912	71	64	484	0	0	386	169
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				211	2180	172	81	1488	0	0	666	288
Arrive On Green				0.37	0.37	0.37	0.05	0.42	0.00	0.00	0.28	0.28
Sat Flow, veh/h				564	5823	460	1781	3647	0	0	2510	1043
Grp Volume(v), veh/h				310	492	276	64	484	0	0	282	273
Grp Sat Flow(s),veh/h/ln				1842	1609	1788	1781	1777	0	0	1777	1683
Q Serve(g_s), s				5.8	5.2	5.2	1.6	4.2	0.0	0.0	6.3	6.4
Cycle Q Clear(g_c), s				5.8	5.2	5.2	1.6	4.2	0.0	0.0	6.3	6.4
Prop In Lane				0.31		0.26	1.00		0.00	0.00		0.62
Lane Grp Cap(c), veh/h				690	1204	669	81	1488	0	0	490	464
V/C Ratio(X)				0.45	0.41	0.41	0.79	0.33	0.00	0.00	0.58	0.59
Avail Cap(c_a), veh/h				1503	2626	1459	523	4099	0	0	1353	1282
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				10.8	10.6	10.6	21.7	9.0	0.0	0.0	14.3	14.4
Incr Delay (d2), s/veh				0.6	0.3	0.5	18.6	0.2	0.0	0.0	1.3	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	1.5	1.7	1.0	1.2	0.0	0.0	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.4	10.9	11.1	40.3	9.1	0.0	0.0	15.6	15.8
LnGrp LOS				B	B	B	D	A	A	A	B	B
Approach Vol, veh/h				1078			548			555		
Approach Delay, s/veh				11.1			12.8			15.7		
Approach LOS				B			B			B		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				6.6	17.7	21.7	24.2					
Change Period (Y+Rc), s				4.5	5.0	4.5	5.0					
Max Green Setting (Gmax), s				13.5	35.0	37.5	53.0					
Max Q Clear Time (g_c+I1), s				3.6	8.4	7.8	6.2					
Green Ext Time (p_c), s				0.1	4.2	9.4	4.3					
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: Centre City Pkwy & Valley Pkwy

Opening Year Without Project PM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↵ ↵ ↵ ↵	↵ ↵ ↵ ↵	↵ ↵	↵ ↵	↵ ↵			↵ ↵	
Traffic Volume (veh/h)	0	0	0	181	767	210	142	909	0	0	696	88
Future Volume (veh/h)	0	0	0	181	767	210	142	909	0	0	696	88
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				199	843	231	156	999	0	0	765	97
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				478	1505	425	470	1907	0	0	1013	128
Arrive On Green				0.27	0.27	0.27	0.14	0.54	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3266	402
Grp Volume(v), veh/h				199	843	231	156	999	0	0	428	434
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1798
Q Serve(g_s), s				5.7	8.0	7.7	2.5	11.1	0.0	0.0	13.3	13.3
Cycle Q Clear(g_c), s				5.7	8.0	7.7	2.5	11.1	0.0	0.0	13.3	13.3
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				478	1505	425	470	1907	0	0	567	574
V/C Ratio(X)				0.42	0.56	0.54	0.33	0.52	0.00	0.00	0.76	0.76
Avail Cap(c_a), veh/h				1213	3822	1080	787	4108	0	0	1505	1523
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.5	19.4	19.3	24.0	9.2	0.0	0.0	18.8	18.8
Incr Delay (d2), s/veh				0.4	0.2	0.8	0.3	0.2	0.0	0.0	1.5	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	3.1	0.1	0.9	3.1	0.0	0.0	4.8	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.0	19.6	20.1	24.3	9.3	0.0	0.0	20.3	20.3
LnGrp LOS				B	B	C	C	A	A	A	C	C
Approach Vol, veh/h								1155			862	
Approach Delay, s/veh								11.4			20.3	
Approach LOS								B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		39.9		21.6	13.4	26.5						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		71.1		41.9	14.0	52.1						
Max Q Clear Time (g_c+I1), s		13.1		10.0	4.5	15.3						
Green Ext Time (p_c), s		6.3		6.5	0.2	4.3						

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Broadway & 2nd Ave

Opening Year Without Project PM

11/14/2024



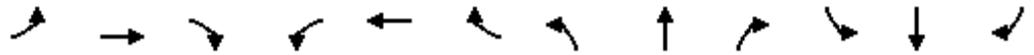
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔↕↔							↔		↔		↕	
Traffic Volume (veh/h)	87	1339	37	0	0	0	0	139	31	73	112	0	
Future Volume (veh/h)	87	1339	37	0	0	0	0	139	31	73	112	0	
Initial Q (Qb), veh	0	0	0					0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00						1.00	1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No							No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870					0	1870	1870	1870	1870	
Adj Flow Rate, veh/h	95	1455	40					0	151	34	79	122	
Peak Hour Factor	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2					0	2	2	2	2	
Cap, veh/h	221	3609	102					0	269	61	179	341	
Arrive On Green	0.73	0.73	0.73					0.00	0.18	0.18	0.18	0.18	
Sat Flow, veh/h	304	4958	141					0	1478	333	1199	1870	
Grp Volume(v), veh/h	580	484	525					0	0	185	79	122	
Grp Sat Flow(s),veh/h/ln	1855	1702	1845					0	0	1810	1199	1870	
Q Serve(g_s), s	12.4	10.8	10.8					0.0	0.0	9.3	6.4	5.7	
Cycle Q Clear(g_c), s	12.4	10.8	10.8					0.0	0.0	9.3	15.7	5.7	
Prop In Lane	0.16	0.08						0.00	0.18		1.00	0.00	
Lane Grp Cap(c), veh/h	1350	1239	1343					0	0	330	179	341	
V/C Ratio(X)	0.43	0.39	0.39					0.00	0.00	0.56	0.44	0.36	
Avail Cap(c_a), veh/h	1350	1239	1343					0	0	570	338	589	
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00					0.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	5.4	5.2	5.2					0.0	0.0	37.3	44.4	35.8	
Incr Delay (d2), s/veh	1.0	0.9	0.9					0.0	0.0	0.6	0.6	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4.3	3.5	3.8					0.0	0.0	4.2	1.9	2.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	6.4	6.1	6.0					0.0	0.0	37.8	45.1	36.0	
LnGrp LOS	A	A	A					A	A	D	D	D	
Approach Vol, veh/h	1590							185		201			
Approach Delay, s/veh	6.2							37.8		39.6			
Approach LOS	A							D		D			
Timer - Assigned Phs	2		4						8				
Phs Duration (G+Y+Rc), s	77.3		22.7						22.7				
Change Period (Y+Rc), s	4.5		4.5						4.5				
Max Green Setting (Gmax), s	59.5		31.5						31.5				
Max Q Clear Time (g_c+I1), s	14.4		17.7						11.3				
Green Ext Time (p_c), s	8.9		0.5						0.7				
Intersection Summary													
HCM 6th Ctrl Delay	12.5												
HCM 6th LOS	B												

