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San Diego

TECHNICAL APPENDICES
915 9TH STREET
County of San Diego, California
April 16, 2026

LLG Ref. 3-25-4094

APPENDICES

APPENDIX

- A. County of San Diego Roadway Classification Table
- B. Intersection and Segment Manual Count Sheets; SANDAG TFIC ADT Volumes
- C. Existing Intersection Analysis Worksheets
- D. Travel Time and Routing Information
- E. Existing + Project Intersection Analysis Worksheets
- F. Existing + Project + Cumulative Intersection and Queuing Analysis Worksheets
- G. Project Driveway Analysis Worksheets
- H. Bus Route Schedule and Map

APPENDIX A

COUNTY OF SAN DIEGO ROADWAY CLASSIFICATION TABLE

TABLE 5-3
AVERAGE DAILY VEHICLE TRIPS – COUNTY OF SAN DIEGO

MOBILITY ELEMENT ROADS			LEVELS OF SERVICE				
Roadway Classification		#of Travel Lanes	A	B	C	D	E
Expressway (6.1)		6	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial (6.2)		6	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	w/ Raised Median (4.1A)	4	<14,800	<24,700	<29,600	<33,400	<37,000
	w/ Intermittent Turn Lanes (4.1B)	4	<13,700	<22,800	<27,400	<30,800	<34,200
Boulevard	w/ Raised Median (4.2A)	4	<18,000	<21,000	<24,000	<27,000	<30,000
	w/ Intermittent Turn Lanes (4.2B)	4	<16,800	<19,600	<22,500	<25,000	<28,000
Community Collector	w/ Raised Median (2.1A)	2	<10,000	<11,700	<13,400	<15,000	<19,000
	w/ Continuous Left-Turn Lane (2.1B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lanes (2.1C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Passing Lane (2.1D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.1E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector	w/ Raised Median (2.2A)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Continuous Left-Turn Lane (2.2B)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	w/ Intermittent Turn Lanes (2.2C)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	W/ Passing Lane (2.2D)	2	<3,000	<6,000	<9,500	<13,500	<19,000
	No Median (2.2E)	2	<1,900	<4,100	<7,100	<10,900	<16,200
	w/ Reduced Shoulder (2.2F)	2	<5,800	<6,800	<7,800	<8,700	<9,700
Minor Collector	w/ Raised Median (2.3A)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	w/ Intermittent (Turn Lane (2.3B)	2	<3,000	<6,000	<7,000	<8,000	<9,000
	No Median (2.3C)	2	<1,900	<4,100	<6,000	<7,000	<8,000
NON-MOBILITY ELEMENT ROADS **			LEVELS OF SERVICE				
Residential Collector		2	-	-	<4,500	-	-
Rural Residential Collector ***		2	-	-	<4,500	-	-
Residential Road		2	-	-	<1,500	-	-
Rural Residential Road ***		2	-	-	<1,500	-	-
Residential Cul-de-Sac or Loop Road		2	-	-	<200	-	-

The values shown are subject to adjustment based on the geometry of the roadway side frictions, and other relevant factors as determined by the Director, Department of Public Works.

**Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

***Rural Residential Collectors and Rural Residential Roads are intended to serve areas with lot sizes of 2 acres or more which do not have a demand for on-street parking. On-street parking is not assured for these cross sections. Additional right-of-way is needed if on-street parking is in paved area.

****See Tables 2A and 28 for roadway surfacing and right-of-way widths.

APPENDIX B

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS; SANDAG TFIC ADT VOLUMES

County of San Diego
N/S: Day Street/Ramona Street
E/W: Main Street (SR-67)
Weather: Clear

File Name : CSD_Day_Main AM
Site Code : 251161
Start Date : 12/2/2025
Page No : 1

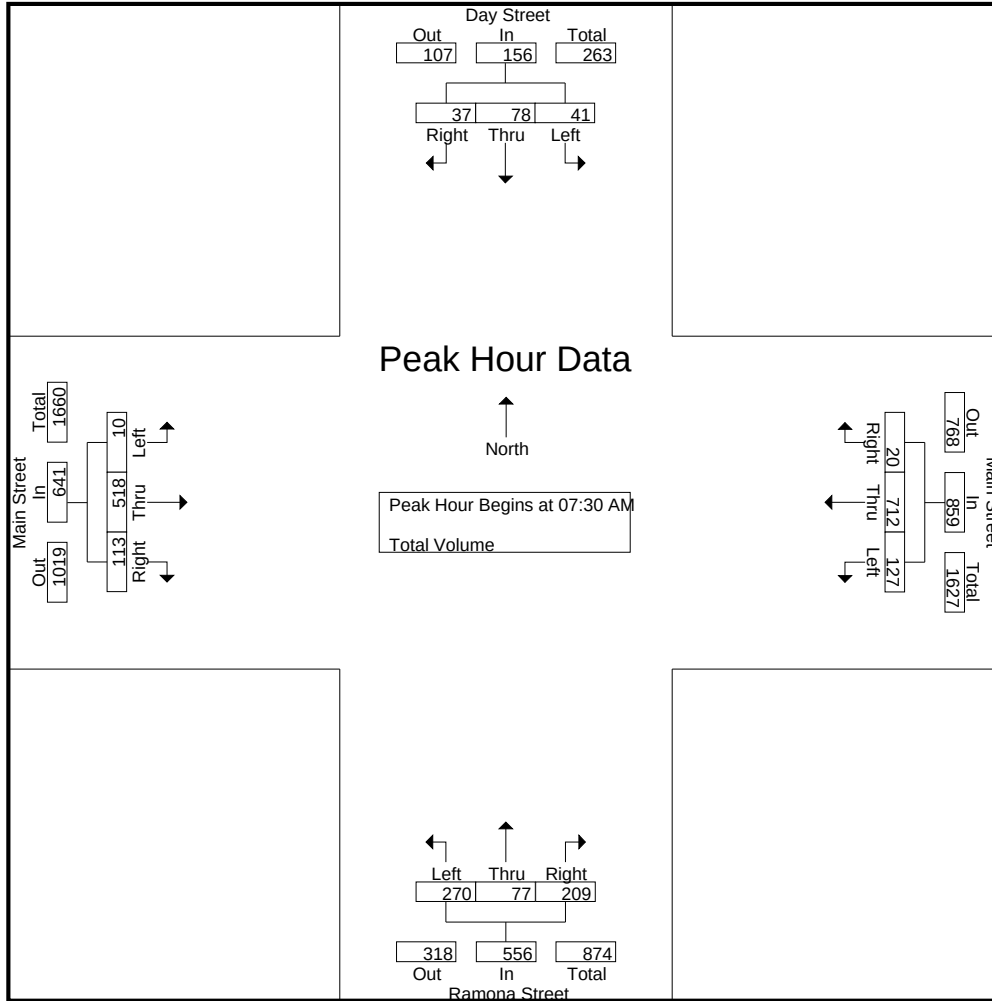
Groups Printed- Total Volume

	Day Street Southbound				Main Street Westbound				Ramona Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	8	14	32	15	181	3	199	48	3	12	63	1	73	11	85	379
07:15 AM	10	15	9	34	31	225	3	259	38	6	22	66	1	109	16	126	485
07:30 AM	9	29	10	48	40	194	5	239	61	11	31	103	2	103	23	128	518
07:45 AM	8	18	8	34	38	164	2	204	68	20	70	158	3	153	38	194	590
Total	37	70	41	148	124	764	13	901	215	40	135	390	7	438	88	533	1972
08:00 AM	12	14	9	35	28	181	7	216	71	32	72	175	3	127	29	159	585
08:15 AM	12	17	10	39	21	173	6	200	70	14	36	120	2	135	23	160	519
08:30 AM	6	8	9	23	18	165	5	188	66	9	32	107	1	104	12	117	435
08:45 AM	7	9	8	24	12	159	4	175	32	11	21	64	1	120	10	131	394
Total	37	48	36	121	79	678	22	779	239	66	161	466	7	486	74	567	1933
Grand Total	74	118	77	269	203	1442	35	1680	454	106	296	856	14	924	162	1100	3905
Apprch %	27.5	43.9	28.6		12.1	85.8	2.1		53	12.4	34.6		1.3	84	14.7		
Total %	1.9	3	2	6.9	5.2	36.9	0.9	43	11.6	2.7	7.6	21.9	0.4	23.7	4.1	28.2	

	Day Street Southbound				Main Street Westbound				Ramona Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	29	10	48	40	194	5	239	61	11	31	103	2	103	23	128	518
07:45 AM	8	18	8	34	38	164	2	204	68	20	70	158	3	153	38	194	590
08:00 AM	12	14	9	35	28	181	7	216	71	32	72	175	3	127	29	159	585
08:15 AM	12	17	10	39	21	173	6	200	70	14	36	120	2	135	23	160	519
Total Volume	41	78	37	156	127	712	20	859	270	77	209	556	10	518	113	641	2212
% App. Total	26.3	50	23.7		14.8	82.9	2.3		48.6	13.8	37.6		1.6	80.8	17.6		
PHF	.854	.672	.925	.813	.794	.918	.714	.899	.951	.602	.726	.794	.833	.846	.743	.826	.937

County of San Diego
N/S: Day Street/Ramona Street
E/W: Main Street (SR-67)
Weather: Clear

File Name : CSD_Day_Main AM
Site Code : 251161
Start Date : 12/2/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:30 AM			
+0 mins.	9	29	10	48	31	225	3	259	68	20	70	158	2	103	23	128
+15 mins.	8	18	8	34	40	194	5	239	71	32	72	175	3	153	38	194
+30 mins.	12	14	9	35	38	164	2	204	70	14	36	120	3	127	29	159
+45 mins.	12	17	10	39	28	181	7	216	66	9	32	107	2	135	23	160
Total Volume	41	78	37	156	137	764	17	918	275	75	210	560	10	518	113	641
% App. Total	26.3	50	23.7		14.9	83.2	1.9		49.1	13.4	37.5		1.6	80.8	17.6	
PHF	.854	.672	.925	.813	.856	.849	.607	.886	.968	.586	.729	.800	.833	.846	.743	.826

County of San Diego
N/S: Day Street/Ramona Street
E/W: Main Street (SR-67)
Weather: Clear

File Name : CSD_Day_Main PM
Site Code : 251161
Start Date : 12/2/2025
Page No : 1

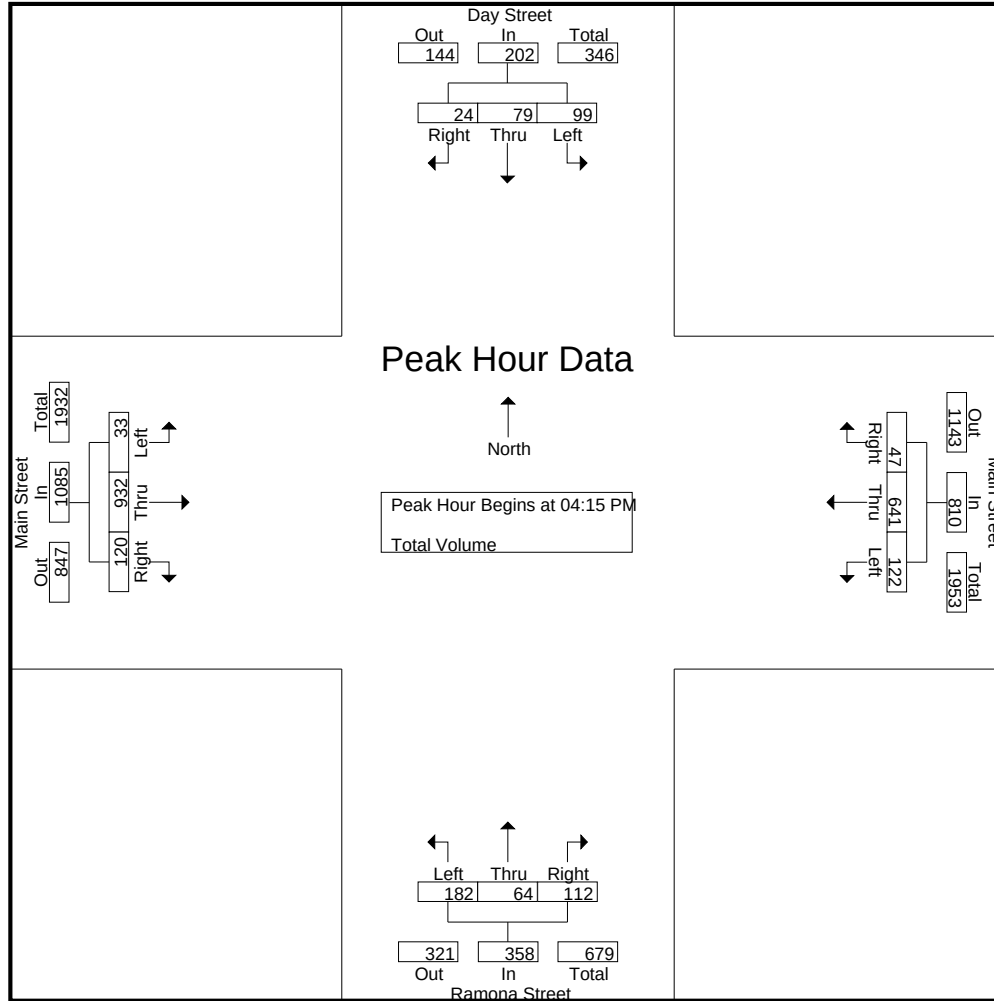
Groups Printed- Total Volume

	Day Street Southbound				Main Street Westbound				Ramona Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	24	5	60	29	134	10	173	61	19	27	107	4	235	25	264	604
04:15 PM	17	20	6	43	32	152	11	195	53	19	28	100	7	239	29	275	613
04:30 PM	22	17	8	47	34	177	13	224	44	17	29	90	9	228	37	274	635
04:45 PM	30	17	4	51	22	135	12	169	36	7	25	68	8	235	23	266	554
Total	100	78	23	201	117	598	46	761	194	62	109	365	28	937	114	1079	2406
05:00 PM	30	25	6	61	34	177	11	222	49	21	30	100	9	230	31	270	653
05:15 PM	23	24	9	56	29	128	7	164	46	15	29	90	4	195	26	225	535
05:30 PM	22	19	3	44	24	145	6	175	40	13	25	78	4	206	35	245	542
05:45 PM	27	18	6	51	13	110	6	129	46	16	29	91	9	214	29	252	523
Total	102	86	24	212	100	560	30	690	181	65	113	359	26	845	121	992	2253
Grand Total	202	164	47	413	217	1158	76	1451	375	127	222	724	54	1782	235	2071	4659
Apprch %	48.9	39.7	11.4		15	79.8	5.2		51.8	17.5	30.7		2.6	86	11.3		
Total %	4.3	3.5	1	8.9	4.7	24.9	1.6	31.1	8	2.7	4.8	15.5	1.2	38.2	5	44.5	

	Day Street Southbound				Main Street Westbound				Ramona Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	17	20	6	43	32	152	11	195	53	19	28	100	7	239	29	275	613
04:30 PM	22	17	8	47	34	177	13	224	44	17	29	90	9	228	37	274	635
04:45 PM	30	17	4	51	22	135	12	169	36	7	25	68	8	235	23	266	554
05:00 PM	30	25	6	61	34	177	11	222	49	21	30	100	9	230	31	270	653
Total Volume	99	79	24	202	122	641	47	810	182	64	112	358	33	932	120	1085	2455
% App. Total	49	39.1	11.9		15.1	79.1	5.8		50.8	17.9	31.3		3	85.9	11.1		
PHF	.825	.790	.750	.828	.897	.905	.904	.904	.858	.762	.933	.895	.917	.975	.811	.986	.940

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File Name : CSD_Day_Main PM
Site Code : 251161
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Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	22	17	8	47	32	152	11	195	61	19	27	107	7	239	29	275
+15 mins.	30	17	4	51	34	177	13	224	53	19	28	100	9	228	37	274
+30 mins.	30	25	6	61	22	135	12	169	44	17	29	90	8	235	23	266
+45 mins.	23	24	9	56	34	177	11	222	36	7	25	68	9	230	31	270
Total Volume	105	83	27	215	122	641	47	810	194	62	109	365	33	932	120	1085
% App. Total	48.8	38.6	12.6		15.1	79.1	5.8		53.2	17	29.9		3	85.9	11.1	
PHF	.875	.830	.750	.881	.897	.905	.904	.904	.795	.816	.940	.853	.917	.975	.811	.986

County of San Diego
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : 01_CSD_10th_Main AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

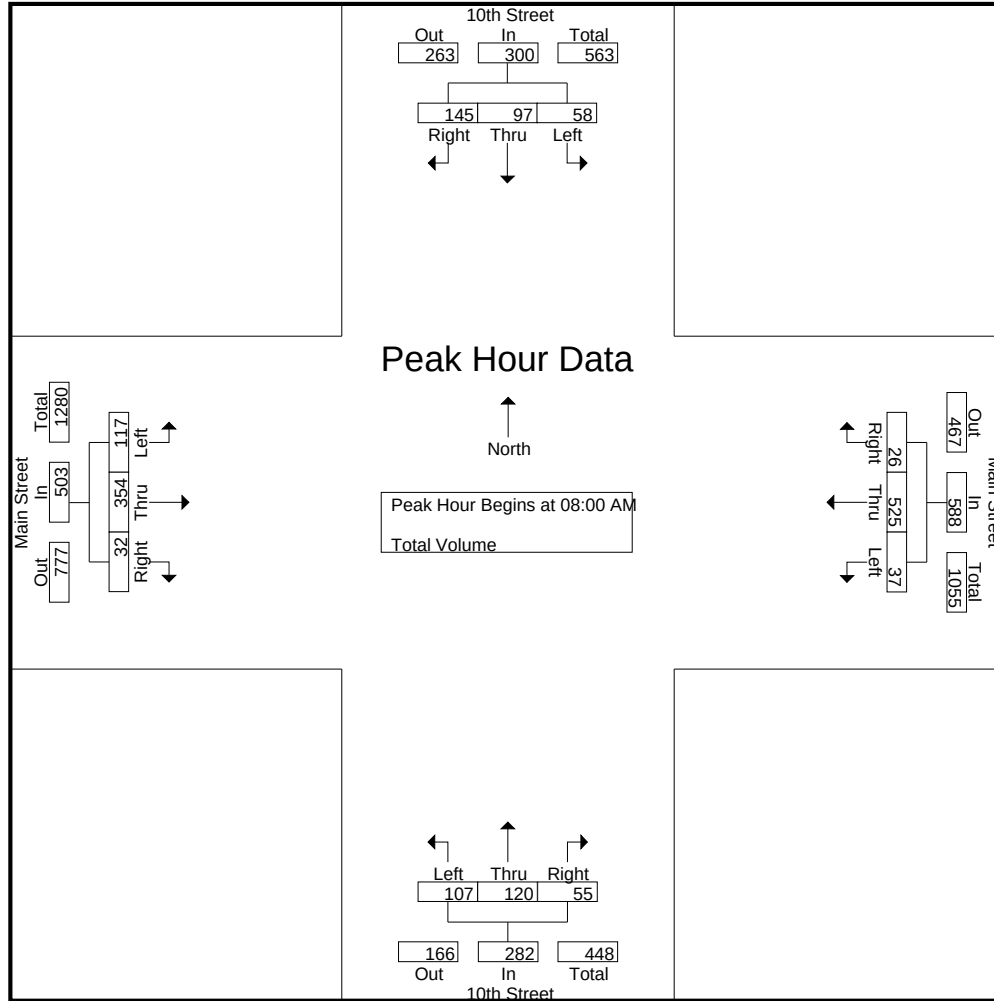
Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	20	36	69	7	101	8	116	19	39	8	66	33	62	3	98	349
07:15 AM	12	18	28	58	9	144	10	163	22	42	6	70	33	92	4	129	420
07:30 AM	19	17	28	64	5	125	11	141	23	26	12	61	30	91	5	126	392
07:45 AM	14	19	25	58	7	113	11	131	14	23	10	47	34	73	5	112	348
Total	58	74	117	249	28	483	40	551	78	130	36	244	130	318	17	465	1509
08:00 AM	13	28	39	80	12	143	5	160	30	33	18	81	36	86	7	129	450
08:15 AM	12	27	37	76	6	112	4	122	22	34	6	62	31	86	8	125	385
08:30 AM	17	24	35	76	9	118	10	137	37	35	13	85	21	79	6	106	404
08:45 AM	16	18	34	68	10	152	7	169	18	18	18	54	29	103	11	143	434
Total	58	97	145	300	37	525	26	588	107	120	55	282	117	354	32	503	1673
Grand Total	116	171	262	549	65	1008	66	1139	185	250	91	526	247	672	49	968	3182
Apprch %	21.1	31.1	47.7		5.7	88.5	5.8		35.2	47.5	17.3		25.5	69.4	5.1		
Total %	3.6	5.4	8.2	17.3	2	31.7	2.1	35.8	5.8	7.9	2.9	16.5	7.8	21.1	1.5	30.4	

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	28	39	80	12	143	5	160	30	33	18	81	36	86	7	129	450
08:15 AM	12	27	37	76	6	112	4	122	22	34	6	62	31	86	8	125	385
08:30 AM	17	24	35	76	9	118	10	137	37	35	13	85	21	79	6	106	404
08:45 AM	16	18	34	68	10	152	7	169	18	18	18	54	29	103	11	143	434
Total Volume	58	97	145	300	37	525	26	588	107	120	55	282	117	354	32	503	1673
% App. Total	19.3	32.3	48.3		6.3	89.3	4.4		37.9	42.6	19.5		23.3	70.4	6.4		
PHF	.853	.866	.929	.938	.771	.863	.650	.870	.723	.857	.764	.829	.813	.859	.727	.879	.929

County of San Diego
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : 01_CSD_10th_Main AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	13	28	39	80	9	144	10	163	30	33	18	81	36	86	7	129
+15 mins.	12	27	37	76	5	125	11	141	22	34	6	62	31	86	8	125
+30 mins.	17	24	35	76	7	113	11	131	37	35	13	85	21	79	6	106
+45 mins.	16	18	34	68	12	143	5	160	18	18	18	54	29	103	11	143
Total Volume	58	97	145	300	33	525	37	595	107	120	55	282	117	354	32	503
% App. Total	19.3	32.3	48.3		5.5	88.2	6.2		37.9	42.6	19.5		23.3	70.4	6.4	
PHF	.853	.866	.929	.938	.688	.911	.841	.913	.723	.857	.764	.829	.813	.859	.727	.879