NEAR-TERM CONDITIONS WITH PROJECT

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Opening Year With Project AM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	35	1425	159	44	205	0	0	236	188
Future Volume (veh/h)	0	0	0	35	1425	159	44	205	0	0	236	188
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				39	1583	177	49	228	0	0	262	209
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				68	2924	900	314	757	0	0	757	337
Arrive On Green				0.57	0.57	0.57	0.21	0.21	0.00	0.00	0.21	0.21
Sat Flow, veh/h				119	5149	1585	922	3647	0	0	3647	1585
Grp Volume(v), veh/h				609	1013	177	49	228	0	0	262	209
Grp Sat Flow(s),veh/h/ln				1864	1702	1585	922	1777	0	0	1777	1585
Q Serve(g_s), s				8.6	7.5	2.2	2.0	2.2	0.0	0.0	2.6	4.9
Cycle Q Clear(g_c), s				8.6	7.5	2.2	4.5	2.2	0.0	0.0	2.6	4.9
Prop In Lane				0.06		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1059	1933	900	314	757	0	0	757	337
V/C Ratio(X)				0.58	0.52	0.20	0.16	0.30	0.00	0.00	0.35	0.62
Avail Cap(c_a), veh/h				2021	3690	1718	825	2727	0	0	2727	1216
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.7	5.5	4.3	15.7	13.6	0.0	0.0	13.7	14.6
Incr Delay (d2), s/veh				0.4	0.2	0.1	0.2	0.2	0.0	0.0	0.2	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.8	1.4	0.4	0.4	0.7	0.0	0.0	0.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				6.1	5.6	4.4	15.8	13.8	0.0	0.0	13.9	16.0
LnGrp LOS				A	A	A	B	B	A	A	B	B
Approach Vol, veh/h					1799			277			471	
Approach Delay, s/veh					5.6			14.1			14.9	
Approach LOS					A			B			B	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				13.2		27.8		13.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				31.5		44.5		31.5				
Max Q Clear Time (g_c+I1), s				6.9		10.6		6.5				
Green Ext Time (p_c), s				1.8		12.7		1.3				
Intersection Summary												
HCM 6th Ctrl Delay				8.3								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↔↑↑	↔	
Traffic Vol, veh/h	0	0	34	1696	51	0
Future Vol, veh/h	0	0	34	1696	51	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	39	1949	59	0

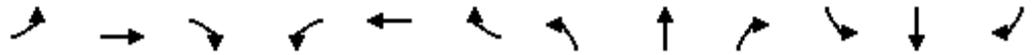
Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	858	-
Stage 1	-	-	0	-
Stage 2	-	-	858	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	366	0
Stage 1	-	-	-	0
Stage 2	-	-	340	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	366	-
Mov Cap-2 Maneuver	-	-	366	-
Stage 1	-	-	-	-
Stage 2	-	-	340	-

Approach	WB	NB
HCM Control Delay, s		16.7
HCM LOS		C

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	366	-	-
HCM Lane V/C Ratio	0.16	-	-
HCM Control Delay (s)	16.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

HCM 6th Signalized Intersection Summary
 3: Maple St & Valley Pkwy

Opening Year With Project AM
 11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	1719	19	0	0	0	0	0	4
Future Volume (veh/h)	0	0	0	0	1719	19	0	0	0	0	0	4
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1953	22				0	0	5
Peak Hour Factor				0.88	0.88	0.88				0.88	0.88	0.88
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	3853	43				0	0	13
Arrive On Green				0.00	0.74	0.74				0.00	0.00	0.01
Sat Flow, veh/h				0	5374	59				0	0	1585
Grp Volume(v), veh/h				0	1277	698				0	0	5
Grp Sat Flow(s),veh/h/ln				0	1702	1860				0	0	1585
Q Serve(g_s), s				0.0	6.2	6.2				0.0	0.0	0.1
Cycle Q Clear(g_c), s				0.0	6.2	6.2				0.0	0.0	0.1
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	2519	1377				0	0	13
V/C Ratio(X)				0.00	0.51	0.51				0.00	0.00	0.39
Avail Cap(c_a), veh/h				0	4114	2247				0	0	1077
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	2.1	2.1				0.0	0.0	19.6
Incr Delay (d2), s/veh				0.0	0.2	0.3				0.0	0.0	13.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.1	0.1				0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	2.3	2.4				0.0	0.0	33.2
LnGrp LOS				A	A	A				A	A	C
Approach Vol, veh/h					1975							5
Approach Delay, s/veh					2.4							33.2
Approach LOS					A							C
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				4.8		34.9						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		48.0						
Max Q Clear Time (g_c+I1), s				2.1		8.2						
Green Ext Time (p_c), s				0.0		21.2						
Intersection Summary												
HCM 6th Ctrl Delay				2.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
 4: Escondido Blvd & Valley Pkwy