County of San Diego
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : 01_CSD_10th_Main PM
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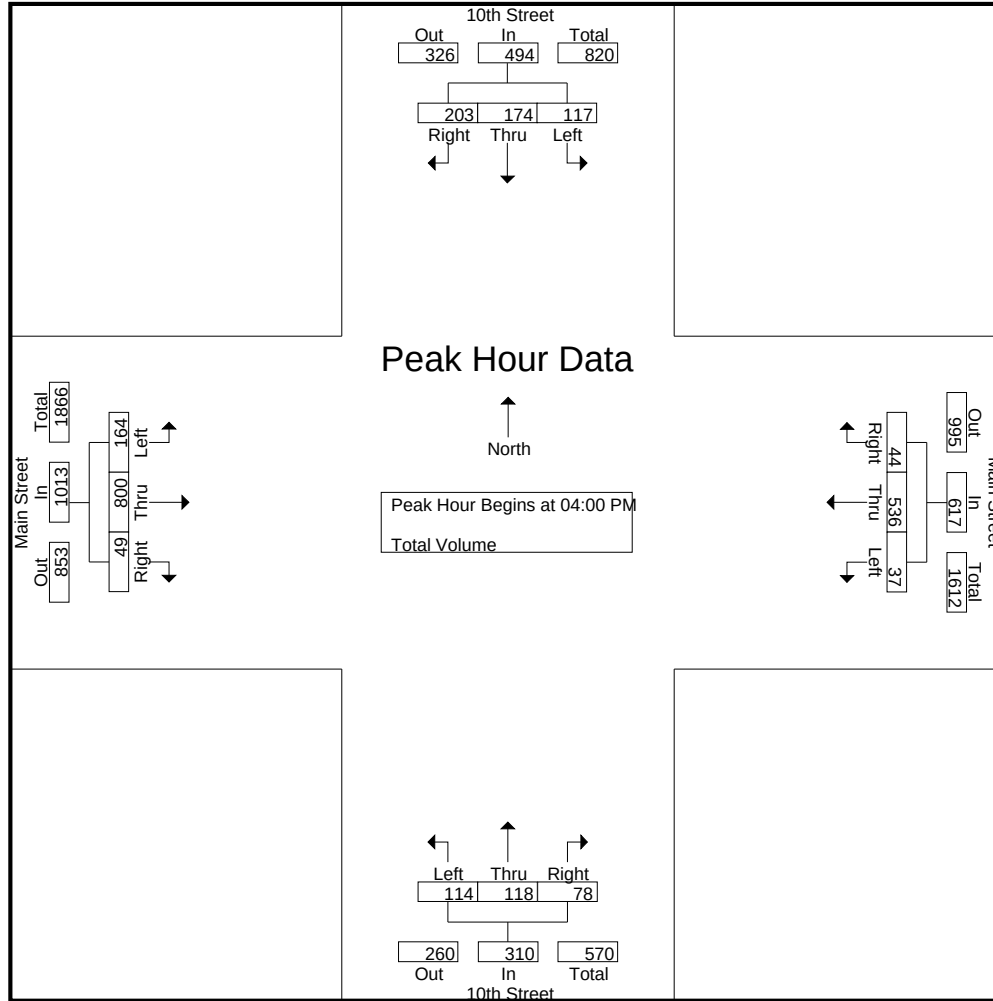
Groups Printed- Total Volume

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	40	44	107	9	137	6	152	29	25	16	70	38	185	11	234	563
04:15 PM	34	37	47	118	8	126	12	146	27	31	17	75	43	228	10	281	620
04:30 PM	27	44	48	119	8	125	17	150	38	29	20	87	37	178	16	231	587
04:45 PM	33	53	64	150	12	148	9	169	20	33	25	78	46	209	12	267	664
Total	117	174	203	494	37	536	44	617	114	118	78	310	164	800	49	1013	2434
05:00 PM	27	39	34	100	10	103	6	119	21	33	16	70	47	157	7	211	500
05:15 PM	20	42	50	112	10	114	8	132	23	29	9	61	30	192	9	231	536
05:30 PM	20	33	44	97	7	113	10	130	29	25	16	70	40	185	11	236	533
05:45 PM	23	38	50	111	5	91	8	104	17	27	13	57	44	205	16	265	537
Total	90	152	178	420	32	421	32	485	90	114	54	258	161	739	43	943	2106
Grand Total	207	326	381	914	69	957	76	1102	204	232	132	568	325	1539	92	1956	4540
Apprch %	22.6	35.7	41.7		6.3	86.8	6.9		35.9	40.8	23.2		16.6	78.7	4.7		
Total %	4.6	7.2	8.4	20.1	1.5	21.1	1.7	24.3	4.5	5.1	2.9	12.5	7.2	33.9	2	43.1	

	10th Street Southbound				Main Street Westbound				10th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	23	40	44	107	9	137	6	152	29	25	16	70	38	185	11	234	563
04:15 PM	34	37	47	118	8	126	12	146	27	31	17	75	43	228	10	281	620
04:30 PM	27	44	48	119	8	125	17	150	38	29	20	87	37	178	16	231	587
04:45 PM	33	53	64	150	12	148	9	169	20	33	25	78	46	209	12	267	664
Total Volume	117	174	203	494	37	536	44	617	114	118	78	310	164	800	49	1013	2434
% App. Total	23.7	35.2	41.1		6	86.9	7.1		36.8	38.1	25.2		16.2	79	4.8		
PHF	.860	.821	.793	.823	.771	.905	.647	.913	.750	.894	.780	.891	.891	.877	.766	.901	.916

County of San Diego
N/S: 10th Street
E/W: Main Street
Weather: Clear

File Name : 01_CSD_10th_Main PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	23	40	44	107	9	137	6	152	29	25	16	70	38	185	11	234
+15 mins.	34	37	47	118	8	126	12	146	27	31	17	75	43	228	10	281
+30 mins.	27	44	48	119	8	125	17	150	38	29	20	87	37	178	16	231
+45 mins.	33	53	64	150	12	148	9	169	20	33	25	78	46	209	12	267
Total Volume	117	174	203	494	37	536	44	617	114	118	78	310	164	800	49	1013
% App. Total	23.7	35.2	41.1		6	86.9	7.1		36.8	38.1	25.2		16.2	79	4.8	
PHF	.860	.821	.793	.823	.771	.905	.647	.913	.750	.894	.780	.891	.891	.877	.766	.901

County of San Diego
N/S: 9th Street
E/W: Main Street
Weather: Clear

File Name : 02_CSD_9th_Main AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

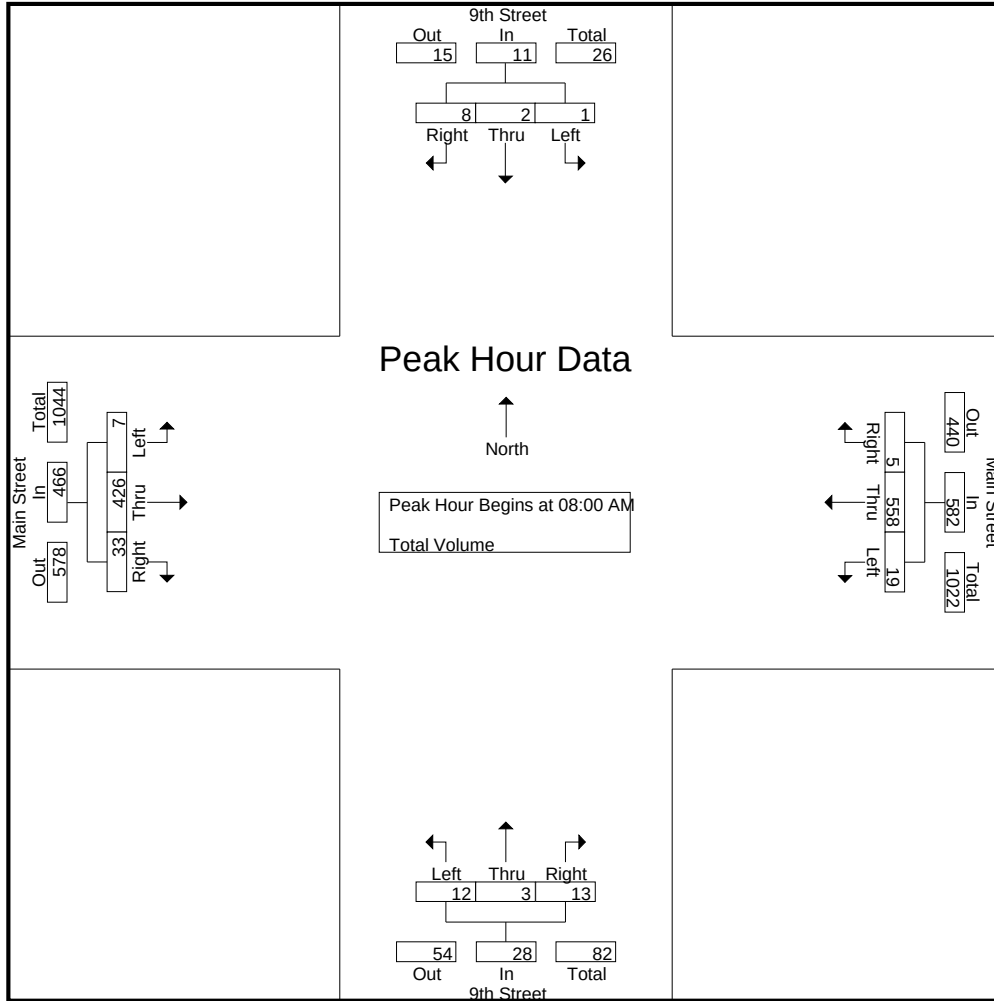
Groups Printed- Total Volume

	9th Street Southbound				Main Street Westbound				9th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	111	1	114	3	1	1	5	4	78	3	85	205
07:15 AM	1	1	7	9	6	160	0	166	1	1	2	4	2	105	8	115	294
07:30 AM	0	0	3	3	7	122	1	130	2	0	1	3	1	97	1	99	235
07:45 AM	0	0	5	5	6	134	1	141	2	0	3	5	2	104	10	116	267
Total	1	1	16	18	21	527	3	551	8	2	7	17	9	384	22	415	1001
08:00 AM	0	0	2	2	2	148	1	151	4	2	4	10	3	96	10	109	272
08:15 AM	0	1	3	4	6	122	2	130	0	1	1	2	1	93	7	101	237
08:30 AM	1	1	2	4	6	131	1	138	3	0	2	5	3	113	9	125	272
08:45 AM	0	0	1	1	5	157	1	163	5	0	6	11	0	124	7	131	306
Total	1	2	8	11	19	558	5	582	12	3	13	28	7	426	33	466	1087
Grand Total	2	3	24	29	40	1085	8	1133	20	5	20	45	16	810	55	881	2088
Apprch %	6.9	10.3	82.8		3.5	95.8	0.7		44.4	11.1	44.4		1.8	91.9	6.2		
Total %	0.1	0.1	1.1	1.4	1.9	52	0.4	54.3	1	0.2	1	2.2	0.8	38.8	2.6	42.2	

	9th Street Southbound				Main Street Westbound				9th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	2	2	2	148	1	151	4	2	4	10	3	96	10	109	272
08:15 AM	0	1	3	4	6	122	2	130	0	1	1	2	1	93	7	101	237
08:30 AM	1	1	2	4	6	131	1	138	3	0	2	5	3	113	9	125	272
08:45 AM	0	0	1	1	5	157	1	163	5	0	6	11	0	124	7	131	306
Total Volume	1	2	8	11	19	558	5	582	12	3	13	28	7	426	33	466	1087
% App. Total	9.1	18.2	72.7		3.3	95.9	0.9		42.9	10.7	46.4		1.5	91.4	7.1		
PHF	.250	.500	.667	.688	.792	.889	.625	.893	.600	.375	.542	.636	.583	.859	.825	.889	.888

County of San Diego
N/S: 9th Street
E/W: Main Street
Weather: Clear

File Name : 02_CSD_9th_Main AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	7	9	6	160	0	166	4	2	4	10	3	96	10	109
+15 mins.	0	0	3	3	7	122	1	130	0	1	1	2	1	93	7	101
+30 mins.	0	0	5	5	6	134	1	141	3	0	2	5	3	113	9	125
+45 mins.	0	0	2	2	2	148	1	151	5	0	6	11	0	124	7	131
Total Volume	1	1	17	19	21	564	3	588	12	3	13	28	7	426	33	466
% App. Total	5.3	5.3	89.5		3.6	95.9	0.5		42.9	10.7	46.4		1.5	91.4	7.1	
PHF	.250	.250	.607	.528	.750	.881	.750	.886	.600	.375	.542	.636	.583	.859	.825	.889

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Diego
N/S: 9th Street
E/W: Main Street
Weather: Clear

File Name : 02_CSD_9th_Main PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

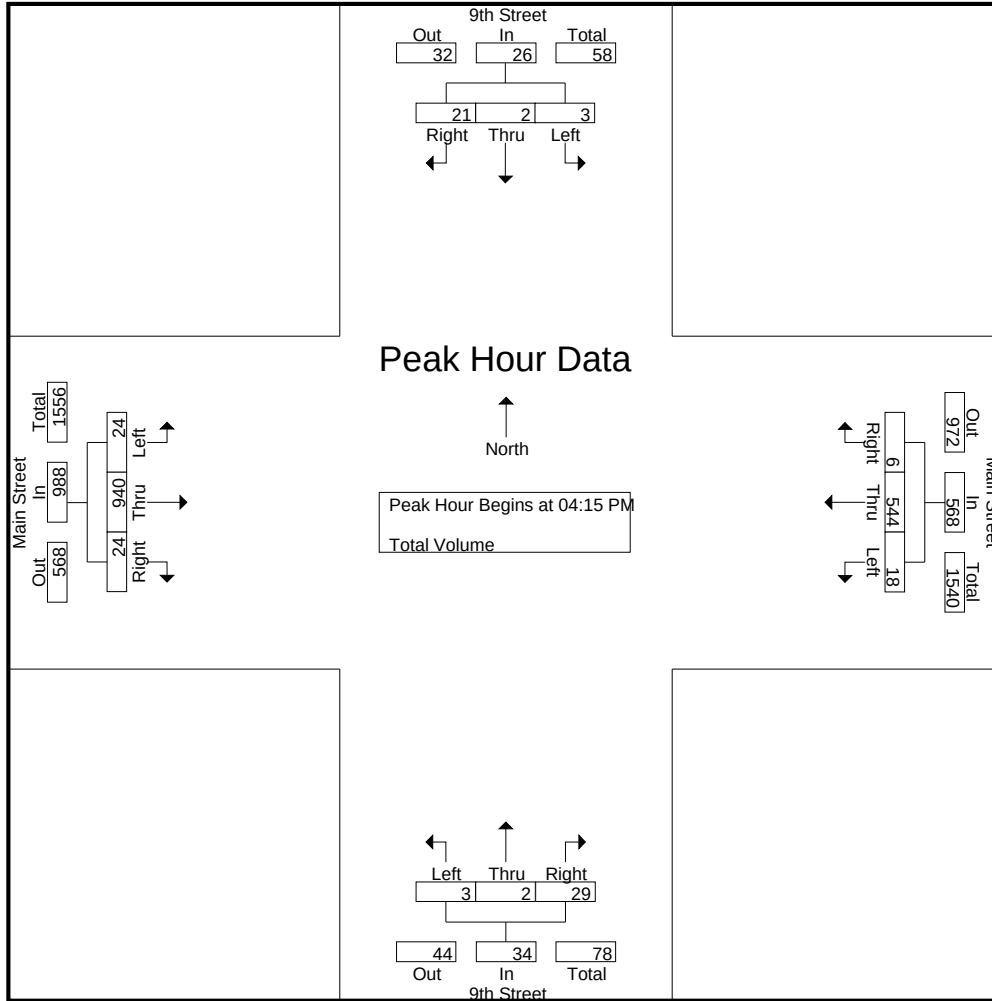
Groups Printed- Total Volume

	9th Street Southbound				Main Street Westbound				9th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	4	5	2	136	0	138	5	0	8	13	8	216	9	233	389
04:15 PM	1	0	9	10	4	126	0	130	0	1	6	7	8	269	3	280	427
04:30 PM	0	1	4	5	0	137	2	139	1	0	7	8	8	216	6	230	382
04:45 PM	0	0	5	5	8	153	3	164	0	0	7	7	5	226	8	239	415
Total	2	1	22	25	14	552	5	571	6	1	28	35	29	927	26	982	1613
05:00 PM	2	1	3	6	6	128	1	135	2	1	9	12	3	229	7	239	392
05:15 PM	1	0	3	4	5	124	2	131	4	0	3	7	3	216	7	226	368
05:30 PM	0	1	3	4	3	121	0	124	1	0	5	6	5	210	5	220	354
05:45 PM	0	0	4	4	5	101	1	107	2	0	6	8	3	226	6	235	354
Total	3	2	13	18	19	474	4	497	9	1	23	33	14	881	25	920	1468
Grand Total	5	3	35	43	33	1026	9	1068	15	2	51	68	43	1808	51	1902	3081
Apprch %	11.6	7	81.4		3.1	96.1	0.8		22.1	2.9	75		2.3	95.1	2.7		
Total %	0.2	0.1	1.1	1.4	1.1	33.3	0.3	34.7	0.5	0.1	1.7	2.2	1.4	58.7	1.7	61.7	

	9th Street Southbound				Main Street Westbound				9th Street Northbound				Main Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	9	10	4	126	0	130	0	1	6	7	8	269	3	280	427
04:30 PM	0	1	4	5	0	137	2	139	1	0	7	8	8	216	6	230	382
04:45 PM	0	0	5	5	8	153	3	164	0	0	7	7	5	226	8	239	415
05:00 PM	2	1	3	6	6	128	1	135	2	1	9	12	3	229	7	239	392
Total Volume	3	2	21	26	18	544	6	568	3	2	29	34	24	940	24	988	1616
% App. Total	11.5	7.7	80.8		3.2	95.8	1.1		8.8	5.9	85.3		2.4	95.1	2.4		
PHF	.375	.500	.583	.650	.563	.889	.500	.866	.375	.500	.806	.708	.750	.874	.750	.882	.946

County of San Diego
N/S: 9th Street
E/W: Main Street
Weather: Clear

File Name : 02_CSD_9th_Main PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:15 PM			
+0 mins.	1	0	9	10	2	136	0	138	5	0	8	13	8	269	3	280
+15 mins.	0	1	4	5	4	126	0	130	0	1	6	7	8	216	6	230
+30 mins.	0	0	5	5	0	137	2	139	1	0	7	8	5	226	8	239
+45 mins.	2	1	3	6	8	153	3	164	0	0	7	7	3	229	7	239
Total Volume	3	2	21	26	14	552	5	571	6	1	28	35	24	940	24	988
% App. Total	11.5	7.7	80.8		2.5	96.7	0.9		17.1	2.9	80		2.4	95.1	2.4	
PHF	.375	.500	.583	.650	.438	.902	.417	.870	.300	.250	.875	.673	.750	.874	.750	.882

Intersection Turning Movement - Peak Hour Vehicle Count



Location: #01	File Name: ITM-26-012-01
Intersection: D Street & 10th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

AM	D Street Southbound			10th Street Westbound			D Street Northbound			10th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	7	6	13	1	56	8	2	5	0	0	23	7	128
7:15	10	8	16	1	55	11	2	5	1	3	42	2	156
7:30	19	16	26	1	54	17	5	14	6	3	62	2	225
7:45	24	23	22	2	85	16	5	13	3	1	59	4	257
8:00	19	14	16	3	101	17	4	13	0	1	49	4	241
8:15	16	13	19	2	70	12	0	8	5	3	52	3	203
8:30	10	16	15	2	78	15	1	11	1	2	19	0	170
8:45	10	31	12	2	38	13	2	9	2	2	26	1	148
Total	115	127	139	14	537	109	21	78	18	15	332	23	1528
Approach%	30.2	33.3	36.5	2.1	81.4	16.5	17.9	66.7	15.4	4.1	89.7	6.2	
Total%	7.5	8.3	9.1	0.9	35.1	7.1	1.4	5.1	1.2	1.0	21.7	1.5	

AM Intersection Peak Hour: 07:30 to 08:30

Volume	78	66	83	8	310	62	14	48	14	8	222	13	926
Approach%	34.4	29.1	36.6	2.1	81.6	16.3	18.4	63.2	18.4	3.3	91.4	5.3	
Total%	8.4	7.1	9.0	0.9	33.5	6.7	1.5	5.2	1.5	0.9	24.0	1.4	
PHF			0.82			0.79			0.76			0.91	0.90

PM	D Street Southbound			10th Street Westbound			D Street Northbound			10th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	5	15	16	1	59	15	3	11	5	3	62	7	202
16:15	11	18	14	0	63	8	4	14	2	5	42	5	186
16:30	8	17	14	6	74	5	4	18	2	5	41	2	196
16:45	18	29	16	4	63	16	7	12	2	4	58	6	235
17:00	9	21	21	3	57	10	1	17	1	3	83	3	229
17:15	13	22	17	0	63	11	5	11	5	1	60	2	210
17:30	18	15	17	1	61	7	4	12	1	2	69	3	210
17:45	10	20	15	2	62	7	1	11	3	2	62	4	199
Total	92	157	130	17	502	79	29	106	21	25	477	32	1667
Approach%	24.3	41.4	34.3	2.8	83.9	13.2	18.6	67.9	13.5	4.7	89.3	6.0	
Total%	5.5	9.4	7.8	1.0	30.1	4.7	1.7	6.4	1.3	1.5	28.6	1.9	

PM Intersection Peak Hour: 16:45 to 17:45

Volume	58	87	71	8	244	44	17	52	9	10	270	14	884
Approach%	26.9	40.3	32.9	2.7	82.4	14.9	21.8	66.7	11.5	3.4	91.8	4.8	
Total%	6.6	9.8	8.0	0.9	27.6	5.0	1.9	5.9	1.0	1.1	30.5	1.6	
PHF			0.86			0.89			0.93			0.83	0.94

Intersection Turning Movement - Bicycle & Pedestrian Count



Location: #01	File Name: ITM-26-012-01
Intersection: D Street & 10th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

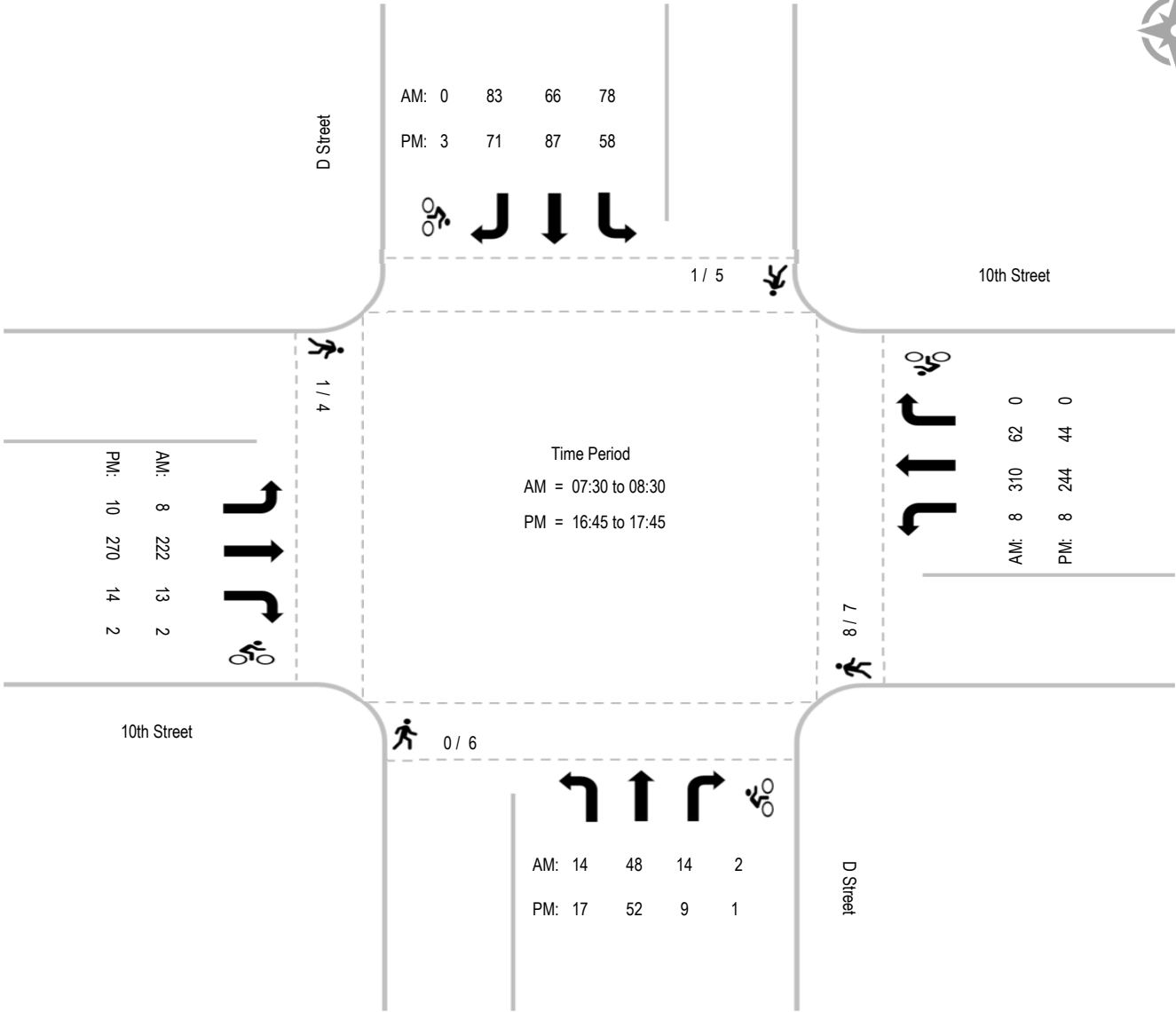
AM	D Street Southbound				10th Street Westbound				D Street Northbound				10th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	1
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	4	1
8:15	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
8:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	1				8				0				1				10	
Bike Total		0	0	0		0	0	0		0	2	0		0	2	0		4

PM	D Street Southbound				10th Street Westbound				D Street Northbound				10th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1
14:15	1	0	0	0	4	0	0	0	4	0	0	0	0	0	1	0	9	1
14:30	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	3	0
14:45	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	2	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	0
15:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Ped Total	5				7				6				4				22	
Bike Total		0	3	0		0	0	0		0	1	0		0	2	0		6

Intersection Turning Movement - Peak Hour Summary



Location:	#01	File Name:	ITM-26-012-01
Intersection:	D Street & 10th Street	Project:	LLG Ref. 3-25-4094
Date of Count:	Tuesday, April 07, 2026		915 9th Street, Ramona, CA



Intersection Turning Movement - Peak Hour Vehicle Count



Location: #02	File Name: ITM-26-012-02
Intersection: D Street & 9th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

AM	D Street Southbound			9th Street Westbound			D Street Northbound			9th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	2	21	1	2	1	1	1	9	0	1	7	5	51
7:15	8	21	2	1	2	5	2	16	1	0	12	7	77
7:30	12	52	10	4	1	8	5	27	4	5	20	8	156
7:45	11	43	1	5	7	2	3	19	5	2	16	17	131
8:00	3	35	2	5	3	3	2	24	7	0	8	8	100
8:15	5	22	2	12	3	11	6	15	0	1	22	11	110
8:30	4	29	2	9	4	9	3	25	0	1	8	8	102
8:45	1	43	3	4	6	5	5	13	0	0	3	6	89
Total	46	266	23	42	27	44	27	148	17	10	96	70	816
Approach%	13.7	79.4	6.9	37.2	23.9	38.9	14.1	77.1	8.9	5.7	54.5	39.8	
Total%	5.6	32.6	2.8	5.1	3.3	5.4	3.3	18.1	2.1	1.2	11.8	8.6	

AM Intersection Peak Hour: 07:30 to 08:30

Volume	31	152	15	26	14	24	16	85	16	8	66	44	497
Approach%	15.7	76.8	7.6	40.6	21.9	37.5	13.7	72.6	13.7	6.8	55.9	37.3	
Total%	6.2	30.6	3.0	5.2	2.8	4.8	3.2	17.1	3.2	1.6	13.3	8.9	
PHF			0.67			0.62			0.81			0.84	0.80

PM	D Street Southbound			9th Street Westbound			D Street Northbound			9th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	31	2	3	4	7	4	22	2	2	10	7	94
16:15	4	30	0	3	3	5	3	30	0	0	10	11	99
16:30	5	35	2	5	1	7	4	23	2	4	13	5	106
16:45	7	45	0	5	3	3	7	24	3	0	4	10	111
17:00	3	28	1	6	11	6	3	23	3	0	11	12	107
17:15	4	41	0	5	7	8	3	22	1	0	3	12	106
17:30	1	38	0	3	9	5	2	16	1	2	15	11	103
17:45	4	32	0	2	5	6	5	16	0	0	2	14	86
Total	28	280	5	32	43	47	31	176	12	8	68	82	812
Approach%	8.9	89.5	1.6	26.2	35.2	38.5	14.2	80.4	5.5	5.1	43.0	51.9	
Total%	3.4	34.5	0.6	3.9	5.3	5.8	3.8	21.7	1.5	1.0	8.4	10.1	

PM Intersection Peak Hour: 16:30 to 17:30

Volume	19	149	3	21	22	24	17	92	9	4	31	39	430
Approach%	11.1	87.1	1.8	31.3	32.8	35.8	14.4	78.0	7.6	5.4	41.9	52.7	
Total%	4.4	34.7	0.7	4.9	5.1	5.6	4.0	21.4	2.1	0.9	7.2	9.1	
PHF			0.82			0.73			0.87			0.80	0.97

Intersection Turning Movement - Bicycle & Pedestrian Count



Location: #02	File Name: ITM-26-012-02
Intersection: D Street & 9th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

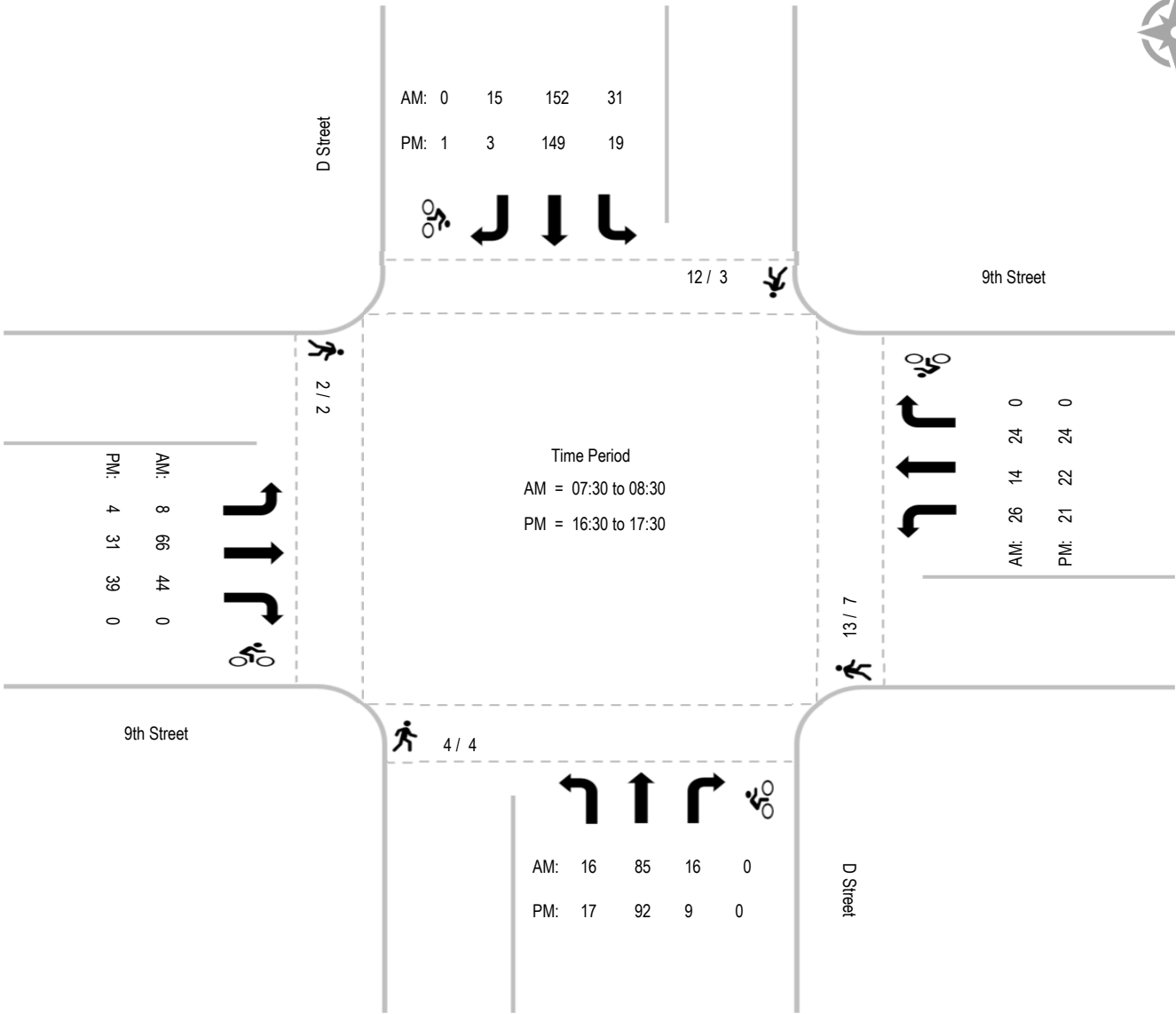
AM	D Street Southbound				9th Street Westbound				D Street Northbound				9th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0
7:15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
7:30	7	0	0	0	6	0	0	0	3	0	0	0	2	0	0	0	18	0
7:45	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	5	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Ped Total	12				13				4				2				31	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	D Street Southbound				9th Street Westbound				D Street Northbound				9th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:15	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1
Ped Total	3				7				4				2				16	
Bike Total		0	1	0		0	0	0		0	0	0		0	0	0		1

Intersection Turning Movement - Peak Hour Summary



Location:	#02	File Name:	ITM-26-012-02
Intersection:	D Street & 9th Street	Project:	LLG Ref. 3-25-4094
Date of Count:	Tuesday, April 07, 2026		915 9th Street, Ramona, CA



Intersection Turning Movement - Peak Hour Vehicle Count



Location: #03	File Name: ITM-26-012-03
Intersection: E Street & 10th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

AM	E Street Southbound			10th Street Westbound			- Northbound			10th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	0	0	0	69	1	0	0	0	1	30	0	101
7:15	1	0	0	0	67	0	0	0	0	4	49	0	121
7:30	0	0	4	0	69	5	0	0	0	6	83	0	167
7:45	2	0	6	0	112	1	0	0	0	2	80	0	203
8:00	2	0	0	0	121	1	0	0	0	2	57	0	183
8:15	6	0	4	0	70	0	0	0	0	2	63	0	145
8:30	0	0	2	0	94	2	0	0	0	1	35	0	134
8:45	0	0	0	0	55	1	0	0	0	1	33	0	90
Total	11	0	16	0	657	11	0	0	0	19	430	0	1144
Approach%	40.7	-	59.3	-	98.4	1.6	-	-	-	4.2	95.8	-	
Total%	1.0	-	1.4	-	57.4	1.0	-	-	-	1.7	37.6	-	

AM Intersection Peak Hour: 07:30 to 08:30

Volume	10	-	14	-	372	7	-	-	-	12	283	-	698
Approach%	41.7	-	58.3	-	98.2	1.8	-	-	-	4.1	95.9	-	
Total%	1.4	-	2.0	-	53.3	1.0	-	-	-	1.7	40.5	-	
PHF			0.60			0.78			#DIV/0!			0.83	0.84

PM	E Street Southbound			10th Street Westbound			- Northbound			10th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	0	0	0	70	1	0	0	0	1	50	0	122
16:15	0	0	1	0	72	6	0	0	0	0	53	0	132
16:30	0	0	1	0	80	0	0	0	0	4	50	0	135
16:45	3	0	3	0	79	1	0	0	0	3	79	0	168
17:00	0	0	1	0	66	1	0	0	0	0	79	0	147
17:15	0	0	3	0	70	0	0	0	0	0	86	0	159
17:30	0	0	1	0	68	0	0	0	0	1	75	0	145
17:45	0	0	1	0	66	1	0	0	0	2	72	0	142
Total	3	0	11	0	571	10	0	0	0	11	544	0	1150
Approach%	21.4	-	78.6	-	98.3	1.7	-	-	-	2.0	98.0	-	
Total%	0.3	-	1.0	-	49.7	0.9	-	-	-	1.0	47.3	-	

PM Intersection Peak Hour: 16:45 to 17:45

Volume	3	-	8	-	283	2	-	-	-	4	319	-	619
Approach%	27.3	-	72.7	-	99.3	0.7	-	-	-	1.2	98.8	-	
Total%	0.5	-	1.3	-	45.7	0.3	-	-	-	0.6	51.5	-	
PHF			0.46			0.89			#DIV/0!			0.94	0.92

Intersection Turning Movement - Bicycle & Pedestrian Count



Location: #03	File Name: ITM-26-012-03
Intersection: E Street & 10th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

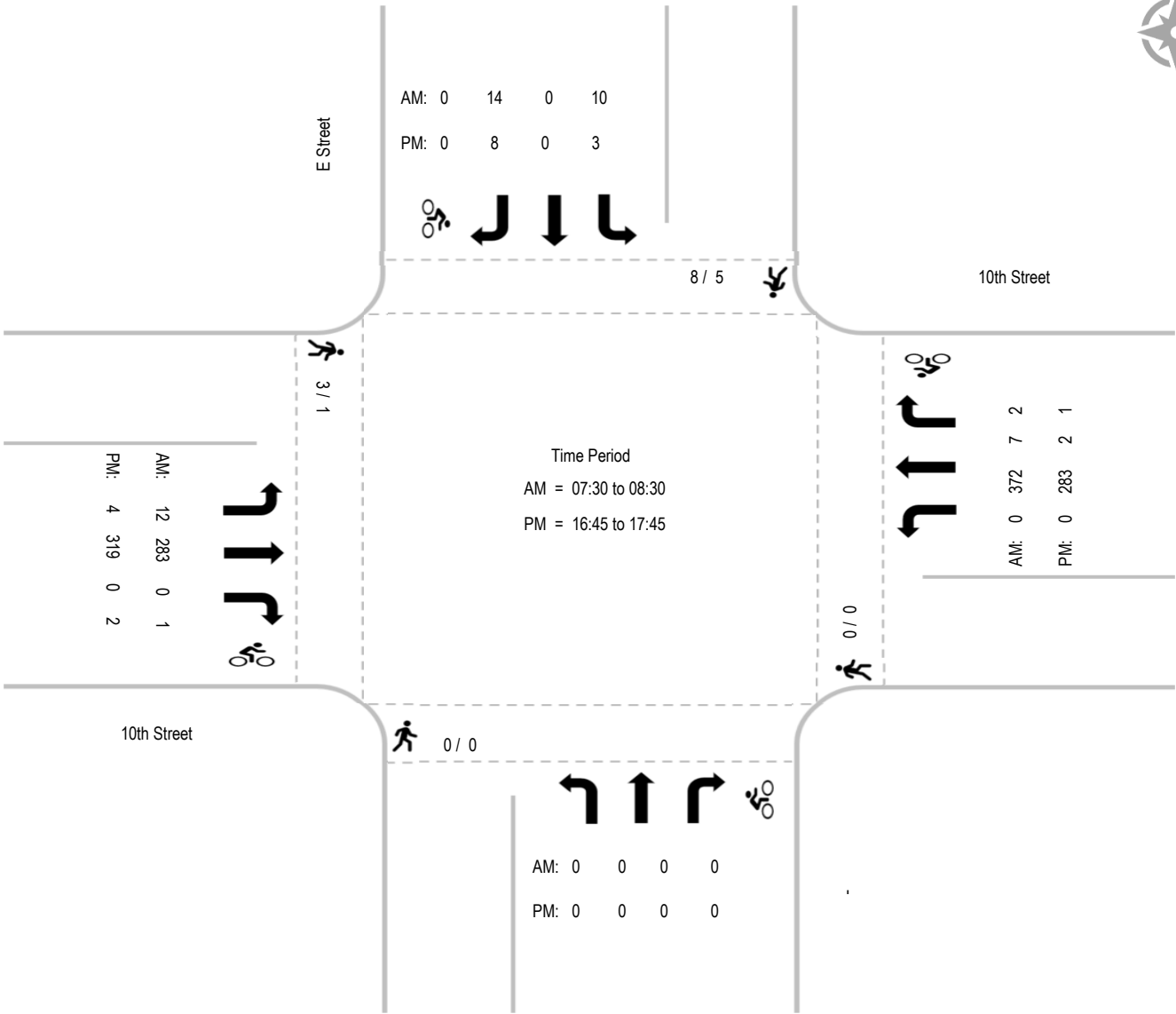
AM	E Street Southbound				10th Street Westbound				- Northbound				10th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	1
8:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
8:15	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Ped Total	8				0				0				3				11	
Bike Total		0	0	0		0	1	1		0	0	0		0	1	0		3

PM	E Street Southbound				10th Street Westbound				- Northbound				10th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
14:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
15:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Ped Total	5				0				0				1				6	
Bike Total		0	0	0		0	1	0		0	0	0		0	2	0		3

Intersection Turning Movement - Peak Hour Summary



Location:	#03	File Name:	ITM-26-012-03
Intersection:	E Street & 10th Street	Project:	LLG Ref. 3-25-4094
Date of Count:	Tuesday, April 07, 2026		915 9th Street, Ramona, CA



Intersection Turning Movement - Peak Hour Vehicle Count



Location: #04	File Name: ITM-26-012-04
Intersection: E Street & 9th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

AM	E Street Southbound			9th Street Westbound			E Street Northbound			9th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00	0	0	0	0	5	2	0	0	1	4	7	0	19
7:15	0	0	0	0	8	1	0	1	3	3	9	0	25
7:30	0	0	1	0	29	2	5	4	1	1	22	1	66
7:45	1	1	0	4	10	1	5	0	2	2	19	2	47
8:00	1	0	0	1	11	1	0	1	1	0	12	4	32
8:15	0	0	1	4	25	1	1	0	2	0	23	5	62
8:30	0	0	0	1	20	0	2	0	1	0	16	0	40
8:45	0	0	0	0	18	0	0	0	0	0	5	0	23
Total	2	1	2	10	126	8	13	6	11	10	113	12	314
Approach%	40.0	20.0	40.0	6.9	87.5	5.6	43.3	20.0	36.7	7.4	83.7	8.9	
Total%	0.6	0.3	0.6	3.2	40.1	2.5	4.1	1.9	3.5	3.2	36.0	3.8	

AM Intersection Peak Hour: 07:30 to 08:30

Volume	2	1	2	9	75	5	11	5	6	3	76	12	207
Approach%	40.0	20.0	40.0	10.1	84.3	5.6	50.0	22.7	27.3	3.3	83.5	13.2	
Total%	1.0	0.5	1.0	4.3	36.2	2.4	5.3	2.4	2.9	1.4	36.7	5.8	
PHF			0.63			0.72			0.55			0.81	0.78

PM	E Street Southbound			9th Street Westbound			E Street Northbound			9th Street Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	0	0	0	0	12	0	1	0	0	0	13	0	26
16:15	0	1	1	0	10	0	1	0	0	0	13	0	26
16:30	0	0	0	0	12	0	1	0	1	0	20	1	35
16:45	0	0	0	1	11	0	0	0	2	0	11	1	26
17:00	0	0	0	1	20	0	1	0	1	0	17	2	42
17:15	0	0	0	2	19	0	1	0	0	0	8	0	30
17:30	0	0	0	0	15	0	1	0	0	0	15	0	31
17:45	0	0	0	1	14	0	0	0	0	0	8	2	25
Total	0	1	1	5	113	0	6	0	4	0	105	6	241
Approach%	-	50.0	50.0	4.2	95.8	-	60.0	-	40.0	-	94.6	5.4	
Total%	-	0.4	0.4	2.1	46.9	-	2.5	-	1.7	-	43.6	2.5	

PM Intersection Peak Hour: 16:30 to 17:30

Volume	-	-	-	4	62	-	3	-	4	-	56	4	133
Approach%	-	-	-	6.1	93.9	-	42.9	-	57.1	-	93.3	6.7	
Total%	-	-	-	3.0	46.6	-	2.3	-	3.0	-	42.1	3.0	
PHF			#DIV/0!			0.79			0.88			0.71	0.79

Intersection Turning Movement - Bicycle & Pedestrian Count



Location: #04	File Name: ITM-26-012-04
Intersection: E Street & 9th Street	Project: LLG Ref. 3-25-4094
Date of Count: Tuesday, April 07, 2026	915 9th Street, Ramona, CA