Opening Year With Project AM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				←↑↑↑			←↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	71	1598	45	57	320	0	0	281	108
Future Volume (veh/h)	0	0	0	71	1598	45	57	320	0	0	281	108
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				75	1682	47	60	337	0	0	296	114
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				134	3231	92	75	1148	0	0	498	188
Arrive On Green				0.50	0.50	0.50	0.04	0.32	0.00	0.00	0.20	0.20
Sat Flow, veh/h				268	6458	185	1781	3647	0	0	2618	951
Grp Volume(v), veh/h				519	818	467	60	337	0	0	206	204
Grp Sat Flow(s),veh/h/ln				1857	1609	1837	1781	1777	0	0	1777	1699
Q Serve(g_s), s				10.4	9.2	9.2	1.8	3.8	0.0	0.0	5.7	5.9
Cycle Q Clear(g_c), s				10.4	9.2	9.2	1.8	3.8	0.0	0.0	5.7	5.9
Prop In Lane				0.14		0.10	1.00		0.00	0.00		0.56
Lane Grp Cap(c), veh/h				929	1610	919	75	1148	0	0	350	335
V/C Ratio(X)				0.56	0.51	0.51	0.80	0.29	0.00	0.00	0.59	0.61
Avail Cap(c_a), veh/h				1190	2062	1177	281	2707	0	0	924	884
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				9.3	9.0	9.0	25.5	13.6	0.0	0.0	19.6	19.7
Incr Delay (d2), s/veh				0.6	0.3	0.5	20.0	0.2	0.0	0.0	1.9	2.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	2.5	2.9	1.1	1.3	0.0	0.0	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				10.0	9.3	9.5	45.6	13.8	0.0	0.0	21.5	21.8
LnGrp LOS				A	A	A	D	B	A	A	C	C
Approach Vol, veh/h				1804				397			410	
Approach Delay, s/veh				9.6				18.6			21.7	
Approach LOS				A				B			C	
Timer - Assigned Phs				3	4		6	8				
Phs Duration (G+Y+Rc), s				6.8	15.6		31.4	22.4				
Change Period (Y+Rc), s				4.5	5.0		4.5	5.0				
Max Green Setting (Gmax), s				8.5	28.0		34.5	41.0				
Max Q Clear Time (g_c+I1), s				3.8	7.9		12.4	5.8				
Green Ext Time (p_c), s				0.0	2.7		14.5	2.7				
Intersection Summary												
HCM 6th Ctrl Delay				12.8								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: Centre City Pkwy & Valley Pkwy

Opening Year With Project AM
11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙ ↘ ↗ ↘	↙ ↘ ↗ ↘	↙ ↘ ↗ ↘	↙ ↘ ↗ ↘	↙ ↘ ↗ ↘			↙ ↘ ↗ ↘	
Traffic Volume (veh/h)	0	0	0	307	1165	216	139	658	0	0	844	98
Future Volume (veh/h)	0	0	0	307	1165	216	139	658	0	0	844	98
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				327	1239	230	148	700	0	0	898	104
Peak Hour Factor				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				601	1892	534	372	1826	0	0	1103	128
Arrive On Green				0.34	0.34	0.34	0.11	0.51	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3302	372
Grp Volume(v), veh/h				327	1239	230	148	700	0	0	497	505
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1803
Q Serve(g_s), s				12.0	15.1	9.1	3.2	9.6	0.0	0.0	20.5	20.5
Cycle Q Clear(g_c), s				12.0	15.1	9.1	3.2	9.6	0.0	0.0	20.5	20.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.21
Lane Grp Cap(c), veh/h				601	1892	534	372	1826	0	0	611	620
V/C Ratio(X)				0.54	0.65	0.43	0.40	0.38	0.00	0.00	0.81	0.81
Avail Cap(c_a), veh/h				950	2991	845	386	2875	0	0	1128	1145
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				21.7	22.7	20.7	33.5	11.8	0.0	0.0	24.1	24.1
Incr Delay (d2), s/veh				0.6	0.3	0.4	0.5	0.1	0.0	0.0	2.0	2.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	6.3	8.6	1.3	3.2	0.0	0.0	8.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				22.2	23.0	21.1	34.0	11.9	0.0	0.0	26.1	26.0
LnGrp LOS				C	C	C	C	B	A	A	C	C
Approach Vol, veh/h					1796			848			1002	
Approach Delay, s/veh					22.6			15.8			26.1	
Approach LOS					C			B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		48.2		32.2	13.7	34.6						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		65.1		42.9	9.0	51.1						
Max Q Clear Time (g_c+I1), s		11.6		17.1	5.2	22.5						
Green Ext Time (p_c), s		3.9		10.0	0.1	5.2						
Intersection Summary												
HCM 6th Ctrl Delay				22.0								
HCM 6th LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary

6: Broadway & 2nd Ave

Opening Year With Project AM

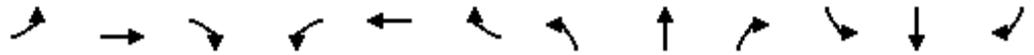
11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←↑↑↑						↑			↑		
Traffic Volume (veh/h)	101	716	25	0	0	0	0	103	14	69	103	0
Future Volume (veh/h)	101	716	25	0	0	0	0	103	14	69	103	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00						1.00	1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	111	787	27				0	113	15	76	113	0
Peak Hour Factor	0.91	0.91	0.91				0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	451	3427	121				0	245	32	195	283	0
Arrive On Green	0.74	0.74	0.74				0.00	0.15	0.15	0.15	0.15	0.00
Sat Flow, veh/h	607	4614	162				0	1617	215	1262	1870	0
Grp Volume(v), veh/h	336	282	306				0	0	128	76	113	0
Grp Sat Flow(s),veh/h/ln	1840	1702	1841				0	0	1832	1262	1870	0
Q Serve(g_s), s	4.9	4.4	4.4				0.0	0.0	5.4	5.0	4.6	0.0
Cycle Q Clear(g_c), s	4.9	4.4	4.4				0.0	0.0	5.4	10.4	4.6	0.0
Prop In Lane	0.33	0.09					0.00	0.12		1.00	0.00	
Lane Grp Cap(c), veh/h	1367	1264	1368				0	0	277	195	283	0
V/C Ratio(X)	0.25	0.22	0.22				0.00	0.00	0.46	0.39	0.40	0.00
Avail Cap(c_a), veh/h	1367	1264	1368				0	0	679	472	693	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	3.4	3.4	3.4				0.0	0.0	32.9	37.6	32.6	0.0
Incr Delay (d2), s/veh	0.4	0.4	0.4				0.0	0.0	0.4	0.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.2	1.3				0.0	0.0	2.4	1.6	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	3.8	3.8				0.0	0.0	33.4	38.1	32.9	0.0
LnGrp LOS	A	A	A				A	A	C	D	C	A
Approach Vol, veh/h	925						128			189		
Approach Delay, s/veh	3.8						33.4			35.0		
Approach LOS	A						C			D		
Timer - Assigned Phs	2		4				8					
Phs Duration (G+Y+Rc), s	67.6		17.4				17.4					
Change Period (Y+Rc), s	4.5		4.5				4.5					
Max Green Setting (Gmax), s	44.5		31.5				31.5					
Max Q Clear Time (g_c+I1), s	6.9		12.4				7.4					
Green Ext Time (p_c), s	4.0		0.5				0.4					
Intersection Summary												
HCM 6th Ctrl Delay	11.6											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
 1: Broadway & Valley Pkwy

Opening Year With Project PM
 11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑	↑	↑↑			↑↑	↑
Traffic Volume (veh/h)	0	0	0	33	856	142	63	265	0	0	236	127
Future Volume (veh/h)	0	0	0	33	856	142	63	265	0	0	236	127
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				38	984	163	72	305	0	0	271	146
Peak Hour Factor				0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				82	2247	701	430	914	0	0	914	407
Arrive On Green				0.44	0.44	0.44	0.26	0.26	0.00	0.00	0.26	0.26
Sat Flow, veh/h				184	5081	1585	969	3647	0	0	3647	1585
Grp Volume(v), veh/h				384	638	163	72	305	0	0	271	146
Grp Sat Flow(s),veh/h/ln				1861	1702	1585	969	1777	0	0	1777	1585
Q Serve(g_s), s				4.3	3.9	1.9	1.9	2.1	0.0	0.0	1.8	2.3
Cycle Q Clear(g_c), s				4.3	3.9	1.9	3.8	2.1	0.0	0.0	1.8	2.3
Prop In Lane				0.10		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				823	1506	701	430	914	0	0	914	407
V/C Ratio(X)				0.47	0.42	0.23	0.17	0.33	0.00	0.00	0.30	0.36
Avail Cap(c_a), veh/h				3263	5969	2779	1428	4569	0	0	4569	2038
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				5.9	5.7	5.2	10.5	9.0	0.0	0.0	8.9	9.1
Incr Delay (d2), s/veh				0.3	0.1	0.1	0.1	0.2	0.0	0.0	0.1	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.8	0.6	0.3	0.3	0.5	0.0	0.0	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				6.2	5.9	5.3	10.6	9.2	0.0	0.0	9.1	9.5
LnGrp LOS				A	A	A	B	A	A	A	A	A
Approach Vol, veh/h					1185			377			417	
Approach Delay, s/veh					5.9			9.5			9.2	
Approach LOS					A			A			A	
Timer - Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				12.2		17.7		12.2				
Change Period (Y+Rc), s				4.5		4.5		4.5				
Max Green Setting (Gmax), s				38.5		52.5		38.5				
Max Q Clear Time (g_c+I1), s				4.3		6.3		5.8				
Green Ext Time (p_c), s				1.8		6.9		1.9				
Intersection Summary												
HCM 6th Ctrl Delay				7.3								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↑	
Traffic Vol, veh/h	0	0	58	1016	42	0
Future Vol, veh/h	0	0	58	1016	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	62	1092	45	0

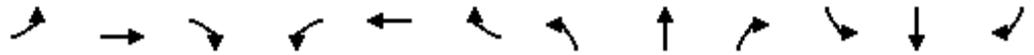
Major/Minor	Major2	Minor1		
Conflicting Flow All	0	0	561	-
Stage 1	-	-	0	-
Stage 2	-	-	561	-
Critical Hdwy	5.34	-	5.74	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	6.04	-
Follow-up Hdwy	3.12	-	3.82	-
Pot Cap-1 Maneuver	-	-	511	0
Stage 1	-	-	-	0
Stage 2	-	-	488	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	-	511	-
Mov Cap-2 Maneuver	-	-	511	-
Stage 1	-	-	-	-
Stage 2	-	-	488	-

Approach	WB	NB
HCM Control Delay, s		12.7
HCM LOS		B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT
Capacity (veh/h)	511	-	-
HCM Lane V/C Ratio	0.088	-	-
HCM Control Delay (s)	12.7	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

HCM 6th Signalized Intersection Summary
 3: Maple St & Valley Pkwy

Opening Year With Project PM
 11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑	
Traffic Volume (veh/h)	0	0	0	0	1011	9	0	0	0	0	0	19
Future Volume (veh/h)	0	0	0	0	1011	9	0	0	0	0	0	19
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach				No						No		
Adj Sat Flow, veh/h/ln				0	1870	1870				0	1870	1870
Adj Flow Rate, veh/h				0	1087	10				0	0	20
Peak Hour Factor				0.93	0.93	0.93				0.93	0.93	0.93
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2949	27				0	0	49
Arrive On Green				0.00	0.57	0.57				0.00	0.00	0.03
Sat Flow, veh/h				0	5386	48				0	0	1585
Grp Volume(v), veh/h				0	709	388				0	0	20
Grp Sat Flow(s),veh/h/ln				0	1702	1862				0	0	1585
Q Serve(g_s), s				0.0	2.8	2.8				0.0	0.0	0.3
Cycle Q Clear(g_c), s				0.0	2.8	2.8				0.0	0.0	0.3
Prop In Lane				0.00		0.03				0.00		1.00
Lane Grp Cap(c), veh/h				0	1924	1052				0	0	49
V/C Ratio(X)				0.00	0.37	0.37				0.00	0.00	0.41
Avail Cap(c_a), veh/h				0	8658	4735				0	0	1728
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	1.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	3.0	3.0				0.0	0.0	11.8
Incr Delay (d2), s/veh				0.0	0.1	0.2				0.0	0.0	5.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.1				0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				0.0	3.1	3.2				0.0	0.0	17.0
LnGrp LOS				A	A	A				A	A	B
Approach Vol, veh/h					1097							20
Approach Delay, s/veh					3.1							17.0
Approach LOS					A							B
Timer - Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				5.3		19.5						
Change Period (Y+Rc), s				4.5		5.5						
Max Green Setting (Gmax), s				27.0		63.0						
Max Q Clear Time (g_c+I1), s				2.3		4.8						
Green Ext Time (p_c), s				0.1		9.2						
Intersection Summary												
HCM 6th Ctrl Delay				3.4								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary

4: Escondido Blvd & Valley Pkwy

Opening Year With Project PM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↑↑↑↑			↑	↑↑			↑↑	
Traffic Volume (veh/h)	0	0	0	92	885	69	62	469	0	0	376	164
Future Volume (veh/h)	0	0	0	92	885	69	62	469	0	0	376	164
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				95	912	71	64	484	0	0	388	169
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				211	2179	172	81	1490	0	0	668	287
Arrive On Green				0.37	0.37	0.37	0.05	0.42	0.00	0.00	0.28	0.28
Sat Flow, veh/h				564	5823	460	1781	3647	0	0	2514	1040
Grp Volume(v), veh/h				310	492	276	64	484	0	0	283	274
Grp Sat Flow(s),veh/h/ln				1842	1609	1788	1781	1777	0	0	1777	1683
Q Serve(g_s), s				5.8	5.2	5.3	1.6	4.2	0.0	0.0	6.3	6.5
Cycle Q Clear(g_c), s				5.8	5.2	5.3	1.6	4.2	0.0	0.0	6.3	6.5
Prop In Lane				0.31		0.26	1.00		0.00	0.00		0.62
Lane Grp Cap(c), veh/h				689	1204	669	81	1490	0	0	491	465
V/C Ratio(X)				0.45	0.41	0.41	0.79	0.32	0.00	0.00	0.58	0.59
Avail Cap(c_a), veh/h				1502	2622	1457	523	4094	0	0	1352	1281
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				10.8	10.6	10.7	21.7	9.0	0.0	0.0	14.3	14.4
Incr Delay (d2), s/veh				0.6	0.3	0.5	18.6	0.2	0.0	0.0	1.3	1.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.9	1.5	1.7	1.0	1.2	0.0	0.0	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				11.4	10.9	11.1	40.4	9.1	0.0	0.0	15.6	15.8
LnGrp LOS				B	B	B	D	A	A	A	B	B
Approach Vol, veh/h				1078			548			557		
Approach Delay, s/veh				11.1			12.8			15.7		
Approach LOS				B			B			B		
Timer - Assigned Phs				3	4	6	8					
Phs Duration (G+Y+Rc), s				6.6	17.7	21.7	24.3					
Change Period (Y+Rc), s				4.5	5.0	4.5	5.0					
Max Green Setting (Gmax), s				13.5	35.0	37.5	53.0					
Max Q Clear Time (g_c+I1), s				3.6	8.5	7.8	6.2					
Green Ext Time (p_c), s				0.1	4.2	9.4	4.3					
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
5: Centre City Pkwy & Valley Pkwy

Opening Year With Project PM
11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶ ↷ ↸	↶ ↷ ↸	↶ ↷ ↸	↶ ↷ ↸	↶ ↷ ↸			↶ ↷ ↸	
Traffic Volume (veh/h)	0	0	0	181	767	210	142	909	0	0	698	88
Future Volume (veh/h)	0	0	0	181	767	210	142	909	0	0	698	88
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No			No	
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870	1870	0	0	1870	1870
Adj Flow Rate, veh/h				199	843	231	156	999	0	0	767	97
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				478	1504	425	470	1908	0	0	1015	128
Arrive On Green				0.27	0.27	0.27	0.14	0.54	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1781	5611	1585	3456	3647	0	0	3267	401
Grp Volume(v), veh/h				199	843	231	156	999	0	0	429	435
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1728	1777	0	0	1777	1798
Q Serve(g_s), s				5.7	8.0	7.7	2.5	11.1	0.0	0.0	13.3	13.4
Cycle Q Clear(g_c), s				5.7	8.0	7.7	2.5	11.1	0.0	0.0	13.3	13.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.22
Lane Grp Cap(c), veh/h				478	1504	425	470	1908	0	0	568	575
V/C Ratio(X)				0.42	0.56	0.54	0.33	0.52	0.00	0.00	0.76	0.76
Avail Cap(c_a), veh/h				1212	3818	1079	786	4103	0	0	1503	1521
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				18.6	19.4	19.3	24.1	9.2	0.0	0.0	18.8	18.8
Incr Delay (d2), s/veh				0.4	0.2	0.8	0.3	0.2	0.0	0.0	1.5	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.2	3.1	6.9	0.9	3.1	0.0	0.0	4.8	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.0	19.7	20.1	24.4	9.3	0.0	0.0	20.3	20.3
LnGrp LOS				B	B	C	C	A	A	A	C	C
Approach Vol, veh/h								1155			864	
Approach Delay, s/veh								11.4			20.3	
Approach LOS								B			C	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		40.0		21.6	13.4	26.6						
Change Period (Y+Rc), s		6.9		5.1	5.0	6.9						
Max Green Setting (Gmax), s		71.1		41.9	14.0	52.1						
Max Q Clear Time (g_c+I1), s		13.1		10.0	4.5	15.4						
Green Ext Time (p_c), s		6.3		6.5	0.2	4.3						