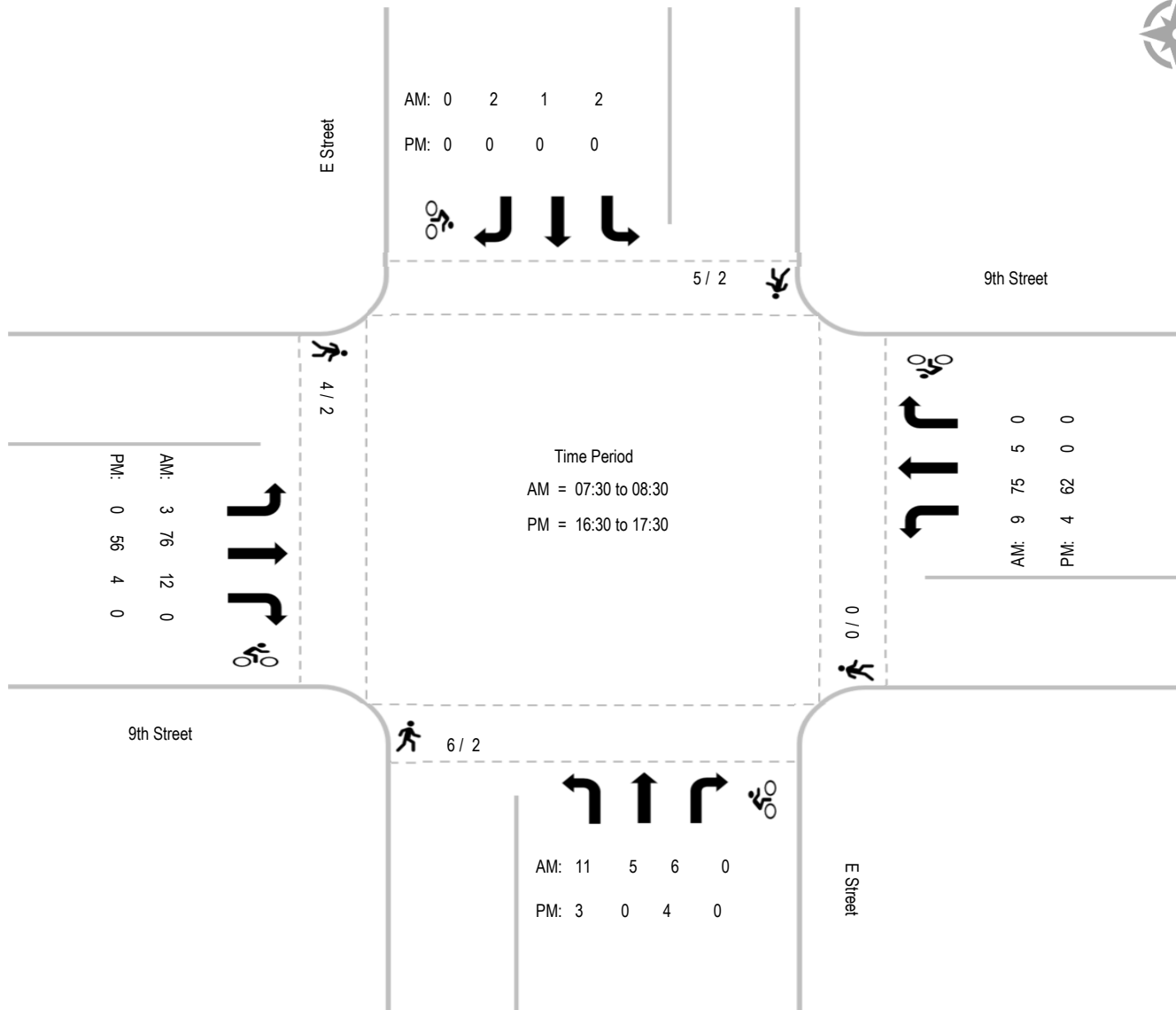
AM	E Street Southbound				9th Street Westbound				E Street Northbound				9th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30	2	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	6	0
7:45	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0
8:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Ped Total	5				0				6				4				15	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

PM	E Street Southbound				9th Street Westbound				E Street Northbound				9th Street Eastbound				Totals	
	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	B-Left	B-Thru	B-Right	Ped	Bicycle
14:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Total	2				0				2				2				6	
Bike Total		0	0	0		0	0	0		0	0	0		0	0	0		0

Intersection Turning Movement - Peak Hour Summary



Location:	#04	File Name:	ITM-26-012-04
Intersection:	E Street & 9th Street	Project:	LLG Ref. 3-25-4094
Date of Count:	Tuesday, April 07, 2026		915 9th Street, Ramona, CA



County of San Diego
N/S: 9th Street
E/W: G Street
Weather: Clear

File Name : 03_CSD_9th_G St AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

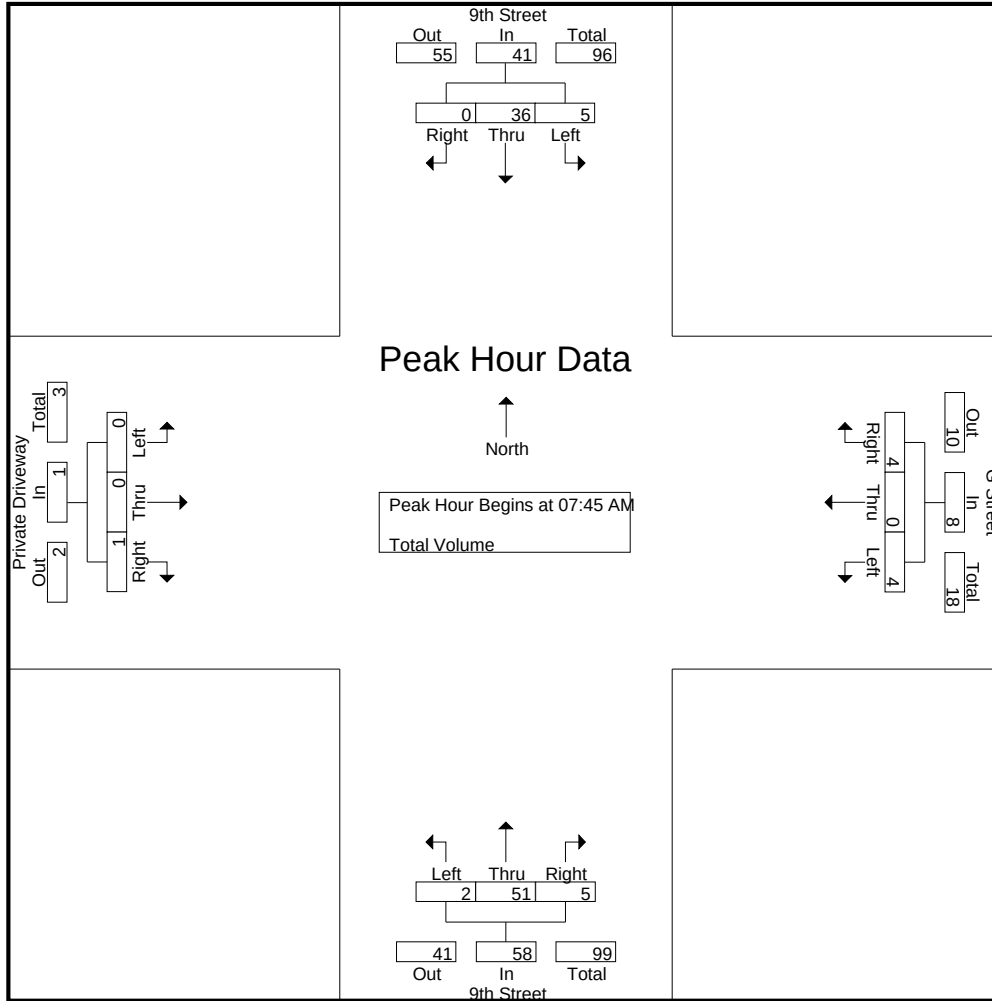
Groups Printed- Total Volume

	9th Street Southbound				G Street Westbound				9th Street Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:15 AM	2	3	0	5	0	0	0	0	1	9	2	12	1	0	0	1	18
07:30 AM	1	3	0	4	2	0	0	2	0	10	3	13	0	0	0	0	19
07:45 AM	3	6	0	9	1	0	0	1	2	10	1	13	0	0	1	1	24
Total	6	17	0	23	3	0	0	3	3	32	6	41	1	0	1	2	69
08:00 AM	0	10	0	10	0	0	0	0	0	16	0	16	0	0	0	0	26
08:15 AM	2	10	0	12	0	0	2	2	0	10	2	12	0	0	0	0	26
08:30 AM	0	10	0	10	3	0	2	5	0	15	2	17	0	0	0	0	32
08:45 AM	1	10	0	11	0	0	1	1	0	6	0	6	0	0	0	0	18
Total	3	40	0	43	3	0	5	8	0	47	4	51	0	0	0	0	102
Grand Total	9	57	0	66	6	0	5	11	3	79	10	92	1	0	1	2	171
Apprch %	13.6	86.4	0		54.5	0	45.5		3.3	85.9	10.9		50	0	50		
Total %	5.3	33.3	0	38.6	3.5	0	2.9	6.4	1.8	46.2	5.8	53.8	0.6	0	0.6	1.2	

	9th Street Southbound				G Street Westbound				9th Street Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	3	6	0	9	1	0	0	1	2	10	1	13	0	0	1	1	24
08:00 AM	0	10	0	10	0	0	0	0	0	16	0	16	0	0	0	0	26
08:15 AM	2	10	0	12	0	0	2	2	0	10	2	12	0	0	0	0	26
08:30 AM	0	10	0	10	3	0	2	5	0	15	2	17	0	0	0	0	32
Total Volume	5	36	0	41	4	0	4	8	2	51	5	58	0	0	1	1	108
% App. Total	12.2	87.8	0		50	0	50		3.4	87.9	8.6		0	0	100		
PHF	.417	.900	.000	.854	.333	.000	.500	.400	.250	.797	.625	.853	.000	.000	.250	.250	.844

County of San Diego
N/S: 9th Street
E/W: G Street
Weather: Clear

File Name : 03_CSD_9th_G St AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:45 AM				07:00 AM			
+0 mins.	0	10	0	10	1	0	0	1	2	10	1	13	0	0	0	0
+15 mins.	2	10	0	12	0	0	0	0	0	16	0	16	1	0	0	1
+30 mins.	0	10	0	10	0	0	2	2	0	10	2	12	0	0	0	0
+45 mins.	1	10	0	11	3	0	2	5	0	15	2	17	0	0	1	1
Total Volume	3	40	0	43	4	0	4	8	2	51	5	58	1	0	1	2
% App. Total	7	93	0		50	0	50		3.4	87.9	8.6		50	0	50	
PHF	.375	1.000	.000	.896	.333	.000	.500	.400	.250	.797	.625	.853	.250	.000	.250	.500

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Diego
N/S: 9th Street
E/W: G Street
Weather: Clear

File Name : 03_CSD_9th_G St PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

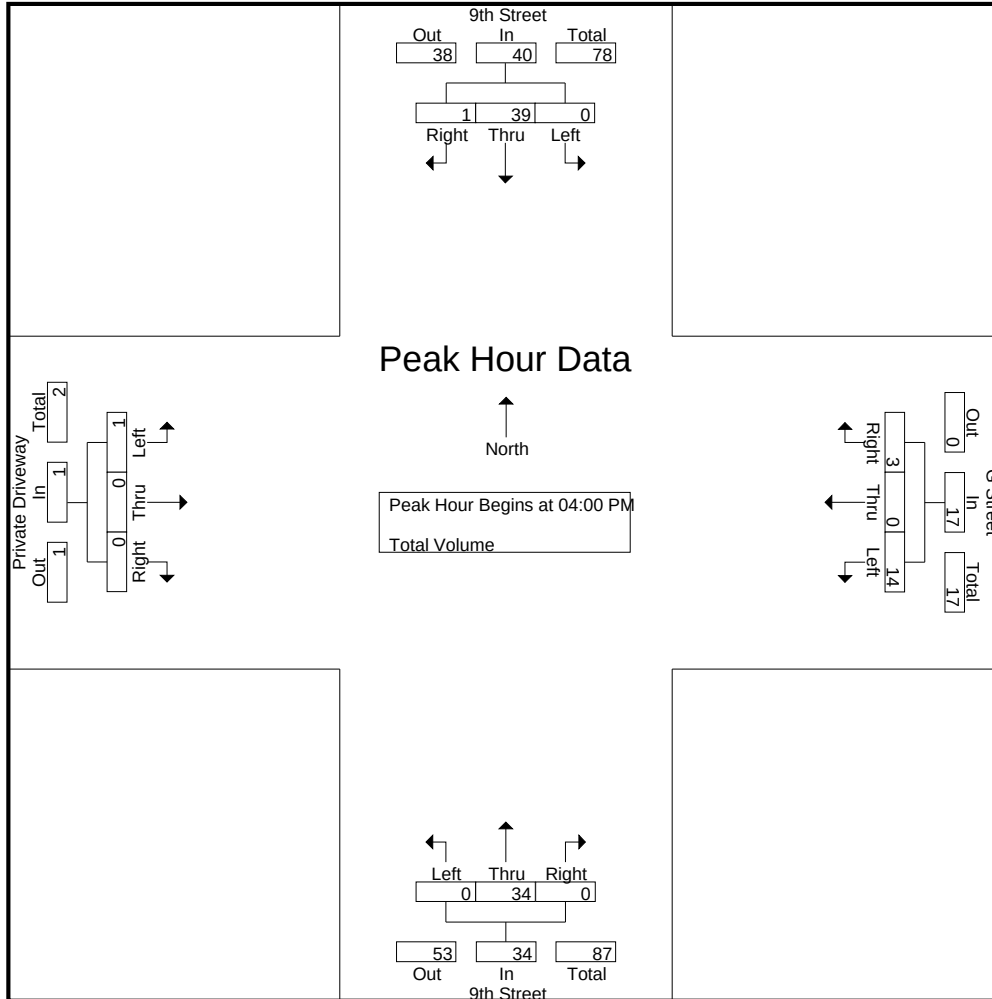
Groups Printed- Total Volume

	9th Street Southbound				G Street Westbound				9th Street Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	11	0	11	5	0	2	7	0	5	0	5	0	0	0	0	23
04:15 PM	0	8	0	8	3	0	1	4	0	13	0	13	1	0	0	1	26
04:30 PM	0	7	1	8	4	0	0	4	0	8	0	8	0	0	0	0	20
04:45 PM	0	13	0	13	2	0	0	2	0	8	0	8	0	0	0	0	23
Total	0	39	1	40	14	0	3	17	0	34	0	34	1	0	0	1	92
05:00 PM	0	8	0	8	0	0	3	3	0	6	0	6	1	0	0	1	18
05:15 PM	0	7	0	7	0	0	1	1	0	5	0	5	0	0	0	0	13
05:30 PM	0	6	0	6	0	0	1	1	0	8	0	8	0	0	0	0	15
05:45 PM	0	10	0	10	0	0	1	1	0	11	0	11	0	0	0	0	22
Total	0	31	0	31	0	0	6	6	0	30	0	30	1	0	0	1	68
Grand Total	0	70	1	71	14	0	9	23	0	64	0	64	2	0	0	2	160
Apprch %	0	98.6	1.4		60.9	0	39.1		0	100	0		100	0	0		
Total %	0	43.8	0.6	44.4	8.8	0	5.6	14.4	0	40	0	40	1.2	0	0	1.2	

	9th Street Southbound				G Street Westbound				9th Street Northbound				Private Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	11	0	11	5	0	2	7	0	5	0	5	0	0	0	0	23
04:15 PM	0	8	0	8	3	0	1	4	0	13	0	13	1	0	0	1	26
04:30 PM	0	7	1	8	4	0	0	4	0	8	0	8	0	0	0	0	20
04:45 PM	0	13	0	13	2	0	0	2	0	8	0	8	0	0	0	0	23
Total Volume	0	39	1	40	14	0	3	17	0	34	0	34	1	0	0	1	92
% App. Total	0	97.5	2.5		82.4	0	17.6		0	100	0		100	0	0		
PHF	.000	.750	.250	.769	.700	.000	.375	.607	.000	.654	.000	.654	.250	.000	.000	.250	.885

County of San Diego
N/S: 9th Street
E/W: G Street
Weather: Clear

File Name : 03_CSD_9th_G St PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	0	11	0	11	5	0	2	7	0	13	0	13	1	0	0	1
+15 mins.	0	8	0	8	3	0	1	4	0	8	0	8	0	0	0	0
+30 mins.	0	7	1	8	4	0	0	4	0	8	0	8	0	0	0	0
+45 mins.	0	13	0	13	2	0	0	2	0	6	0	6	1	0	0	1
Total Volume	0	39	1	40	14	0	3	17	0	35	0	35	2	0	0	2
% App. Total	0	97.5	2.5		82.4	0	17.6		0	100	0		100	0	0	
PHF	.000	.750	.250	.769	.700	.000	.375	.607	.000	.673	.000	.673	.500	.000	.000	.500

County of San Diego
N/S: 9th Street
E/W: H Street
Weather: Clear

File Name : 04_CSD_9th_H St AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

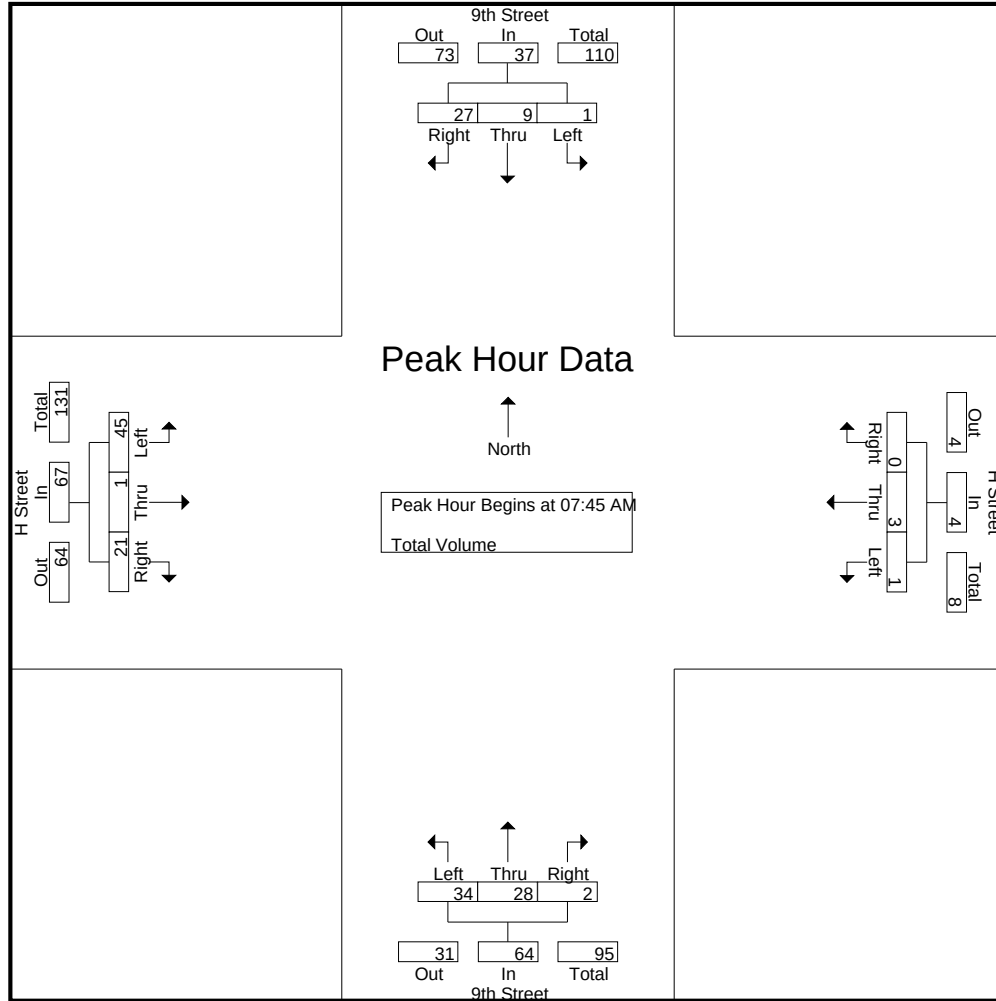
Groups Printed- Total Volume

	9th Street Southbound				H Street Westbound				9th Street Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	2	3	7	0	0	1	1	8	2	2	12	1	2	1	4	24
07:15 AM	0	1	3	4	1	0	1	2	4	8	0	12	7	0	5	12	30
07:30 AM	0	2	2	4	1	0	1	2	8	6	0	14	9	1	4	14	34
07:45 AM	1	1	3	5	1	0	0	1	9	6	0	15	11	0	9	20	41
Total	3	6	11	20	3	0	3	6	29	22	2	53	28	3	19	50	129
08:00 AM	0	5	4	9	0	0	0	0	10	11	0	21	11	1	8	20	50
08:15 AM	0	2	7	9	0	3	0	3	8	6	0	14	9	0	3	12	38
08:30 AM	0	1	13	14	0	0	0	0	7	5	2	14	14	0	1	15	43
08:45 AM	0	2	5	7	0	0	1	1	7	0	0	7	7	1	3	11	26
Total	0	10	29	39	0	3	1	4	32	22	2	56	41	2	15	58	157
Grand Total	3	16	40	59	3	3	4	10	61	44	4	109	69	5	34	108	286
Apprch %	5.1	27.1	67.8		30	30	40		56	40.4	3.7		63.9	4.6	31.5		
Total %	1	5.6	14	20.6	1	1	1.4	3.5	21.3	15.4	1.4	38.1	24.1	1.7	11.9	37.8	

	9th Street Southbound				H Street Westbound				9th Street Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	1	3	5	1	0	0	1	9	6	0	15	11	0	9	20	41
08:00 AM	0	5	4	9	0	0	0	0	10	11	0	21	11	1	8	20	50
08:15 AM	0	2	7	9	0	3	0	3	8	6	0	14	9	0	3	12	38
08:30 AM	0	1	13	14	0	0	0	0	7	5	2	14	14	0	1	15	43
Total Volume	1	9	27	37	1	3	0	4	34	28	2	64	45	1	21	67	172
% App. Total	2.7	24.3	73		25	75	0		53.1	43.8	3.1		67.2	1.5	31.3		
PHF	.250	.450	.519	.661	.250	.250	.000	.333	.850	.636	.250	.762	.804	.250	.583	.838	.860