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: Broadway & 2nd Ave

Opening Year With Project PM

11/14/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔↕↔							↔		↔↕↔			
Traffic Volume (veh/h)	110	1339	37	0	0	0	0	139	31	73	112	0	
Future Volume (veh/h)	110	1339	37	0	0	0	0	139	31	73	112	0	
Initial Q (Qb), veh	0	0	0					0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00						1.00	1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No							No		No			
Adj Sat Flow, veh/h/ln	1870	1870	1870					0	1870	1870	1870	1870	
Adj Flow Rate, veh/h	120	1455	40					0	151	34	79	122	
Peak Hour Factor	0.92	0.92	0.92					0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2	2	2					0	2	2	2	2	
Cap, veh/h	275	3554	101					0	269	61	179	341	
Arrive On Green	0.73	0.73	0.73					0.00	0.18	0.18	0.18	0.18	
Sat Flow, veh/h	377	4883	138					0	1478	333	1199	1870	
Grp Volume(v), veh/h	589	492	534					0	0	185	79	122	
Grp Sat Flow(s),veh/h/ln	1851	1702	1845					0	0	1810	1199	1870	
Q Serve(g_s), s	12.7	11.1	11.1					0.0	0.0	9.3	6.4	5.7	
Cycle Q Clear(g_c), s	12.7	11.1	11.1					0.0	0.0	9.3	15.7	5.7	
Prop In Lane	0.20		0.07						0.00	0.18		1.00	
Lane Grp Cap(c), veh/h	1348	1239	1343					0	0	330	179	341	
V/C Ratio(X)	0.44	0.40	0.40					0.00	0.00	0.56	0.44	0.36	
Avail Cap(c_a), veh/h	1348	1239	1343					0	0	570	338	589	
HCM Platoon Ratio	1.00	1.00	1.00					1.00	1.00	1.00	1.00	1.00	
Upstream Filter(l)	1.00	1.00	1.00					0.00	0.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	5.4	5.2	5.2					0.0	0.0	37.3	44.4	35.8	
Incr Delay (d2), s/veh	1.0	1.0	0.9					0.0	0.0	0.6	0.6	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	4	3.6	3.8					0.0	0.0	4.2	1.9	2.6	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	6.5	6.2	6.1					0.0	0.0	37.8	45.1	36.0	
LnGrp LOS	A	A	A					A	A	D	D	D	
Approach Vol, veh/h	1615							185		201			
Approach Delay, s/veh	6.2							37.8		39.6			
Approach LOS	A							D		D			
Timer - Assigned Phs	2		4						8				
Phs Duration (G+Y+Rc), s	77.3		22.7						22.7				
Change Period (Y+Rc), s	4.5		4.5						4.5				
Max Green Setting (Gmax), s	59.5		31.5						31.5				
Max Q Clear Time (g_c+I1), s	14.7		17.7						11.3				
Green Ext Time (p_c), s	9.1		0.5						0.7				
Intersection Summary													
HCM 6th Ctrl Delay	12.5												
HCM 6th LOS	B												

APPENDIX D

SIMTRAFFIC QUEUING ANALYSIS WORKSHEETS

EXISTING CONDITIONS

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	188	210	156	92	78	90	101	142	113	81
Average Queue (ft)	83	107	60	30	24	44	29	67	12	36
95th Queue (ft)	154	178	122	66	57	76	69	119	57	68
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)			0		1	4			1	5
Queuing Penalty (veh)			0		1	2			2	5

Intersection: 2: Project Driveway & Valley Pkwy

Movement	WB	WB	NB
Directions Served	T	T	L
Maximum Queue (ft)	9	9	30
Average Queue (ft)	0	0	3
95th Queue (ft)	7	7	17
Link Distance (ft)	158	158	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	55	94	74	29
Average Queue (ft)	4	9	7	5
95th Queue (ft)	27	56	40	22
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	LT	T	T	TR	L	T	T	T	TR	
Maximum Queue (ft)	209	248	201	188	105	150	99	164	150	
Average Queue (ft)	100	131	111	89	43	76	29	85	53	
95th Queue (ft)	180	215	186	153	86	123	73	140	105	
Link Distance (ft)	394	394	394	394		358	358	695	695	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					102					
Storage Blk Time (%)					1	2				
Queuing Penalty (veh)					1	1				

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	T	T	R	L	L	T	T	T	TR
Maximum Queue (ft)	185	274	279	280	146	124	167	198	165	318	280
Average Queue (ft)	96	175	187	172	61	17	78	106	64	198	155
95th Queue (ft)	164	257	272	256	110	79	141	178	135	296	258
Link Distance (ft)	288	288	288	288	288			637	637	572	572
Upstream Blk Time (%)		0	0	0							
Queuing Penalty (veh)		0	1	0							
Storage Bay Dist (ft)						150	150				
Storage Blk Time (%)						0	1	2			
Queuing Penalty (veh)						0	3	3			