County of San Diego
N/S: 9th Street
E/W: H Street
Weather: Clear

File Name : 04_CSD_9th_H St AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:30 AM				07:45 AM			
+0 mins.	0	5	4	9	0	0	1	1	8	6	0	14	11	0	9	20
+15 mins.	0	2	7	9	1	0	1	2	9	6	0	15	11	1	8	20
+30 mins.	0	1	13	14	1	0	1	2	10	11	0	21	9	0	3	12
+45 mins.	0	2	5	7	1	0	0	1	8	6	0	14	14	0	1	15
Total Volume	0	10	29	39	3	0	3	6	35	29	0	64	45	1	21	67
% App. Total	0	25.6	74.4		50	0	50		54.7	45.3	0		67.2	1.5	31.3	
PHF	.000	.500	.558	.696	.750	.000	.750	.750	.875	.659	.000	.762	.804	.250	.583	.838

County of San Diego
N/S: 9th Street
E/W: H Street
Weather: Clear

File Name : 04_CSD_9th_H St PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

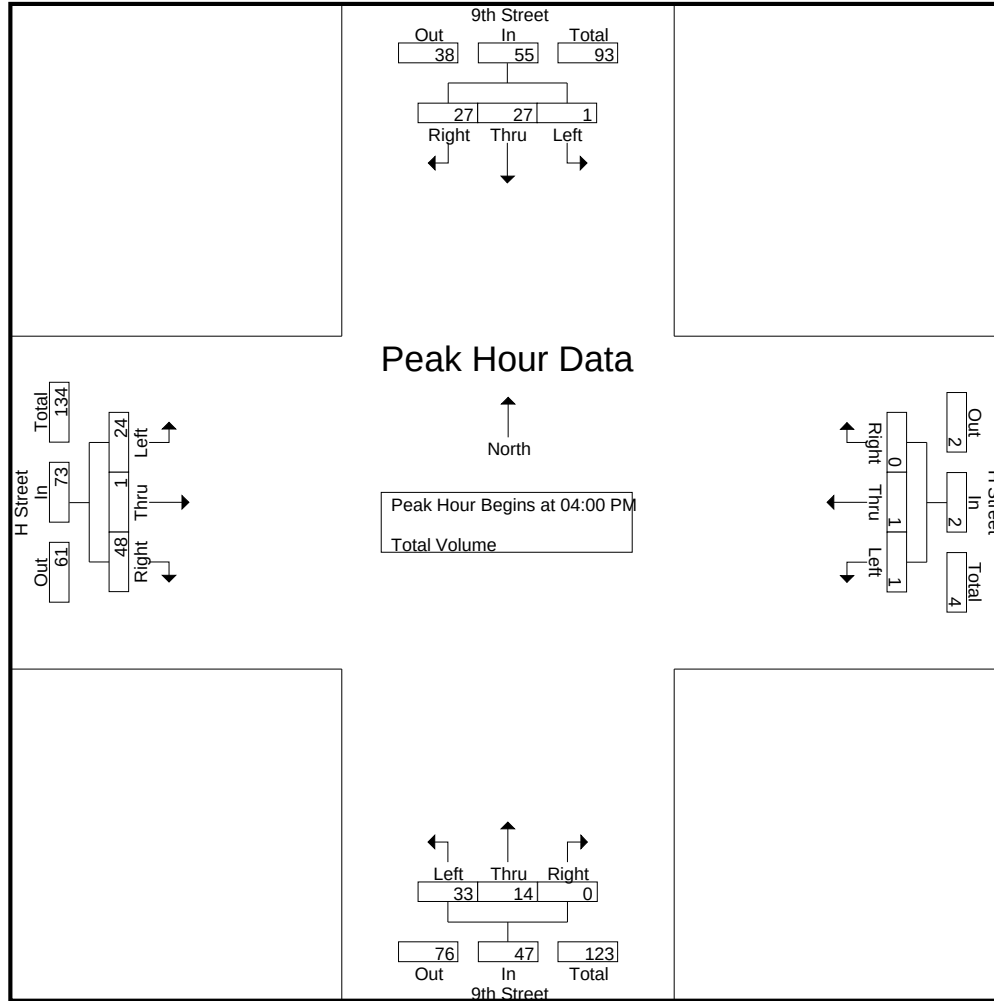
Groups Printed- Total Volume

	9th Street Southbound				H Street Westbound				9th Street Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	9	6	16	0	1	0	1	9	4	0	13	1	1	14	16	46
04:15 PM	0	7	4	11	1	0	0	1	13	5	0	18	8	0	15	23	53
04:30 PM	0	6	6	12	0	0	0	0	7	2	0	9	6	0	12	18	39
04:45 PM	0	5	11	16	0	0	0	0	4	3	0	7	9	0	7	16	39
Total	1	27	27	55	1	1	0	2	33	14	0	47	24	1	48	73	177
05:00 PM	0	5	7	12	0	0	0	0	9	5	0	14	0	0	20	20	46
05:15 PM	0	4	3	7	0	0	0	0	7	2	0	9	4	0	14	18	34
05:30 PM	0	3	4	7	0	0	0	0	7	1	0	8	5	0	18	23	38
05:45 PM	0	5	6	11	0	0	0	0	8	4	0	12	6	0	9	15	38
Total	0	17	20	37	0	0	0	0	31	12	0	43	15	0	61	76	156
Grand Total	1	44	47	92	1	1	0	2	64	26	0	90	39	1	109	149	333
Apprch %	1.1	47.8	51.1		50	50	0		71.1	28.9	0		26.2	0.7	73.2		
Total %	0.3	13.2	14.1	27.6	0.3	0.3	0	0.6	19.2	7.8	0	27	11.7	0.3	32.7	44.7	

	9th Street Southbound				H Street Westbound				9th Street Northbound				H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	9	6	16	0	1	0	1	9	4	0	13	1	1	14	16	46
04:15 PM	0	7	4	11	1	0	0	1	13	5	0	18	8	0	15	23	53
04:30 PM	0	6	6	12	0	0	0	0	7	2	0	9	6	0	12	18	39
04:45 PM	0	5	11	16	0	0	0	0	4	3	0	7	9	0	7	16	39
Total Volume	1	27	27	55	1	1	0	2	33	14	0	47	24	1	48	73	177
% App. Total	1.8	49.1	49.1		50	50	0		70.2	29.8	0		32.9	1.4	65.8		
PHF	.250	.750	.614	.859	.250	.250	.000	.500	.635	.700	.000	.653	.667	.250	.800	.793	.835

County of San Diego
N/S: 9th Street
E/W: H Street
Weather: Clear

File Name : 04_CSD_9th_H St PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:15 PM				04:15 PM			
+0 mins.	1	9	6	16	0	1	0	1	13	5	0	18	8	0	15	23
+15 mins.	0	7	4	11	1	0	0	1	7	2	0	9	6	0	12	18
+30 mins.	0	6	6	12	0	0	0	0	4	3	0	7	9	0	7	16
+45 mins.	0	5	11	16	0	0	0	0	9	5	0	14	0	0	20	20
Total Volume	1	27	27	55	1	1	0	2	33	15	0	48	23	0	54	77
% App. Total	1.8	49.1	49.1		50	50	0		68.8	31.2	0		29.9	0	70.1	
PHF	.250	.750	.614	.859	.250	.250	.000	.500	.635	.750	.000	.667	.639	.000	.675	.837

County of San Diego
N/S: San Vicente Road
E/W: 11th Street
Weather: Clear

File Name : 05_CSD_SV_11th AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

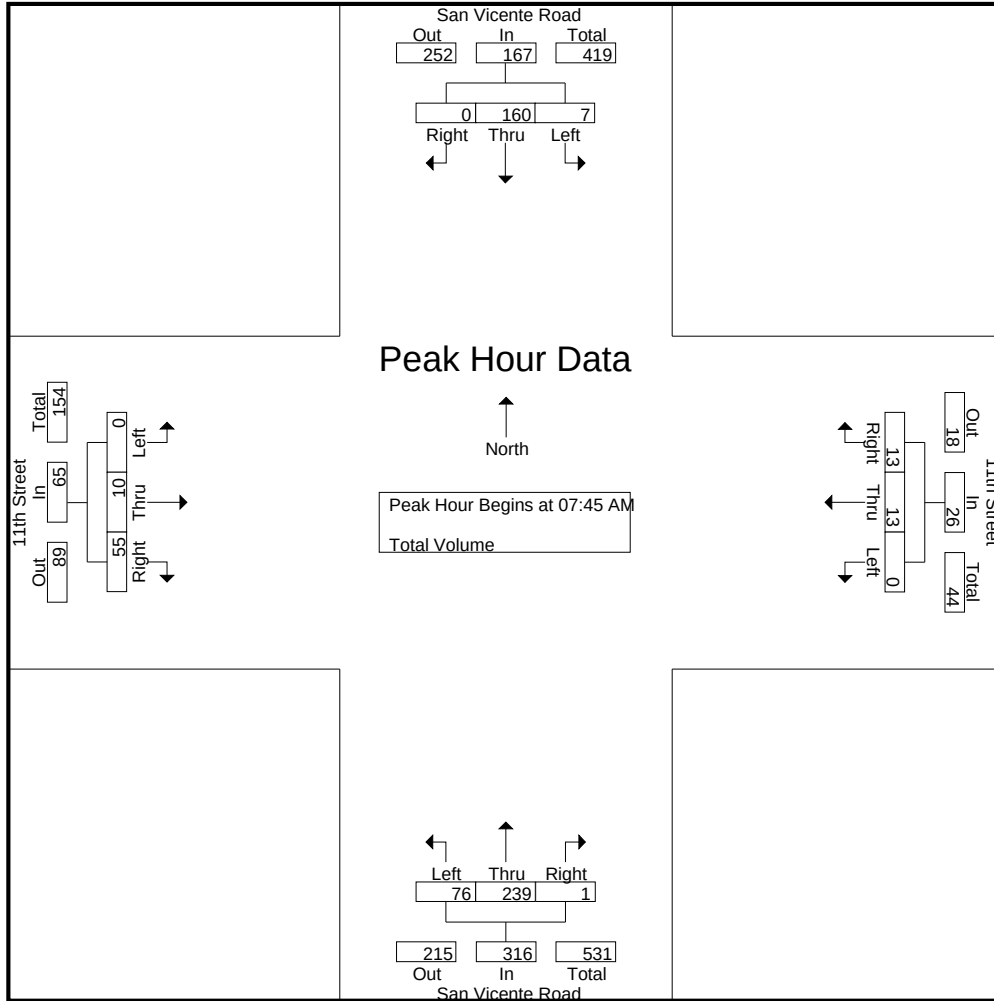
Groups Printed- Total Volume

	San Vicente Road Southbound				11th Street Westbound				San Vicente Road Northbound				11th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	28	0	30	1	2	6	9	10	40	0	50	0	1	12	13	102
07:15 AM	1	28	0	29	0	3	8	11	7	44	0	51	1	2	7	10	101
07:30 AM	2	30	1	33	0	6	4	10	10	48	0	58	0	3	14	17	118
07:45 AM	2	39	0	41	0	3	3	6	25	69	0	94	0	0	11	11	152
Total	7	125	1	133	1	14	21	36	52	201	0	253	1	6	44	51	473
08:00 AM	2	38	0	40	0	3	1	4	21	58	0	79	0	3	17	20	143
08:15 AM	1	38	0	39	0	4	7	11	16	56	0	72	0	2	15	17	139
08:30 AM	2	45	0	47	0	3	2	5	14	56	1	71	0	5	12	17	140
08:45 AM	1	30	0	31	0	2	4	6	24	61	0	85	0	3	16	19	141
Total	6	151	0	157	0	12	14	26	75	231	1	307	0	13	60	73	563
Grand Total	13	276	1	290	1	26	35	62	127	432	1	560	1	19	104	124	1036
Apprch %	4.5	95.2	0.3		1.6	41.9	56.5		22.7	77.1	0.2		0.8	15.3	83.9		
Total %	1.3	26.6	0.1	28	0.1	2.5	3.4	6	12.3	41.7	0.1	54.1	0.1	1.8	10	12	

	San Vicente Road Southbound				11th Street Westbound				San Vicente Road Northbound				11th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	39	0	41	0	3	3	6	25	69	0	94	0	0	11	11	152
08:00 AM	2	38	0	40	0	3	1	4	21	58	0	79	0	3	17	20	143
08:15 AM	1	38	0	39	0	4	7	11	16	56	0	72	0	2	15	17	139
08:30 AM	2	45	0	47	0	3	2	5	14	56	1	71	0	5	12	17	140
Total Volume	7	160	0	167	0	13	13	26	76	239	1	316	0	10	55	65	574
% App. Total	4.2	95.8	0		0	50	50		24.1	75.6	0.3		0	15.4	84.6		
PHF	.875	.889	.000	.888	.000	.813	.464	.591	.760	.866	.250	.840	.000	.500	.809	.813	.944

County of San Diego
N/S: San Vicente Road
E/W: 11th Street
Weather: Clear

File Name : 05_CSD_SV_11th AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:45 AM				08:00 AM			
+0 mins.	2	39	0	41	1	2	6	9	25	69	0	94	0	3	17	20
+15 mins.	2	38	0	40	0	3	8	11	21	58	0	79	0	2	15	17
+30 mins.	1	38	0	39	0	6	4	10	16	56	0	72	0	5	12	17
+45 mins.	2	45	0	47	0	3	3	6	14	56	1	71	0	3	16	19
Total Volume	7	160	0	167	1	14	21	36	76	239	1	316	0	13	60	73
% App. Total	4.2	95.8	0		2.8	38.9	58.3		24.1	75.6	0.3		0	17.8	82.2	
PHF	.875	.889	.000	.888	.250	.583	.656	.818	.760	.866	.250	.840	.000	.650	.882	.913

County of San Diego
N/S: San Vicente Road
E/W: 11th Street
Weather: Clear

File Name : 05_CSD_SV_11th PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

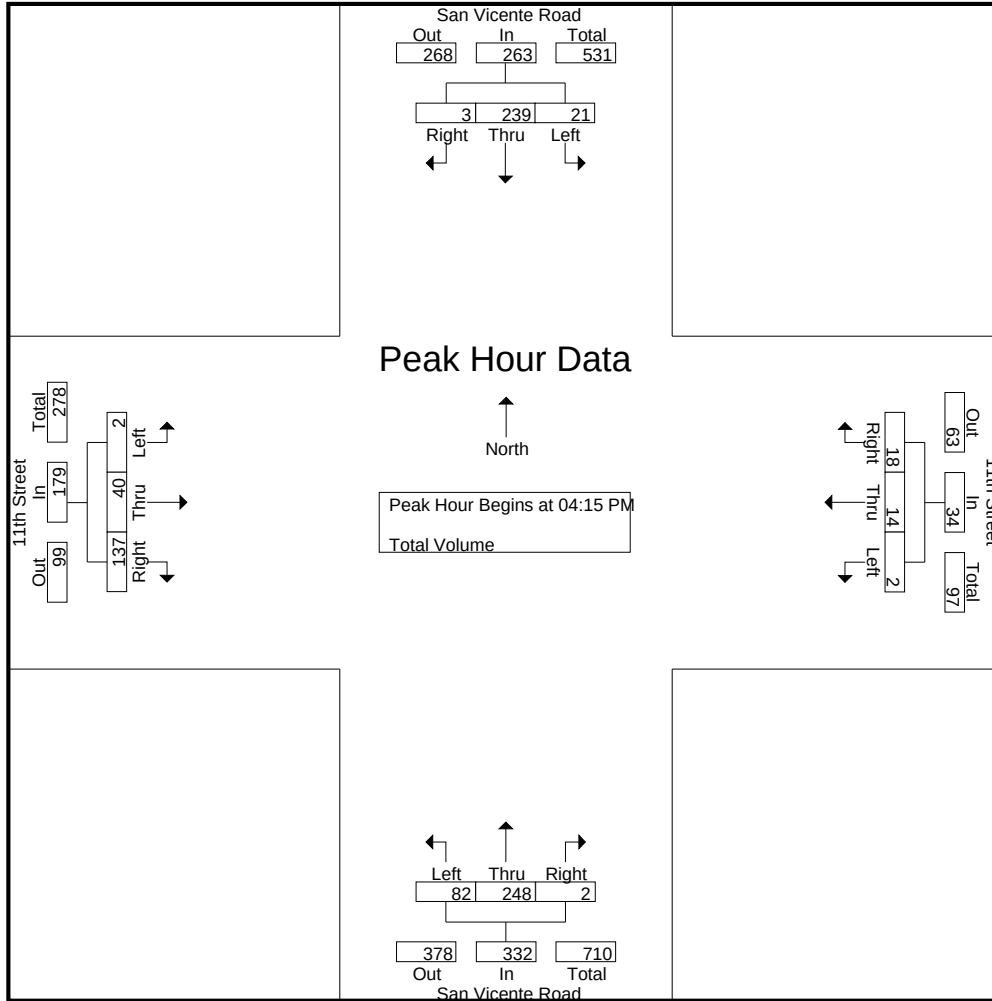
Groups Printed- Total Volume

	San Vicente Road Southbound				11th Street Westbound				San Vicente Road Northbound				11th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	45	0	47	0	6	5	11	25	48	0	73	0	9	44	53	184
04:15 PM	5	51	1	57	0	8	4	12	25	66	0	91	1	12	32	45	205
04:30 PM	7	56	1	64	0	3	6	9	25	57	0	82	1	10	33	44	199
04:45 PM	3	69	1	73	2	3	6	11	14	64	2	80	0	10	37	47	211
Total	17	221	3	241	2	20	21	43	89	235	2	326	2	41	146	189	799
05:00 PM	6	63	0	69	0	0	2	2	18	61	0	79	0	8	35	43	193
05:15 PM	3	56	0	59	0	5	3	8	19	61	0	80	0	6	45	51	198
05:30 PM	10	48	1	59	0	2	4	6	19	43	1	63	0	4	40	44	172
05:45 PM	7	53	1	61	0	0	3	3	17	50	1	68	0	12	21	33	165
Total	26	220	2	248	0	7	12	19	73	215	2	290	0	30	141	171	728
Grand Total	43	441	5	489	2	27	33	62	162	450	4	616	2	71	287	360	1527
Apprch %	8.8	90.2	1		3.2	43.5	53.2		26.3	73.1	0.6		0.6	19.7	79.7		
Total %	2.8	28.9	0.3	32	0.1	1.8	2.2	4.1	10.6	29.5	0.3	40.3	0.1	4.6	18.8	23.6	

	San Vicente Road Southbound				11th Street Westbound				San Vicente Road Northbound				11th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	51	1	57	0	8	4	12	25	66	0	91	1	12	32	45	205
04:30 PM	7	56	1	64	0	3	6	9	25	57	0	82	1	10	33	44	199
04:45 PM	3	69	1	73	2	3	6	11	14	64	2	80	0	10	37	47	211
05:00 PM	6	63	0	69	0	0	2	2	18	61	0	79	0	8	35	43	193
Total Volume	21	239	3	263	2	14	18	34	82	248	2	332	2	40	137	179	808
% App. Total	8	90.9	1.1		5.9	41.2	52.9		24.7	74.7	0.6		1.1	22.3	76.5		
PHF	.750	.866	.750	.901	.250	.438	.750	.708	.820	.939	.250	.912	.500	.833	.926	.952	.957

County of San Diego
N/S: San Vicente Road
E/W: 11th Street
Weather: Clear

File Name : 05_CSD_SV_11th PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:15 PM				04:00 PM			
+0 mins.	7	56	1	64	0	6	5	11	25	66	0	91	0	9	44	53
+15 mins.	3	69	1	73	0	8	4	12	25	57	0	82	1	12	32	45
+30 mins.	6	63	0	69	0	3	6	9	14	64	2	80	1	10	33	44
+45 mins.	3	56	0	59	2	3	6	11	18	61	0	79	0	10	37	47
Total Volume	19	244	2	265	2	20	21	43	82	248	2	332	2	41	146	189
% App. Total	7.2	92.1	0.8		4.7	46.5	48.8		24.7	74.7	0.6		1.1	21.7	77.2	
PHF	.679	.884	.500	.908	.250	.625	.875	.896	.820	.939	.250	.912	.500	.854	.830	.892

County of San Diego
N/S: San Vicente Road
E/W: Hanson Lane
Weather: Clear

File Name : 06_CSD_SV_Han AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

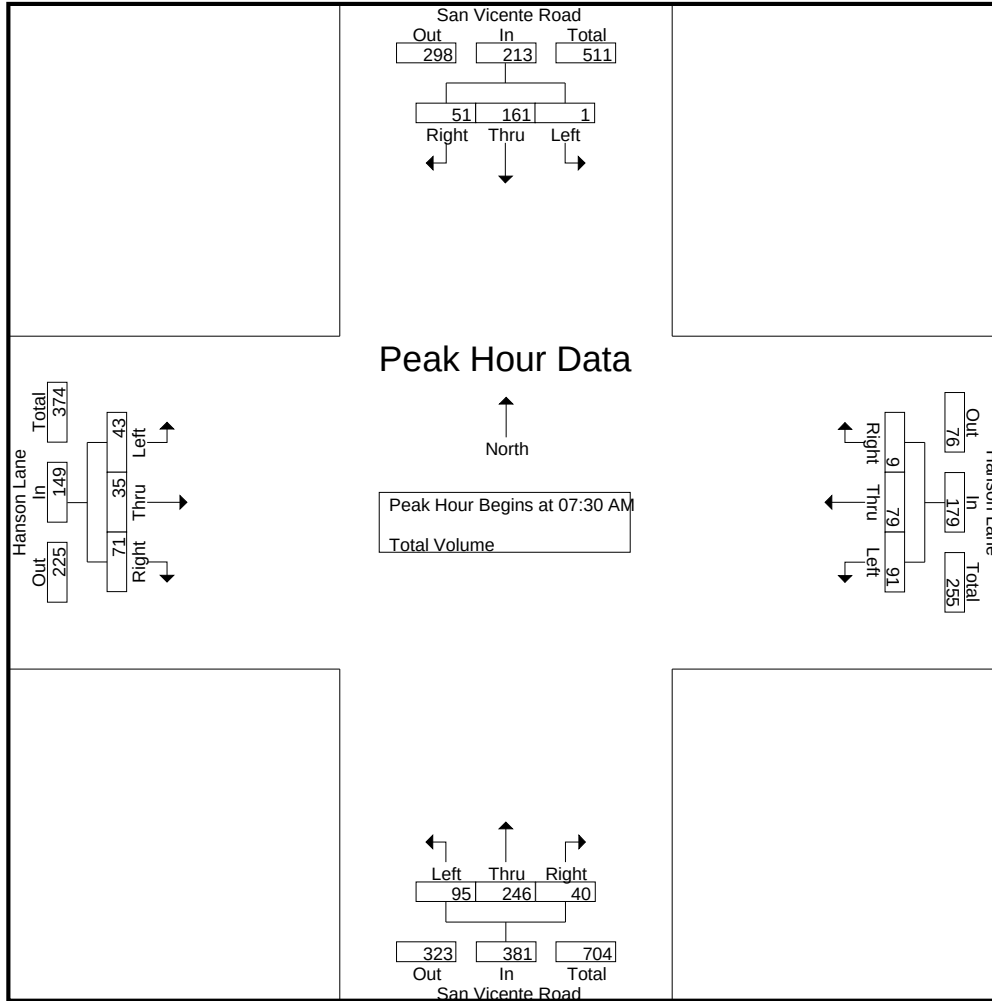
Groups Printed- Total Volume

	San Vicente Road Southbound				Hanson Lane Westbound				San Vicente Road Northbound				Hanson Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	34	8	43	15	24	0	39	28	37	4	69	11	9	14	34	185
07:15 AM	0	27	2	29	29	15	0	44	12	48	1	61	4	7	14	25	159
07:30 AM	0	50	6	56	26	25	2	53	19	59	8	86	6	10	22	38	233
07:45 AM	1	39	10	50	19	18	2	39	22	68	13	103	15	11	19	45	237
Total	2	150	26	178	89	82	4	175	81	212	26	319	36	37	69	142	814
08:00 AM	0	31	16	47	25	19	3	47	22	59	11	92	11	6	15	32	218
08:15 AM	0	41	19	60	21	17	2	40	32	60	8	100	11	8	15	34	234
08:30 AM	1	40	13	54	20	14	3	37	29	54	6	89	10	13	20	43	223
08:45 AM	1	34	13	48	16	19	0	35	34	85	12	131	7	6	11	24	238
Total	2	146	61	209	82	69	8	159	117	258	37	412	39	33	61	133	913
Grand Total	4	296	87	387	171	151	12	334	198	470	63	731	75	70	130	275	1727
Apprch %	1	76.5	22.5		51.2	45.2	3.6		27.1	64.3	8.6		27.3	25.5	47.3		
Total %	0.2	17.1	5	22.4	9.9	8.7	0.7	19.3	11.5	27.2	3.6	42.3	4.3	4.1	7.5	15.9	

	San Vicente Road Southbound				Hanson Lane Westbound				San Vicente Road Northbound				Hanson Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	50	6	56	26	25	2	53	19	59	8	86	6	10	22	38	233
07:45 AM	1	39	10	50	19	18	2	39	22	68	13	103	15	11	19	45	237
08:00 AM	0	31	16	47	25	19	3	47	22	59	11	92	11	6	15	32	218
08:15 AM	0	41	19	60	21	17	2	40	32	60	8	100	11	8	15	34	234
Total Volume	1	161	51	213	91	79	9	179	95	246	40	381	43	35	71	149	922
% App. Total	0.5	75.6	23.9		50.8	44.1	5		24.9	64.6	10.5		28.9	23.5	47.7		
PHF	.250	.805	.671	.888	.875	.790	.750	.844	.742	.904	.769	.925	.717	.795	.807	.828	.973

County of San Diego
N/S: San Vicente Road
E/W: Hanson Lane
Weather: Clear

File Name : 06_CSD_SV_Han AM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	0	50	6	56	29	15	0	44	22	59	11	92	15	11	19	45
+15 mins.	1	39	10	50	26	25	2	53	32	60	8	100	11	6	15	32
+30 mins.	0	31	16	47	19	18	2	39	29	54	6	89	11	8	15	34
+45 mins.	0	41	19	60	25	19	3	47	34	85	12	131	10	13	20	43
Total Volume	1	161	51	213	99	77	7	183	117	258	37	412	47	38	69	154
% App. Total	0.5	75.6	23.9		54.1	42.1	3.8		28.4	62.6	9		30.5	24.7	44.8	
PHF	.250	.805	.671	.888	.853	.770	.583	.863	.860	.759	.771	.786	.783	.731	.863	.856

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

County of San Diego
N/S: San Vicente Road
E/W: Hanson Lane
Weather: Clear

File Name : 06_CSD_SV_Han PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 1

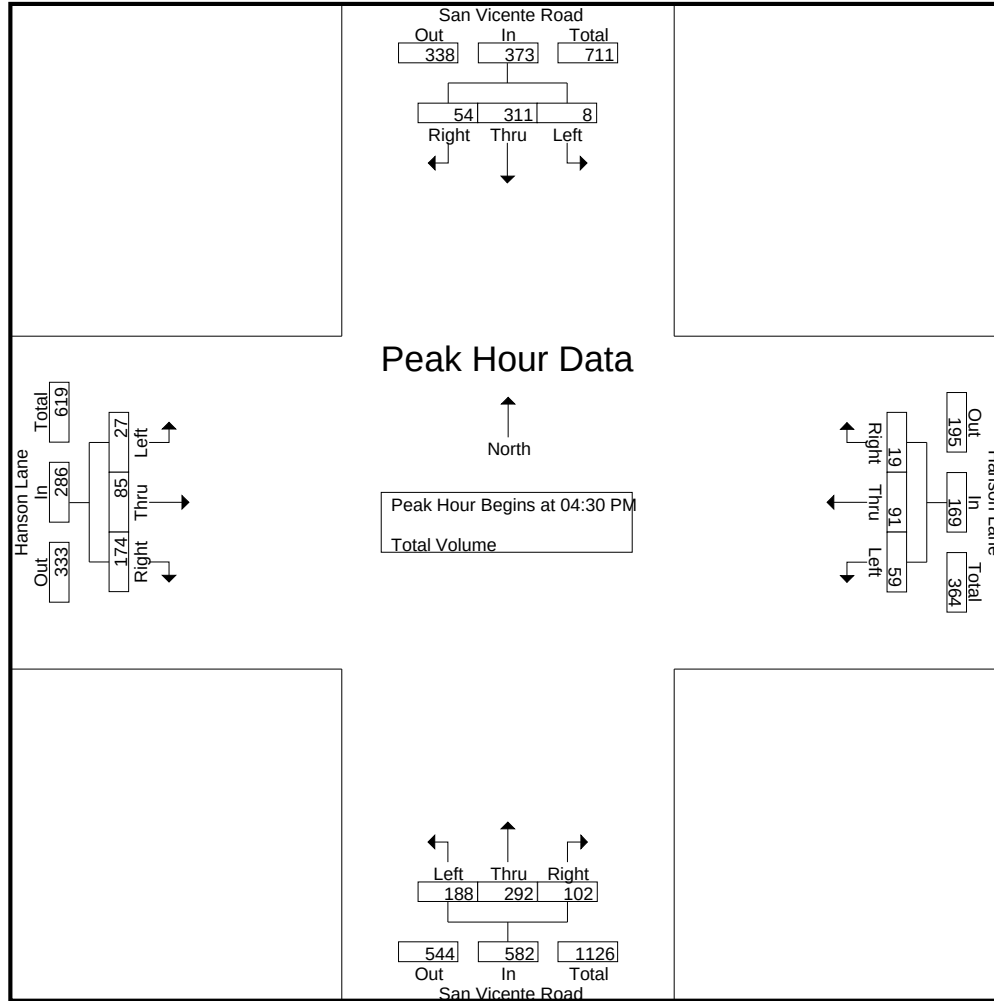
Groups Printed- Total Volume

	San Vicente Road Southbound				Hanson Lane Westbound				San Vicente Road Northbound				Hanson Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	68	6	76	22	8	0	30	32	67	34	133	6	15	26	47	286
04:15 PM	2	75	10	87	13	17	2	32	34	74	31	139	3	18	25	46	304
04:30 PM	4	66	10	80	13	22	5	40	40	63	18	121	14	19	36	69	310
04:45 PM	3	82	16	101	20	25	6	51	46	75	28	149	4	25	34	63	364
Total	11	291	42	344	68	72	13	153	152	279	111	542	27	77	121	225	1264
05:00 PM	0	73	14	87	8	22	4	34	46	70	25	141	1	18	50	69	331
05:15 PM	1	90	14	105	18	22	4	44	56	84	31	171	8	23	54	85	405
05:30 PM	0	64	12	76	10	9	1	20	35	41	26	102	3	17	39	59	257
05:45 PM	1	64	7	72	9	13	3	25	38	53	12	103	7	19	38	64	264
Total	2	291	47	340	45	66	12	123	175	248	94	517	19	77	181	277	1257
Grand Total	13	582	89	684	113	138	25	276	327	527	205	1059	46	154	302	502	2521
Apprch %	1.9	85.1	13		40.9	50	9.1		30.9	49.8	19.4		9.2	30.7	60.2		
Total %	0.5	23.1	3.5	27.1	4.5	5.5	1	10.9	13	20.9	8.1	42	1.8	6.1	12	19.9	

	San Vicente Road Southbound				Hanson Lane Westbound				San Vicente Road Northbound				Hanson Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	66	10	80	13	22	5	40	40	63	18	121	14	19	36	69	310
04:45 PM	3	82	16	101	20	25	6	51	46	75	28	149	4	25	34	63	364
05:00 PM	0	73	14	87	8	22	4	34	46	70	25	141	1	18	50	69	331
05:15 PM	1	90	14	105	18	22	4	44	56	84	31	171	8	23	54	85	405
Total Volume	8	311	54	373	59	91	19	169	188	292	102	582	27	85	174	286	1410
% App. Total	2.1	83.4	14.5		34.9	53.8	11.2		32.3	50.2	17.5		9.4	29.7	60.8		
PHF	.500	.864	.844	.888	.738	.910	.792	.828	.839	.869	.823	.851	.482	.850	.806	.841	.870

County of San Diego
N/S: San Vicente Road
E/W: Hanson Lane
Weather: Clear

File Name : 06_CSD_SV_Han PM
Site Code : 05725670
Start Date : 6/24/2025
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	4	66	10	80	13	22	5	40	40	63	18	121	14	19	36	69
+15 mins.	3	82	16	101	20	25	6	51	46	75	28	149	4	25	34	63
+30 mins.	0	73	14	87	8	22	4	34	46	70	25	141	1	18	50	69
+45 mins.	1	90	14	105	18	22	4	44	56	84	31	171	8	23	54	85
Total Volume	8	311	54	373	59	91	19	169	188	292	102	582	27	85	174	286
% App. Total	2.1	83.4	14.5		34.9	53.8	11.2		32.3	50.2	17.5		9.4	29.7	60.8	
PHF	.500	.864	.844	.888	.738	.910	.792	.828	.839	.869	.823	.851	.482	.850	.806	.841

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **D Street between 10th Street & 9th Street**

Date: Tuesday, April 7, 2026					Total Daily Volume: 3756												Description: Total Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
9	8	3	5	21	46	120	274	295	169	210	267	239	247	324	338	309	292	207	157	115	58	25	18
3	3	1	0	8	9	25	34	83	60	52	62	64	65	86	82	65	73	64	49	43	13	5	7
3	2	0	1	3	11	22	50	69	35	40	66	46	61	69	80	78	78	62	41	32	19	9	5
1	1	1	2	4	9	29	96	73	59	57	63	54	57	88	88	68	71	49	32	17	12	7	3
2	2	1	2	6	17	44	94	70	15	61	76	75	64	81	88	98	70	32	35	23	14	4	3

Date: Tuesday, April 7, 2026					Total Daily Volume: 1312										Description: Northbound Volume								
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
4	4	1	4	13	22	32	89	107	64	86	86	66	89	110	116	122	97	81	60	29	15	9	6
1	2	0	0	6	5	7	10	34	17	18	23	19	18	21	24	28	28	18	21	11	3	2	2
1	1	0	1	2	6	6	19	22	12	15	21	14	24	24	26	34	27	25	15	8	7	3	2
1	0	0	2	2	3	10	34	30	22	23	18	15	22	34	33	25	21	23	14	0	2	3	0
1	1	1	1	3	8	9	26	21	13	30	24	18	25	31	33	35	21	15	10	10	3	1	2

Date:					Total Daily Volume: 2444												Description: Southbound Volume							
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	
5	4	2	1	8	24	88	185	188	105	124	181	173	158	214	222	187	195	126	97	86	43	16	12	
2	1	1	0	2	4	18	24	49	43	34	39	45	47	65	58	37	45	46	28	32	10	3	5	
2	1	0	0	1	5	16	31	47	23	25	45	32	37	45	54	44	51	37	26	24	12	6	3	
0	1	1	0	2	6	19	62	43	37	34	45	39	35	54	55	43	50	26	18	17	10	4	3	
1	1	0	1	3	9	35	68	49	2	31	52	57	39	50	55	63	49	17	25	13	11	3	1	

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Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **E Street between 10th Street & 9th Street**

Date: Tuesday, April 7, 2026						Total Daily Volume: 224											Description: Total Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	4	31	24	8	6	8	22	21	17	18	18	15	13	7	6	6	0	0
0	0	0	0	0	0	0	1	7	2	3	2	7	6	5	3	1	5	8	3	1	4	0	0
0	0	0	0	0	0	2	5	12	1	1	2	5	2	2	6	2	3	1	1	1	0	0	0
0	0	0	0	0	0	0	13	5	5	1	1	2	2	6	5	8	0	2	0	3	1	0	0
0	0	0	0	0	0	2	12	0	0	1	3	8	11	4	4	7	7	2	3	1	1	0	0

Date: Tuesday, April 7, 2026						Total Daily Volume: 100											Description: Northbound Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	1	20	9	5	1	2	8	14	6	6	12	4	5	2	1	4	0	0
0	0	0	0	0	0	0	1	4	2	1	0	2	3	1	2	1	2	3	1	0	3	0	0
0	0	0	0	0	0	0	4	2	1	0	1	2	0	1	1	1	0	1	1	0	0	0	0
0	0	0	0	0	0	0	11	3	2	0	0	0	2	2	1	7	0	0	0	1	0	0	0
0	0	0	0	0	0	1	4	0	0	0	1	4	9	2	2	3	2	1	0	0	1	0	0

Date:					Total Daily Volume: 124												Description: Southbound Volume						
0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
0	0	0	0	0	0	3	11	15	3	5	6	14	7	11	12	6	11	8	5	5	2	0	0
0	0	0	0	0	0	0	0	3	0	2	2	5	3	4	1	0	3	5	2	1	1	0	0
0	0	0	0	0	0	2	1	10	0	1	1	3	2	1	5	1	3	0	0	1	0	0	0
0	0	0	0	0	0	0	2	2	3	1	1	2	0	4	4	1	0	2	0	2	1	0	0
0	0	0	0	0	0	1	8	0	0	1	2	4	2	2	2	4	5	1	3	1	0	0	0

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Counts Unlimited, Inc.

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County of San Diego
9th Street
B/ Main Street - G Street
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

CSD001
Site Code: 057-251161
Date Start: 12/2/25

Start Time	12/2/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	14			1	12				
12:15		0	10			0	11				
12:30		0	12			0	10				
12:45		1	26	1	62	0	18	1	51	2	113
01:00		0	15			0	13				
01:15		0	6			0	9				
01:30		0	15			0	10				
01:45		0	13	0	49	0	16	0	48	0	97
02:00		0	21			0	20				
02:15		0	8			0	10				
02:30		1	13			0	14				
02:45		0	15	1	57	1	14	1	58	2	115
03:00		0	19			0	20				
03:15		0	19			0	17				
03:30		0	16			0	14				
03:45		0	21	0	75	0	13	0	64	0	139
04:00		0	14			0	11				
04:15		0	17			0	18				
04:30		3	13			2	16				
04:45		2	12	5	56	1	13	3	58	8	114
05:00		2	13			1	16				
05:15		2	17			3	8				
05:30		2	3			1	10				
05:45		2	5	8	38	7	9	12	43	20	81
06:00		4	7			4	11				
06:15		1	9			3	8				
06:30		6	5			3	8				
06:45		9	7	20	28	1	8	11	35	31	63
07:00		10	4			15	8				
07:15		15	3			9	2				
07:30		34	7			20	1				
07:45		14	6	73	20	20	3	64	14	137	34
08:00		20	2			23	4				
08:15		26	2			33	2				
08:30		27	1			13	7				
08:45		18	1	91	6	4	0	73	13	164	19
09:00		7	3			12	4				
09:15		10	1			9	3				
09:30		4	2			6	1				
09:45		7	1	28	7	5	2	32	10	60	17
10:00		13	0			8	1				
10:15		9	1			5	0				
10:30		8	0			6	1				
10:45		7	1	37	2	10	1	29	3	66	5
11:00		7	0			14	1				
11:15		7	0			8	1				
11:30		10	0			5	1				
11:45		5	1	29	1	8	0	35	3	64	4
Total		293	401	293	401	261	400	261	400	554	801
Combined Total		694		694		661		661		1355	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	94	-	-	-	96	-	-	-	-	-
P.H.F.		0.691				0.727					
PM Peak	-	-	03:00	-	-	-	02:30	-	-	-	-
Vol.	-	-	75	-	-	-	65	-	-	-	-
P.H.F.			0.893				0.813				
Percentage		42.2%	57.8%			39.5%	60.5%				
ADT/AADT		ADT 1,355		AADT 1,355							

Counts Unlimited, Inc.

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County of San Diego
9th Street
B/ G Street - Project Driveway
24 Hour Directional Volume Count

PO Box 1178
Corona, CA 92878
(951) 268-6268
email: counts@countsunlimited.com

CSD002
Site Code: 057-251161
Date Start: 12/2/25

Start Time	12/2/25 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	18			1	5				
12:15		1	9			1	10				
12:30		0	8			0	9				
12:45		1	16	2	51	0	11	2	35	4	86
01:00		0	9			0	12				
01:15		0	9			0	8				
01:30		0	17			0	10				
01:45		0	18	0	53	0	17	0	47	0	100
02:00		0	16			0	16				
02:15		0	11			0	11				
02:30		1	14			0	12				
02:45		0	28	1	69	1	6	1	45	2	114
03:00		0	39			0	20				
03:15		0	28			0	8				
03:30		0	24			0	13				
03:45		0	26	0	117	0	6	0	47	0	164
04:00		0	30			0	8				
04:15		0	27			0	17				
04:30		2	20			1	12				
04:45		2	11	4	88	1	15	2	52	6	140
05:00		2	25			1	11				
05:15		2	23			3	6				
05:30		2	6			1	7				
05:45		2	14	8	68	6	0	11	24	19	92
06:00		5	4			3	8				
06:15		2	7			3	4				
06:30		10	5			1	8				
06:45		11	7	28	23	3	6	10	26	38	49
07:00		14	4			8	9				
07:15		20	4			2	2				
07:30		39	5			13	1				
07:45		28	6	101	19	13	2	36	14	137	33
08:00		34	2			11	4				
08:15		32	2			22	1				
08:30		27	1			6	7				
08:45		18	4	111	9	4	0	43	12	154	21
09:00		7	1			12	4				
09:15		9	2			8	2				
09:30		2	2			6	1				
09:45		9	1	27	6	6	2	32	9	59	15
10:00		11	0			6	1				
10:15		8	1			7	0				
10:30		11	0			3	1				
10:45		8	0	38	1	10	1	26	3	64	4
11:00		17	0			10	1				
11:15		6	0			11	1				
11:30		8	0			4	1				
11:45		5	1	36	1	7	0	32	3	68	4
Total		356	505	356	505	195	317	195	317	551	822
Combined Total		861		861		512		512		1373	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	133	-	-	-	59	-	-	-	-	-
P.H.F.		0.853				0.670					
PM Peak	-	-	02:45	-	-	-	01:45	-	-	-	-
Vol.	-	-	119	-	-	-	56	-	-	-	-
P.H.F.			0.763				0.824				
Percentage		41.3%	58.7%			38.1%	61.9%				
ADT/AADT		ADT 1,373		AADT 1,373							



APPENDIX C

EXISTING INTERSECTION ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary

1: Ramona St/Day St & Main St

Ex AM
04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	518	113	127	712	20	270	77	209	41	78	37
Future Volume (veh/h)	10	518	113	127	712	20	270	77	209	41	78	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	624	136	141	791	22	342	97	265	51	96	46
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.79	0.79	0.79	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1176	256	165	1683	47	368	126	345	106	170	81
Arrive On Green	0.02	0.41	0.41	0.09	0.48	0.48	0.21	0.29	0.29	0.06	0.14	0.14
Sat Flow, veh/h	1781	2877	626	1781	3527	98	1781	433	1182	1781	1174	562
Grp Volume(v), veh/h	12	385	375	141	398	415	342	0	362	51	0	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1726	1781	1777	1848	1781	0	1615	1781	0	1736
Q Serve(g_s), s	0.9	22.1	22.2	10.5	20.4	20.4	25.5	0.0	27.6	3.7	0.0	10.3
Cycle Q Clear(g_c), s	0.9	22.1	22.2	10.5	20.4	20.4	25.5	0.0	27.6	3.7	0.0	10.3
Prop In Lane	1.00		0.36	1.00		0.05	1.00		0.73	1.00		0.32
Lane Grp Cap(c), veh/h	43	726	706	165	848	882	368	0	471	106	0	251
V/C Ratio(X)	0.28	0.53	0.53	0.86	0.47	0.47	0.93	0.00	0.77	0.48	0.00	0.57
Avail Cap(c_a), veh/h	119	726	706	191	848	882	417	0	663	125	0	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.7	30.1	30.1	60.4	23.8	23.8	52.6	0.0	43.6	61.5	0.0	53.8
Incr Delay (d2), s/veh	1.3	2.8	2.9	24.2	1.9	1.8	25.7	0.0	2.0	1.3	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.7	9.5	5.8	8.7	9.0	13.8	0.0	11.1	1.7	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.0	32.9	33.0	84.6	25.6	25.6	78.3	0.0	45.7	62.8	0.0	54.5
LnGrp LOS	E	C	C	F	C	C	E		D	E		D
Approach Vol, veh/h	772				954				704			
Approach Delay, s/veh	33.4				34.3				61.5			
Approach LOS	C				C				E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	60.3	32.6	24.9	8.0	69.5	12.7	44.8				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	14.5	35.7	31.6	* 34	9.0	41.2	9.5	55.4				
Max Q Clear Time (g_c+l1), s	12.5	24.2	27.5	12.3	2.9	22.4	5.7	29.6				
Green Ext Time (p_c), s	0.0	3.4	0.4	0.5	0.0	4.4	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	43.0											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	375	34	39	557	28	113	127	58	61	103	154
Future Volume (veh/h)	124	375	34	39	557	28	113	127	58	61	103	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	426	39	45	640	32	136	153	70	65	110	164
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	911	83	176	936	47	280	294	238	123	209	275
Arrive On Green	0.11	0.28	0.28	0.10	0.27	0.27	0.16	0.16	0.16	0.18	0.18	0.18
Sat Flow, veh/h	1781	3276	298	1781	3434	172	1781	1870	1515	682	1154	1521
Grp Volume(v), veh/h	141	230	235	45	331	341	136	153	70	175	0	164
Grp Sat Flow(s), veh/h/ln	1781	1777	1798	1781	1777	1829	1781	1870	1515	1836	0	1521
Q Serve(g_s), s	5.4	7.6	7.7	1.7	11.8	11.8	4.9	5.3	2.9	6.1	0.0	7.0
Cycle Q Clear(g_c), s	5.4	7.6	7.7	1.7	11.8	11.8	4.9	5.3	2.9	6.1	0.0	7.0
Prop In Lane	1.00		0.17	1.00		0.09	1.00		1.00	0.37		1.00
Lane Grp Cap(c), veh/h	191	494	500	176	484	499	280	294	238	332	0	275
V/C Ratio(X)	0.74	0.47	0.47	0.26	0.68	0.68	0.49	0.52	0.29	0.53	0.00	0.60
Avail Cap(c_a), veh/h	541	1307	1322	239	1011	1040	845	887	718	897	0	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	21.2	21.2	29.5	23.0	23.0	27.3	27.4	26.4	26.3	0.0	26.6
Incr Delay (d2), s/veh	2.1	0.7	0.7	0.3	1.7	1.7	1.3	1.4	0.7	1.3	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.1	3.2	0.7	4.9	5.0	2.1	2.4	1.0	2.7	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	21.9	21.9	29.8	24.7	24.7	28.6	28.9	27.1	27.6	0.0	28.7
LnGrp LOS	C	C	C	C	C	C	C	C	C	C		C
Approach Vol, veh/h	606			717			359			339		
Approach Delay, s/veh	24.4			25.0			28.4			28.1		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	24.4		18.2	12.1	24.0		16.5				
Change Period (Y+Rc), s	4.7	4.7		5.4	4.5	4.7		5.4				
Max Green Setting (Gmax), s	52.1	52.1		34.6	21.5	40.3		33.6				
Max Q Clear Time (g_c+I1), s	9.7	9.7		9.0	7.4	13.8		7.3				
Green Ext Time (p_c), s	0.0	3.1		1.6	0.1	4.5		1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	26.0											
HCM 6th LOS	C											