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	160	134	48	140	97	123
Average Queue (ft)	82	31	9	59	44	52
95th Queue (ft)	137	87	34	114	84	101
Link Distance (ft)	629	629	629	329		358
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					50	
Storage Blk Time (%)					9	15
Queuing Penalty (veh)					9	10

Zone Summary

Zone wide Queuing Penalty: 39

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	125	170	99	69	58	98	76	125	40	52
Average Queue (ft)	49	63	45	32	19	44	27	49	3	19
95th Queue (ft)	96	119	88	57	48	82	66	98	20	40
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)					0	3			0	1
Queuing Penalty (veh)					0	1			0	1

Intersection: 2: Project Driveway & Valley Pkwy

Movement	WB	NB
Directions Served	LT	L
Maximum Queue (ft)	11	43
Average Queue (ft)	0	15
95th Queue (ft)	8	41
Link Distance (ft)	158	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	54	101	98	29
Average Queue (ft)	5	13	17	14
95th Queue (ft)	28	56	63	37
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	LT	T	T	TR	L	T	T	T	TR	
Maximum Queue (ft)	139	177	169	169	118	170	141	186	166	
Average Queue (ft)	76	101	83	89	42	86	43	94	68	
95th Queue (ft)	133	159	145	147	85	150	100	155	134	
Link Distance (ft)	394	394	394	394		358	358	695	695	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					102					
Storage Blk Time (%)					0	4				
Queuing Penalty (veh)					1	3				

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	T	T	R	L	L	T	T	T	TR
Maximum Queue (ft)	114	192	211	200	153	126	186	243	205	273	214
Average Queue (ft)	54	117	121	105	67	11	72	122	82	147	94
95th Queue (ft)	99	179	192	178	122	56	135	199	162	229	185
Link Distance (ft)	288	288	288	288	288			637	637	572	572
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						150	150				
Storage Blk Time (%)						0	1	2			
Queuing Penalty (veh)						0	2	3			

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	246	204	108	199	107	184
Average Queue (ft)	122	74	27	83	38	76
95th Queue (ft)	200	152	72	153	86	149
Link Distance (ft)	629	629	629	329		358
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					50	
Storage Blk Time (%)					9	25
Queuing Penalty (veh)					10	13

Zone Summary

Zone wide Queuing Penalty: 34

NEAR-TERM CONDITIONS WITHOUT PROJECT

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	172	199	128	68	84	104	75	147	75	90
Average Queue (ft)	81	106	57	33	28	45	27	72	12	39
95th Queue (ft)	149	169	107	60	62	85	63	122	51	77
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)			0		1	4			1	6
Queuing Penalty (veh)			0		1	2			2	7

Intersection: 2: Project Driveway & Valley Pkwy

Movement	WB	NB
Directions Served	LT	L
Maximum Queue (ft)	11	34
Average Queue (ft)	0	2
95th Queue (ft)	0	15
Link Distance (ft)	158	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	79	110	102	29
Average Queue (ft)	5	8	7	4
95th Queue (ft)	38	52	45	20
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	L	T	T	T	TR
Maximum Queue (ft)	189	221	194	165	101	160	128	171	122
Average Queue (ft)	97	129	113	86	36	84	32	85	54
95th Queue (ft)	170	205	183	153	71	137	81	142	103
Link Distance (ft)	394	394	394	394		358	358	695	695
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	102								
Storage Blk Time (%)	0 4								
Queuing Penalty (veh)	1 2								

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	B18	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	T	T	R	T	L	L	T	T	T	TR
Maximum Queue (ft)	202	298	306	278	146	9	151	180	233	196	362	309
Average Queue (ft)	98	183	189	170	61	0	21	89	119	75	200	145
95th Queue (ft)	176	272	283	256	120	7	93	155	203	157	303	262
Link Distance (ft)	288	288	288	288	288	417			637	637	572	572
Upstream Blk Time (%)	0	0	0	0								
Queuing Penalty (veh)	0	1	1	0								
Storage Bay Dist (ft)							150	150				
Storage Blk Time (%)							0	1	3			
Queuing Penalty (veh)							0	3	4			

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	204	139	49	134	109	170
Average Queue (ft)	93	39	14	56	46	63
95th Queue (ft)	156	92	43	103	92	133
Link Distance (ft)	629	629	629	329		358
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	13 18					
Queuing Penalty (veh)	14 13					

Zone Summary

Zone wide Queuing Penalty: 53

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	110	143	112	71	70	89	84	131	43	48
Average Queue (ft)	50	63	47	31	20	45	31	57	3	17
95th Queue (ft)	96	113	90	59	53	77	73	105	23	37
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)			0		0	3			0	1
Queuing Penalty (veh)			0		0	1			0	1

Intersection: 2: Project Driveway & Valley Pkwy

Movement	NB
Directions Served	L
Maximum Queue (ft)	47
Average Queue (ft)	16
95th Queue (ft)	41
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	55	100	88	29
Average Queue (ft)	5	15	12	12
95th Queue (ft)	25	61	50	35
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	LT	T	T	TR	L	T	T	T	TR	
Maximum Queue (ft)	175	189	172	195	138	178	146	193	170	
Average Queue (ft)	78	100	88	95	47	86	41	98	69	
95th Queue (ft)	142	161	150	167	89	147	98	163	133	
Link Distance (ft)	394	394	394	394		358	358	695	695	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					102					
Storage Blk Time (%)					0		4			
Queuing Penalty (veh)					1		2			

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	T	T	R	L	L	T	T	T	TR
Maximum Queue (ft)	131	199	207	190	120	93	167	224	196	254	210
Average Queue (ft)	52	118	122	110	61	8	77	124	87	152	108
95th Queue (ft)	104	184	192	174	108	49	135	198	163	231	192
Link Distance (ft)	288	288	288	288	288			637	637	572	572
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						150		150			
Storage Blk Time (%)						0		0		3	
Queuing Penalty (veh)						0		1		5	