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	452	35	20	591	5	13	3	14	1	2	8
Future Vol, veh/h	7	452	35	20	591	5	13	3	14	1	2	8
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	64	64	64	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	508	39	22	664	6	20	5	22	1	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	557	0	0	942	1278	294	1004	1294	355
Stage 1	-	-	-	-	-	-	554	554	-	721	721	-
Stage 2	-	-	-	-	-	-	388	724	-	283	573	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	908	-	-	1010	-	-	218	165	702	196	161	641
Stage 1	-	-	-	-	-	-	484	512	-	385	430	-
Stage 2	-	-	-	-	-	-	607	429	-	700	502	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	899	-	-	1000	-	-	202	157	689	178	153	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	157	-	178	153	-
Stage 1	-	-	-	-	-	-	475	502	-	378	416	-
Stage 2	-	-	-	-	-	-	573	415	-	659	492	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.1			0.3			19.9			15.8		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	899	-	-	1000	-	-	350
HCM Lane V/C Ratio	0.162	0.009	-	-	0.022	-	-	0.046
HCM Control Delay (s/veh)	19.9	9	-	-	8.7	-	-	15.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.6	0	-	-	0.1	-	-	0.1

HCM 6th Signalized Intersection Summary 4: 10th St & D St

Ex AM
04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	48	14	78	66	83	8	310	62	8	222	13
Future Volume (veh/h)	14	48	14	78	66	83	8	310	62	8	222	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	63	18	95	80	101	10	392	78	9	244	14
Peak Hour Factor	0.76	0.76	0.76	0.82	0.82	0.82	0.79	0.79	0.79	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	135	328	81	217	148	146	19	511	102	17	592	34
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.34	0.34	0.01	0.34	0.34
Sat Flow, veh/h	139	1278	315	408	575	567	1781	1501	299	1781	1747	100
Grp Volume(v), veh/h	99	0	0	276	0	0	10	0	470	9	0	258
Grp Sat Flow(s),veh/h/ln	1732	0	0	1550	0	0	1781	0	1800	1781	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	4.4	0.0	0.0	0.2	0.0	10.0	0.2	0.0	4.6
Cycle Q Clear(g_c), s	1.9	0.0	0.0	6.8	0.0	0.0	0.2	0.0	10.0	0.2	0.0	4.6
Prop In Lane	0.18		0.18	0.34		0.37	1.00		0.17	1.00		0.05
Lane Grp Cap(c), veh/h	544	0	0	511	0	0	19	0	612	17	0	626
V/C Ratio(X)	0.18	0.00	0.00	0.54	0.00	0.00	0.54	0.00	0.77	0.53	0.00	0.41
Avail Cap(c_a), veh/h	2132	0	0	1979	0	0	237	0	3124	237	0	3205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	14.3	0.0	0.0	21.1	0.0	12.7	21.2	0.0	10.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	8.6	0.0	0.8	9.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.0	0.0	0.0	0.1	0.0	3.3	0.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	0.0	14.6	0.0	0.0	29.7	0.0	13.4	30.5	0.0	11.1
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h		99			276			480			267	
Approach Delay, s/veh		12.6			14.6			13.8			11.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	21.1		16.1	5.7	21.1		16.1				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	5.7	74.5		52.9	5.7	74.5		52.9				
Max Q Clear Time (g_c+I1), s	2.2	12.0		3.9	2.2	6.6		8.8				
Green Ext Time (p_c), s	0.0	2.1		0.3	0.0	1.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				13.4								
HCM 6th LOS				B								

Intersection

Intersection Delay, s/veh 9.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	85	16	31	152	15	26	14	24	8	66	44
Future Vol, veh/h	16	85	16	31	152	15	26	14	24	8	66	44
Peak Hour Factor	0.81	0.81	0.81	0.67	0.67	0.67	0.62	0.62	0.62	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	105	20	46	227	22	42	23	39	10	79	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	10.7	8.9	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	41%	14%	16%	7%
Vol Thru, %	22%	73%	77%	56%
Vol Right, %	38%	14%	8%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	117	198	118
LT Vol	26	16	31	8
Through Vol	14	85	152	66
RT Vol	24	16	15	44
Lane Flow Rate	103	144	296	140
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.194	0.385	0.191
Departure Headway (Hd)	5.019	4.837	4.696	4.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	737	762	726
Service Time	3.093	2.904	2.753	2.972
HCM Lane V/C Ratio	0.145	0.195	0.388	0.193
HCM Control Delay, s/veh	8.9	9.1	10.7	9.1
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0.7	1.8	0.7

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	14	372	7	12	283
Future Vol, veh/h	10	14	372	7	12	283
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	23	477	9	14	341
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	871	502	0	0	496	0
Stage 1	492	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	322	569	-	-	1068	-
Stage 1	615	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	558	-	-	1058	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	12.8	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	499	1058	-	
HCM Lane V/C Ratio	-	-	0.08	0.014	-	
HCM Control Delay (s/veh)	-	-	12.8	8.5	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q (veh)	-	-	0.3	0	-	

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	5	6	2	1	2	9	75	5	3	76	12
Future Vol, veh/h	11	5	6	2	1	2	9	75	5	3	76	12
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	63	63	63	72	72	72	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	9	11	3	2	3	13	104	7	4	94	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	266	267	122	274	271	128	119	0	0	121	0	0
Stage 1	120	120	-	144	144	-	-	-	-	-	-	-
Stage 2	146	147	-	130	127	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	687	639	929	678	636	922	1469	-	-	1467	-	-
Stage 1	884	796	-	859	778	-	-	-	-	-	-	-
Stage 2	857	775	-	874	791	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	618	911	643	615	905	1455	-	-	1453	-	-
Mov Cap-2 Maneuver	664	618	-	643	615	-	-	-	-	-	-	-
Stage 1	867	786	-	843	762	-	-	-	-	-	-	-
Stage 2	836	760	-	843	781	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	10.4		10.1		0.8		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1455	-	-	704	720	1453	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.057	0.011	0.003	-	-				
HCM Control Delay (s/veh)	7.5	0	-	10.4	10.1	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q (veh)	0	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	54	5	5	38
Future Vol, veh/h	4	4	54	5	5	38
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	40	40	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	64	6	6	45
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	144	87	0	0	80	0
Stage 1	77	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	849	971	-	-	1518	-
Stage 1	946	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	953	-	-	1504	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	9.2	0		0.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	887	1504	-	
HCM Lane V/C Ratio	-	-	0.023	0.004	-	
HCM Control Delay (s/veh)	-	-	9.2	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q (veh)	-	-	0.1	0	-	

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	1	22	1	3	0	36	30	2	1	10	29
Future Vol, veh/h	48	1	22	1	3	0	36	30	2	1	10	29
Peak Hour Factor	0.84	0.84	0.84	0.33	0.33	0.33	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	1	26	3	9	0	47	39	3	2	15	44
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.5	7.8	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	68%	25%	3%
Vol Thru, %	44%	1%	75%	25%
Vol Right, %	3%	31%	0%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	71	4	40
LT Vol	36	48	1	1
Through Vol	30	1	3	10
RT Vol	2	22	0	29
Lane Flow Rate	89	85	12	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.105	0.098	0.015	0.063
Departure Headway (Hd)	4.237	4.153	4.311	3.741
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	854	819	944
Service Time	2.299	2.222	2.398	1.816
HCM Lane V/C Ratio	0.106	0.1	0.015	0.065
HCM Control Delay, s/veh	7.8	7.7	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0	0.2

HCM 6th Signalized Intersection Summary

10: 11th St & San Vicente Rd

Ex AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	11	58	0	14	14	81	253	1	7	170	0
Future Volume (veh/h)	0	11	58	0	14	14	81	253	1	7	170	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.93	1.00		0.95	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	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	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	14	72	0	24	24	96	301	1	8	191	0
Peak Hour Factor	0.81	0.81	0.81	0.59	0.59	0.59	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	42	218	4	140	140	130	407	1	13	315	0
Arrive On Green	0.00	0.17	0.17	0.00	0.17	0.17	0.29	0.29	0.29	0.18	0.18	0.00
Sat Flow, veh/h	1781	249	1278	1781	824	824	445	1397	5	75	1792	0
Grp Volume(v), veh/h	0	0	86	0	0	48	398	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1527	1781	0	1649	1847	0	0	1867	0	0
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	1.1	9.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.3	0.0	0.0	1.1	9.0	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.84	1.00		0.50	0.24		0.00	0.04		0.00
Lane Grp Cap(c), veh/h	4	0	260	4	0	281	538	0	0	328	0	0
V/C Ratio(X)	0.00	0.00	0.33	0.00	0.00	0.17	0.74	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	155	0	779	155	0	842	2552	0	0	1496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	16.8	0.0	0.0	16.3	14.7	0.0	0.0	17.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.1	0.8	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.7	0.0	0.0	0.4	3.3	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	17.1	0.0	0.0	16.4	15.5	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	B			B			B	B				
Approach Vol, veh/h	86		48			398			199			
Approach Delay, s/veh	17.1		16.4			15.5			18.2			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	18.5		0.0	14.3		13.2		0.0	14.3			
Change Period (Y+Rc), s	5.1		5.3	6.5		5.1		5.3	6.5			
Max Green Setting (Gmax), s	63.6		4.0	23.5		36.9		4.0	23.5			
Max Q Clear Time (g_c+I1), s	11.0		0.0	4.3		6.5		0.0	3.1			
Green Ext Time (p_c), s	1.3		0.0	0.2		0.7		0.0	0.1			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	16.5											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

11: San Vicente Rd & Hanson Ln

Ex AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	37	75	96	84	10	101	261	42	1	171	54
Future Volume (veh/h)	46	37	75	96	84	10	101	261	42	1	171	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	45	90	114	100	12	109	281	45	1	192	61
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	88	177	149	339	41	220	491	79	4	358	284
Arrive On Green	0.04	0.17	0.17	0.08	0.21	0.21	0.12	0.31	0.31	0.00	0.19	0.19
Sat Flow, veh/h	1781	528	1057	1781	1625	195	1781	1561	250	1781	1870	1483
Grp Volume(v), veh/h	55	0	135	114	0	112	109	0	326	1	192	61
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1820	1781	0	1811	1781	1870	1483
Q Serve(g_s), s	1.5	0.0	3.9	3.2	0.0	2.6	2.9	0.0	7.6	0.0	4.7	1.8
Cycle Q Clear(g_c), s	1.5	0.0	3.9	3.2	0.0	2.6	2.9	0.0	7.6	0.0	4.7	1.8
Prop In Lane	1.00		0.67	1.00		0.11	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	265	149	0	379	220	0	569	4	358	284
V/C Ratio(X)	0.73	0.00	0.51	0.77	0.00	0.30	0.49	0.00	0.57	0.28	0.54	0.21
Avail Cap(c_a), veh/h	576	0	1038	962	0	1587	952	0	2153	249	1486	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	19.2	22.8	0.0	16.9	20.7	0.0	14.5	25.3	18.5	17.3
Incr Delay (d2), s/veh	4.9	0.0	1.5	3.1	0.0	0.2	0.6	0.0	0.3	15.6	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.3	1.3	0.0	0.9	1.0	0.0	2.4	0.0	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	20.7	25.8	0.0	17.1	21.4	0.0	14.9	40.9	18.9	17.4
LnGrp LOS	C		C	C		B	C		B	D	B	B
Approach Vol, veh/h	190		226			435			254			
Approach Delay, s/veh	23.1		21.5			16.5			18.7			
Approach LOS	C		C			B			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	14.3	11.2	16.4	6.8	16.4	5.0	22.6				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	27.4	33.2	27.1	40.3	16.4	44.2	7.1	60.3				
Max Q Clear Time (g_c+I), s	15.2	5.9	4.9	6.7	3.5	4.6	2.0	9.6				
Green Ext Time (p_c), s	0.1	0.7	0.1	0.7	0.0	0.3	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	19.2											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary

1: Ramona St/Day St & Main St

Ex PM
04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	932	120	122	641	47	182	64	112	99	79	24
Future Volume (veh/h)	33	932	120	122	641	47	182	64	112	99	79	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	941	121	136	712	52	202	71	124	119	95	29
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1659	213	157	1912	140	225	105	184	141	177	54
Arrive On Green	0.04	0.53	0.53	0.09	0.57	0.57	0.13	0.18	0.18	0.08	0.13	0.13
Sat Flow, veh/h	1781	3151	405	1781	3348	244	1781	594	1038	1781	1356	414
Grp Volume(v), veh/h	33	531	531	136	378	386	202	0	195	119	0	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1779	1781	1777	1816	1781	0	1632	1781	0	1770
Q Serve(g_s), s	2.8	31.2	31.3	11.7	17.9	18.0	17.3	0.0	17.3	10.2	0.0	10.2
Cycle Q Clear(g_c), s	2.8	31.2	31.3	11.7	17.9	18.0	17.3	0.0	17.3	10.2	0.0	10.2
Prop In Lane	1.00		0.23	1.00		0.13	1.00		0.64	1.00		0.23
Lane Grp Cap(c), veh/h	78	936	937	157	1014	1037	225	0	289	141	0	231
V/C Ratio(X)	0.42	0.57	0.57	0.86	0.37	0.37	0.90	0.00	0.67	0.84	0.00	0.54
Avail Cap(c_a), veh/h	105	936	937	210	1014	1037	291	0	419	217	0	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.2	24.8	24.8	69.7	18.1	18.1	66.7	0.0	59.6	70.4	0.0	63.0
Incr Delay (d2), s/veh	1.3	2.5	2.5	19.3	1.0	1.0	24.0	0.0	1.0	10.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	13.3	13.4	6.1	7.4	7.6	9.3	0.0	7.2	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.5	27.2	27.3	89.0	19.2	19.2	90.8	0.0	60.6	80.4	0.0	63.8
LnGrp LOS	E	C	C	F	B	B	F		E	F		E
Approach Vol, veh/h	1095				900				397		243	
Approach Delay, s/veh	28.6				29.7				75.9		71.9	
Approach LOS	C				C				E		E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	86.7	24.3	25.6	11.5	93.6	17.0	32.9				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	18.3	58.1	25.3	* 34	9.1	67.3	18.9	39.8				
Max Q Clear Time (g_c+I1), s	13.7	33.3	19.3	12.2	4.8	20.0	12.2	19.3				
Green Ext Time (p_c), s	0.1	6.9	0.3	0.4	0.0	4.8	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	40.1											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	848	52	47	568	47	121	125	83	124	184	215
Future Volume (veh/h)	174	848	52	47	568	47	121	125	83	124	184	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	942	58	52	624	52	136	140	93	151	224	262
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	1161	71	123	946	79	241	253	204	188	279	390
Arrive On Green	0.13	0.34	0.34	0.07	0.29	0.29	0.14	0.14	0.14	0.25	0.25	0.25
Sat Flow, veh/h	1781	3389	209	1781	3306	275	1781	1870	1506	738	1095	1534
Grp Volume(v), veh/h	193	494	506	52	335	341	136	140	93	375	0	262
Grp Sat Flow(s), veh/h/ln	1781	1777	1821	1781	1777	1804	1781	1870	1506	1833	0	1534
Q Serve(g_s), s	10.8	25.7	25.7	2.8	16.8	16.9	7.3	7.1	5.8	19.5	0.0	15.6
Cycle Q Clear(g_c), s	10.8	25.7	25.7	2.8	16.8	16.9	7.3	7.1	5.8	19.5	0.0	15.6
Prop In Lane	1.00		0.11	1.00		0.15	1.00		1.00	0.40		1.00
Lane Grp Cap(c), veh/h	227	609	624	123	508	516	241	253	204	466	0	390
V/C Ratio(X)	0.85	0.81	0.81	0.42	0.66	0.66	0.56	0.55	0.46	0.80	0.00	0.67
Avail Cap(c_a), veh/h	377	891	913	128	646	656	579	608	490	697	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.3	30.4	30.4	45.3	31.9	31.9	41.1	41.0	40.5	35.5	0.0	34.0
Incr Delay (d2), s/veh	4.3	3.7	3.6	0.9	1.7	1.7	2.1	1.9	1.6	4.2	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	11.3	11.6	1.3	7.4	7.5	3.3	3.4	2.2	9.1	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.6	34.0	34.0	46.2	33.5	33.6	43.2	42.9	42.1	39.7	0.0	36.0
LnGrp LOS	D	C	C	D	C	C	D	D	D	D		D
Approach Vol, veh/h	1193			728			369			637		
Approach Delay, s/veh	36.2			34.5			42.8			38.2		
Approach LOS	D			C			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	39.5		31.2	17.4	33.7		19.1				
Change Period (Y+Rc), s	4.7	4.7		5.4	4.5	4.7		5.4				
Max Green Setting (Gmax), s	7.3	50.9		38.6	21.5	36.9		33.0				
Max Q Clear Time (g_c+I), s	14.8	27.7		21.5	12.8	18.9		9.3				
Green Ext Time (p_c), s	0.0	7.1		3.1	0.2	4.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				37.0								
HCM 6th LOS				D								

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	996	25	19	577	6	3	2	31	3	2	22
Future Vol, veh/h	25	996	25	19	577	6	3	2	31	3	2	22
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	71	71	71	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1132	28	22	663	7	4	3	44	5	3	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	1170	0	0	1599	1936	600	1355	1947	355
Stage 1	-	-	-	-	-	-	1212	1212	-	721	721	-
Stage 2	-	-	-	-	-	-	387	724	-	634	1226	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	908	-	-	593	-	-	71	65	444	108	64	641
Stage 1	-	-	-	-	-	-	193	253	-	385	430	-
Stage 2	-	-	-	-	-	-	608	429	-	434	249	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	899	-	-	587	-	-	60	59	436	87	59	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	59	-	87	59	-
Stage 1	-	-	-	-	-	-	185	243	-	370	410	-
Stage 2	-	-	-	-	-	-	544	409	-	370	239	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.2			0.4			24.8			21.4		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	232	899	-	-	587	-	-	261
HCM Lane V/C Ratio	0.219	0.032	-	-	0.037	-	-	0.159
HCM Control Delay (s/veh)	24.8	9.1	-	-	11.4	-	-	21.4
HCM Lane LOS	C	A	-	-	B	-	-	C
HCM 95th %tile Q (veh)	0.8	0.1	-	-	0.1	-	-	0.6

HCM 6th Signalized Intersection Summary 4: 10th St & D St

Ex PM
04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (veh/h)	17	52	9	58	87	71	8	244	44	10	270	14
Future Volume (veh/h)	17	52	9	58	87	71	8	244	44	10	270	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	56	10	67	101	83	9	274	49	12	325	17
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	333	51	198	191	131	17	425	76	22	493	26
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.28	0.28	0.01	0.28	0.28
Sat Flow, veh/h	168	1356	206	298	780	533	1781	1530	274	1781	1756	92
Grp Volume(v), veh/h	84	0	0	251	0	0	9	0	323	12	0	342
Grp Sat Flow(s),veh/h/ln	1730	0	0	1611	0	0	1781	0	1804	1781	0	1848
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	0.0	0.2	0.0	5.7	0.2	0.0	5.9
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.9	0.0	0.0	0.2	0.0	5.7	0.2	0.0	5.9
Prop In Lane	0.21		0.12	0.27		0.33	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	545	0	0	521	0	0	17	0	501	22	0	519
V/C Ratio(X)	0.15	0.00	0.00	0.48	0.00	0.00	0.53	0.00	0.64	0.54	0.00	0.66
Avail Cap(c_a), veh/h	2727	0	0	2626	0	0	377	0	3247	475	0	3428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	12.2	0.0	0.0	17.9	0.0	11.6	17.9	0.0	11.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	9.1	0.0	0.5	7.2	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	1.4	0.0	0.0	0.1	0.0	1.8	0.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	0.0	0.0	12.4	0.0	0.0	27.1	0.0	12.1	25.1	0.0	12.1
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h	84				251				332			
Approach Delay, s/veh	10.9				12.4				12.5			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	16.6		14.0	5.6	16.7		14.0				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	9.7	65.5		57.9	7.7	67.5		57.9				
Max Q Clear Time (g_c+I1), s	2.2	7.7		3.3	2.2	7.9		6.9				
Green Ext Time (p_c), s	0.0	1.4		0.3	0.0	1.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	12.4											
HCM 6th LOS	B											