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB		
Directions Served	LT	T	TR	TR	L	T		
Maximum Queue (ft)	266	238	144	205	109	186		
Average Queue (ft)	144	99	38	90	53	72		
95th Queue (ft)	230	194	97	167	98	145		
Link Distance (ft)	629	629	629	329		358		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					50			
Storage Blk Time (%)					20		25	
Queuing Penalty (veh)					22		18	

Zone Summary

Zone wide Queuing Penalty: 52

NEAR-TERM CONDITIONS WITH PROJECT

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	179	212	173	62	79	95	96	167	111	92
Average Queue (ft)	86	113	67	29	25	47	28	76	14	35
95th Queue (ft)	150	186	130	58	57	82	69	131	64	70
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)			0		1	5			1	4
Queuing Penalty (veh)			0		1	2			2	5

Intersection: 2: Project Driveway & Valley Pkwy

Movement	WB	WB	NB
Directions Served	LT	T	L
Maximum Queue (ft)	16	9	70
Average Queue (ft)	1	0	30
95th Queue (ft)	9	6	60
Link Distance (ft)	158	158	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	70	81	74	29
Average Queue (ft)	5	9	8	5
95th Queue (ft)	31	46	42	24
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LT	T	T	TR	L	T	T	T	TR
Maximum Queue (ft)	207	246	228	166	97	153	120	145	123
Average Queue (ft)	100	136	120	90	41	79	35	82	53
95th Queue (ft)	177	214	200	152	80	134	88	131	97
Link Distance (ft)	394	394	394	394		358	358	695	695
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	102								
Storage Blk Time (%)	0 3								
Queuing Penalty (veh)	1 2								

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	B18	B18	NB	NB	NB	NB	SB
Directions Served	L	LT	T	T	R	T	T	L	L	T	T	T
Maximum Queue (ft)	257	314	322	292	142	5	8	156	186	232	174	355
Average Queue (ft)	109	194	198	185	61	0	0	34	98	113	68	213
95th Queue (ft)	205	291	292	273	111	4	6	119	169	195	144	321
Link Distance (ft)	288	288	288	288	288	417	417			637	637	572
Upstream Blk Time (%)	0	0	1	0								
Queuing Penalty (veh)	0	2	2	1								
Storage Bay Dist (ft)									150	150		
Storage Blk Time (%)									0	2	3	
Queuing Penalty (veh)									0	6	4	

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	SB
Directions Served	TR
Maximum Queue (ft)	318
Average Queue (ft)	174
95th Queue (ft)	281
Link Distance (ft)	572
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB
Directions Served	LT	T	TR	TR	L	T
Maximum Queue (ft)	191	151	60	139	106	142
Average Queue (ft)	89	42	14	62	43	58
95th Queue (ft)	153	93	43	114	89	117
Link Distance (ft)	629	629	629	329		358
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					50	
Storage Blk Time (%)					12	16
Queuing Penalty (veh)					12	11

Zone Summary

Zone wide Queuing Penalty: 51

Intersection: 1: Broadway & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LT	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	149	157	116	62	84	114	102	122	18	60
Average Queue (ft)	57	65	43	31	31	46	33	57	3	21
95th Queue (ft)	108	126	84	57	65	90	82	110	13	47
Link Distance (ft)	513	513	513			346	346	777	777	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				150	60					42
Storage Blk Time (%)			0		1	4				1
Queuing Penalty (veh)			0		2	2				1

Intersection: 2: Project Driveway & Valley Pkwy

Movement	WB	WB	NB
Directions Served	LT	T	L
Maximum Queue (ft)	11	4	63
Average Queue (ft)	1	0	26
95th Queue (ft)	9	3	52
Link Distance (ft)	158	158	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Maple St & Valley Pkwy

Movement	WB	WB	WB	SB
Directions Served	T	T	TR	TR
Maximum Queue (ft)	56	107	110	29
Average Queue (ft)	9	20	20	16
95th Queue (ft)	36	72	71	39
Link Distance (ft)	246	246	246	182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Escondido Blvd & Valley Pkwy

Movement	WB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	LT	T	T	TR	L	T	T	T	TR	
Maximum Queue (ft)	151	170	166	195	118	178	132	176	157	
Average Queue (ft)	76	97	80	86	43	91	40	91	67	
95th Queue (ft)	129	152	136	154	87	157	96	146	131	
Link Distance (ft)	394	394	394	394		358	358	695	695	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)					102					
Storage Blk Time (%)					0		5			
Queuing Penalty (veh)					1		3			

Intersection: 5: Centre City Pkwy & Valley Pkwy

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	LT	T	T	R	L	L	T	T	T	TR
Maximum Queue (ft)	162	230	240	214	148	103	158	224	203	272	235
Average Queue (ft)	56	116	123	110	68	16	80	118	81	153	107
95th Queue (ft)	113	183	190	175	124	68	137	201	161	236	199
Link Distance (ft)	288	288	288	288	288			637	637	572	572
Upstream Blk Time (%)				0							
Queuing Penalty (veh)				0							
Storage Bay Dist (ft)						150		150			
Storage Blk Time (%)						0		1		3	
Queuing Penalty (veh)						0		2		4	

Intersection: 6: Broadway & 2nd Ave

Movement	EB	EB	EB	NB	SB	SB		
Directions Served	LT	T	TR	TR	L	T		
Maximum Queue (ft)	269	234	130	193	109	178		
Average Queue (ft)	145	100	39	88	54	80		
95th Queue (ft)	238	199	97	159	105	148		
Link Distance (ft)	629	629	629	329		358		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					50			
Storage Blk Time (%)					19		30	
Queuing Penalty (veh)					21		22	

Zone Summary

Zone wide Queuing Penalty: 59