Intersection

Intersection Delay, s/veh 8.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	92	9	19	149	3	21	22	24	4	31	39
Future Vol, veh/h	17	92	9	19	149	3	21	22	24	4	31	39
Peak Hour Factor	0.87	0.87	0.87	0.82	0.82	0.82	0.73	0.73	0.73	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	106	10	23	182	4	29	30	33	5	39	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	9.2	8.4	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	31%	14%	11%	5%
Vol Thru, %	33%	78%	87%	42%
Vol Right, %	36%	8%	2%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	118	171	74
LT Vol	21	17	19	4
Through Vol	22	92	149	31
RT Vol	24	9	3	39
Lane Flow Rate	92	136	209	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.173	0.262	0.117
Departure Headway (Hd)	4.689	4.584	4.531	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	781	792	788
Service Time	2.727	2.621	2.565	2.575
HCM Lane V/C Ratio	0.121	0.174	0.264	0.118
HCM Control Delay, s/veh	8.4	8.6	9.2	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	1	0.4

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	8	283	2	4	319
Future Vol, veh/h	3	8	283	2	4	319
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	46	46	89	89	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	17	318	2	4	339

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	686	339	0
Stage 1	329	-	-
Stage 2	357	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	413	703	-
Stage 1	729	-	-
Stage 2	708	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	404	690	-
Mov Cap-2 Maneuver	509	-	-
Stage 1	722	-	-
Stage 2	700	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	1217
HCM Lane V/C Ratio	-	-	0.038	0.003
HCM Control Delay (s/veh)	-	-	10.9	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	4	0	0	0	4	62	0	0	56	4
Future Vol, veh/h	3	0	4	0	0	0	4	62	0	0	56	4
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	79	79	79	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	5	0	0	0	5	78	0	0	79	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	190	190	102	193	193	98	95	0	0	88	0	0
Stage 1	92	92	-	98	98	-	-	-	-	-	-	-
Stage 2	98	98	-	95	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	770	705	953	767	702	958	1499	-	-	1508	-	-
Stage 1	915	819	-	908	814	-	-	-	-	-	-	-
Stage 2	908	814	-	912	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	753	688	935	746	685	940	1485	-	-	1494	-	-
Mov Cap-2 Maneuver	753	688	-	746	685	-	-	-	-	-	-	-
Stage 1	903	811	-	896	803	-	-	-	-	-	-	-
Stage 2	896	803	-	899	808	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.3		0		0.5		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1485	-	-	847	-	1494	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.009	-	-	-	-				
HCM Control Delay (s/veh)	7.4	0	-	9.3	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q (veh)	0	-	-	0	-	0	-	-				

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	36	0	0	41
Future Vol, veh/h	15	3	36	0	0	41
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	65	65	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	5	55	0	0	53
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	128	75	0	0	65	0
Stage 1	65	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	866	986	-	-	1537	-
Stage 1	958	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	849	967	-	-	1522	-
Mov Cap-2 Maneuver	849	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	867	1522	-	
HCM Lane V/C Ratio	-	-	0.034	-	-	
HCM Control Delay (s/veh)	-	-	9.3	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q (veh)	-	-	0.1	0	-	

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	51	1	1	0	35	15	0	1	29	29
Future Vol, veh/h	25	1	51	1	1	0	35	15	0	1	29	29
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.65	0.65	0.65	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1	65	2	2	0	54	23	0	1	34	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.4	7.5	7.8	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	32%	50%	2%
Vol Thru, %	30%	1%	50%	49%
Vol Right, %	0%	66%	0%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	77	2	59
LT Vol	35	25	1	1
Through Vol	15	1	1	29
RT Vol	0	51	0	29
Lane Flow Rate	77	97	4	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.104	0.005	0.074
Departure Headway (Hd)	4.306	3.854	4.362	3.879
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	918	809	916
Service Time	2.353	1.926	2.45	1.936
HCM Lane V/C Ratio	0.093	0.106	0.005	0.075
HCM Control Delay, s/veh	7.8	7.4	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0	0.2

HCM 6th Signalized Intersection Summary

10: 11th St & San Vicente Rd

Ex PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	2	42	145	2	15	19	87	263	2	22	253	3	
Future Volume (veh/h)	2	42	145	2	15	19	87	263	2	22	253	3	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.93	1.00		0.95	1.00		0.94	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	
Adj Flow Rate, veh/h	2	44	153	3	21	27	96	289	2	24	281	3	
Peak Hour Factor	0.95	0.95	0.95	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	4	63	220	6	131	168	121	364	3	32	377	4	
Arrive On Green	0.00	0.18	0.18	0.00	0.18	0.18	0.26	0.26	0.26	0.22	0.22	0.22	
Sat Flow, veh/h	1781	347	1205	1781	713	916	458	1378	10	145	1696	18	
Grp Volume(v), veh/h	2	0	197	3	0	48	387	0	0	308	0	0	
Grp Sat Flow(s),veh/h/ln	1781	0	1552	1781	0	1629	1845	0	0	1859	0	0	
Q Serve(g_s), s	0.1	0.0	8.0	0.1	0.0	1.7	13.1	0.0	0.0	10.4	0.0	0.0	
Cycle Q Clear(g_c), s	0.1	0.0	8.0	0.1	0.0	1.7	13.1	0.0	0.0	10.4	0.0	0.0	
Prop In Lane	1.00		0.78	1.00		0.56	0.25		0.01	0.08		0.01	
Lane Grp Cap(c), veh/h	4	0	283	6	0	299	487	0	0	414	0	0	
V/C Ratio(X)	0.51	0.00	0.70	0.52	0.00	0.16	0.79	0.00	0.00	0.74	0.00	0.00	
Avail Cap(c_a), veh/h	125	0	635	125	0	667	1480	0	0	1159	0	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	33.5	0.0	25.7	33.4	0.0	23.1	23.0	0.0	0.0	24.3	0.0	0.0	
Incr Delay (d2), s/veh	34.1	0.0	1.2	24.2	0.0	0.2	1.1	0.0	0.0	1.0	0.0	0.0	
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8	0.1	0.0	0.6	5.5	0.0	0.0	4.4	0.0	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh	67.6	0.0	26.9	57.7	0.0	23.3	24.1	0.0	0.0	25.3	0.0	0.0	
LnGrp LOS	E		C	E		C	C			C			
Approach Vol, veh/h	199		51			387			308				
Approach Delay, s/veh	27.3		25.3			24.1			25.3				
Approach LOS	C		C			C			C				
Timer - Assigned Phs	2	3	4	6		7	8						
Phs Duration (G+Y+Rc), s	22.8	5.5	18.8	20.0		5.4	18.8						
Change Period (Y+Rc), s	5.1	5.3	6.5	5.1		5.3	6.5						
Max Green Setting (Gmax), s	53.9	4.7	27.5	41.9		4.7	27.5						
Max Q Clear Time (g_c+I1), s	15.1	2.1	10.0	12.4		2.1	3.7						
Green Ext Time (p_c), s	1.2	0.0	0.7	1.2		0.0	0.2						
Intersection Summary													
HCM 6th Ctrl Delay, s/veh			25.3										
HCM 6th LOS			C										

HCM 6th Signalized Intersection Summary

11: San Vicente Rd & Hanson Ln

Ex PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	90	184	63	96	20	199	310	108	8	330	57
Future Volume (veh/h)	29	90	184	63	96	20	199	310	108	8	330	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	107	219	76	116	24	234	365	127	9	371	64
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	131	269	99	413	85	279	518	180	16	465	372
Arrive On Green	0.03	0.25	0.25	0.06	0.28	0.28	0.16	0.40	0.40	0.01	0.25	0.25
Sat Flow, veh/h	1781	526	1077	1781	1488	308	1781	1309	456	1781	1870	1499
Grp Volume(v), veh/h	35	0	326	76	0	140	234	0	492	9	371	64
Grp Sat Flow(s),veh/h/ln	1781	0	1604	1781	0	1796	1781	0	1765	1781	1870	1499
Q Serve(g_s), s	1.5	0.0	14.5	3.2	0.0	4.6	9.7	0.0	17.7	0.4	14.1	2.5
Cycle Q Clear(g_c), s	1.5	0.0	14.5	3.2	0.0	4.6	9.7	0.0	17.7	0.4	14.1	2.5
Prop In Lane	1.00		0.67	1.00		0.17	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	49	0	401	99	0	499	279	0	698	16	465	372
V/C Ratio(X)	0.71	0.00	0.81	0.77	0.00	0.28	0.84	0.00	0.70	0.55	0.80	0.17
Avail Cap(c_a), veh/h	171	0	850	305	0	1086	739	0	1644	96	1067	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.6	0.0	26.8	35.4	0.0	21.5	31.1	0.0	19.2	37.4	26.7	22.4
Incr Delay (d2), s/veh	7.0	0.0	4.0	11.8	0.0	0.1	2.6	0.0	0.5	10.5	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.5	1.6	0.0	1.8	4.0	0.0	6.2	0.2	5.7	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	43.6	0.0	30.8	47.2	0.0	21.6	33.7	0.0	19.7	48.0	27.9	22.5
LnGrp LOS	D		C	D		C	C		B	D	C	C
Approach Vol, veh/h	361					216		726		444		
Approach Delay, s/veh	32.1					30.6		24.2		27.6		
Approach LOS	C					C		C		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	24.8	16.8	25.6	6.7	26.9	5.6	36.7				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	13.0	40.2	31.5	43.3	7.3	45.9	4.1	70.7				
Max Q Clear Time (g_c+I), s	15.2	16.5	11.7	16.1	3.5	6.6	2.4	19.7				
Green Ext Time (p_c), s	0.1	1.9	0.3	1.3	0.0	0.4	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			27.5									
HCM 6th LOS			C									

APPENDIX D

TRAVEL TIME AND ROUTING INFORMATION

Best1 hr2h 47m14 hr3h 38m

Ashley Rd & 9th St, Ramona, CA 92065

Petco Park

+

Depart at

Options

7:00 AM

Thu, Apr 16

Send directions to iPhone

Copy link

via CA-67 S and CA-163 S

typically 50 min to 1 hr 20 min

Arrive around 8:20 AM

37.6 miles

via I-15 S

typically 50 min to 1 hr 25 min

Arrive around 8:25 AM

38.9 miles

via Wildcat Canyon Rd

typically 50 min to 1 hr 25 min

Arrive around 8:25 AM

37.8 miles

Details

Preview

Explore nearby Petco Park

Ashley Rd & 9th St, Ramona, CA 92065

El Cajon, California

+

Depart at

Options

7:00 AM

Thu, Apr 16

Send directions to iPhone

Copy link

via Wildcat Canyon Rd

typically 30–50 min

Arrive around 7:50 AM

23.3 miles

Details

Preview

via CA-67 S

typically 30–55 min

Arrive around 7:55 AM

25.4 miles

Explore El Cajon

Olaf Wiegborst

East County Art Association

5.0 ★ (10)

The map displays a satellite view of the El Cajon area in California. A blue line indicates a route starting from Ashley Road & 9th Street in Ramona and ending at the El Cajon Branch Library. The route is 25.4 miles long and typically takes 30-55 minutes. The map includes labels for various locations such as Ramona, Poway, Lakeside, Santee, and El Cajon. Major highways shown include Interstate 15, State Route 67, Interstate 8, and State Route 52. A scale bar at the bottom right indicates a distance of 2 miles. The Google Maps logo and copyright information are visible at the bottom.

Ashley Rd & 9th St, Ramona, CA 92065

Alpine, California

Depart at

7:00 AM

Thu, Apr 16

Options

Send directions to iPhone

Copy link

via Wildcat Canyon Rd

typically 35–50 min

Arrive around 7:50 AM

27.5 miles

Details

Preview

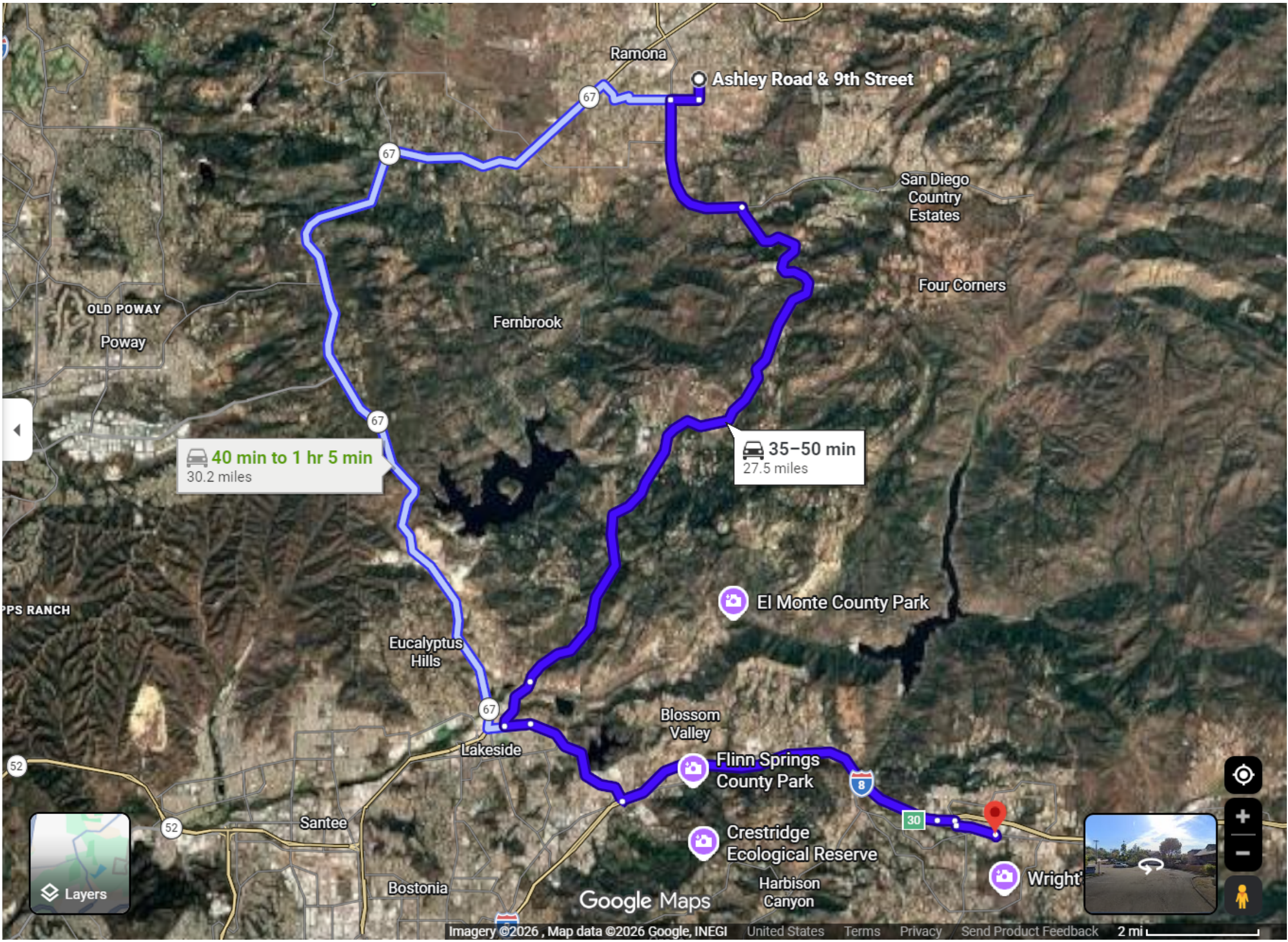
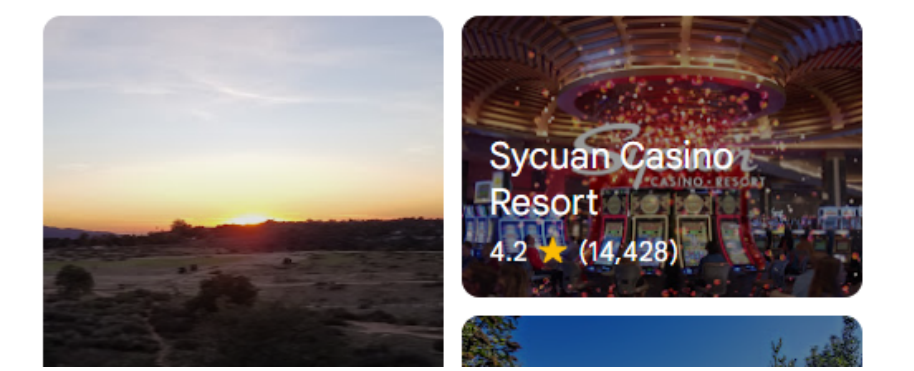
via CA-67 S

typically 40 min to 1 hr 5 min

Arrive around 8:05 AM

30.2 miles

Explore Alpine



APPENDIX E

EXISTING + PROJECT INTERSECTION ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary

Ex + P AM

04/16/2026

1: Ramona St/Day St & Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	527	113	127	737	20	270	77	209	41	78	37
Future Volume (veh/h)	10	527	113	127	737	20	270	77	209	41	78	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	635	136	141	819	22	342	97	265	51	96	46
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.79	0.79	0.79	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1181	252	165	1685	45	368	126	345	106	170	81
Arrive On Green	0.02	0.41	0.41	0.09	0.48	0.48	0.21	0.29	0.29	0.06	0.14	0.14
Sat Flow, veh/h	1781	2888	617	1781	3531	95	1781	433	1182	1781	1174	562
Grp Volume(v), veh/h	12	390	381	141	412	429	342	0	362	51	0	142
Grp Sat Flow(s),veh/h/ln	1781	1777	1728	1781	1777	1849	1781	0	1615	1781	0	1736
Q Serve(g_s), s	0.9	22.5	22.6	10.5	21.3	21.3	25.5	0.0	27.6	3.7	0.0	10.3
Cycle Q Clear(g_c), s	0.9	22.5	22.6	10.5	21.3	21.3	25.5	0.0	27.6	3.7	0.0	10.3
Prop In Lane	1.00		0.36	1.00		0.05	1.00		0.73	1.00		0.32
Lane Grp Cap(c), veh/h	43	726	707	165	848	882	368	0	471	106	0	251
V/C Ratio(X)	0.28	0.54	0.54	0.86	0.49	0.49	0.93	0.00	0.77	0.48	0.00	0.57
Avail Cap(c_a), veh/h	119	726	707	191	848	882	417	0	663	125	0	437
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.7	30.2	30.3	60.4	24.0	24.0	52.6	0.0	43.6	61.5	0.0	53.8
Incr Delay (d2), s/veh	1.3	2.8	2.9	24.2	2.0	1.9	25.7	0.0	2.0	1.3	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	9.9	9.7	5.8	9.1	9.4	13.8	0.0	11.1	1.7	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.0	33.1	33.2	84.6	26.0	25.9	78.3	0.0	45.7	62.8	0.0	54.5
LnGrp LOS	E	C	C	F	C	C	E		D	E		D
Approach Vol, veh/h	783			982			704			193		
Approach Delay, s/veh	33.6			34.4			61.5			56.7		
Approach LOS	C			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	60.3	32.6	24.9	8.0	69.5	12.7	44.8				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	14.5	35.7	31.6	* 34	9.0	41.2	9.5	55.4				
Max Q Clear Time (g_c+I1), s	12.5	24.6	27.5	12.3	2.9	23.3	5.7	29.6				
Green Ext Time (p_c), s	0.0	3.4	0.4	0.5	0.0	4.5	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				43.0								
HCM 6th LOS				D								
Notes												

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex + P AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	375	43	39	557	28	138	131	58	61	104	154
Future Volume (veh/h)	124	375	43	39	557	28	138	131	58	61	104	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	426	49	45	640	32	166	158	70	65	111	164
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	886	101	172	929	46	297	312	253	122	208	274
Arrive On Green	0.11	0.28	0.28	0.10	0.27	0.27	0.17	0.17	0.17	0.18	0.18	0.18
Sat Flow, veh/h	1781	3194	365	1781	3434	172	1781	1870	1518	678	1158	1521
Grp Volume(v), veh/h	141	236	239	45	331	341	166	158	70	176	0	164
Grp Sat Flow(s), veh/h/ln	1781	1777	1782	1781	1777	1828	1781	1870	1518	1836	0	1521
Q Serve(g_s), s	5.6	8.0	8.1	1.7	12.1	12.1	6.2	5.6	2.9	6.3	0.0	7.2
Cycle Q Clear(g_c), s	5.6	8.0	8.1	1.7	12.1	12.1	6.2	5.6	2.9	6.3	0.0	7.2
Prop In Lane	1.00		0.20	1.00		0.09	1.00		1.00	0.37		1.00
Lane Grp Cap(c), veh/h	190	493	494	172	480	494	297	312	253	330	0	274
V/C Ratio(X)	0.74	0.48	0.48	0.26	0.69	0.69	0.56	0.51	0.28	0.53	0.00	0.60
Avail Cap(c_a), veh/h	529	1279	1283	234	990	1018	827	868	705	878	0	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	21.8	21.8	30.3	23.7	23.7	27.7	27.4	26.3	26.9	0.0	27.3
Incr Delay (d2), s/veh	2.2	0.7	0.7	0.3	1.8	1.7	1.6	1.3	0.6	1.3	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.3	3.3	0.7	5.0	5.2	2.7	2.5	1.1	2.8	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	22.5	22.6	30.6	25.4	25.4	29.3	28.7	26.9	28.2	0.0	29.4
LnGrp LOS	C	C	C	C	C	C	C	C	C	C		C
Approach Vol, veh/h	616			717			394			340		
Approach Delay, s/veh	25.1			25.7			28.7			28.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	24.8		18.4	12.2	24.3		17.5				
Change Period (Y+Rc), s	4.7	4.7		5.4	4.5	4.7		5.4				
Max Green Setting (Gmax), s	52.1	52.1		34.6	21.5	40.3		33.6				
Max Q Clear Time (g_c+I1), s	10.1	10.1		9.2	7.6	14.1		8.2				
Green Ext Time (p_c), s	0.0	3.2		1.6	0.1	4.4		1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	26.6											
HCM 6th LOS	C											

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	452	35	22	591	5	13	3	19	1	2	8
Future Vol, veh/h	7	452	35	22	591	5	13	3	19	1	2	8
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	64	64	64	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	533	39	25	697	6	20	5	30	1	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	713	0	0	582	0	0	989	1342	306	1055	1358	372
Stage 1	-	-	-	-	-	-	579	579	-	760	760	-
Stage 2	-	-	-	-	-	-	410	763	-	295	598	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	883	-	-	988	-	-	201	151	690	180	148	625
Stage 1	-	-	-	-	-	-	468	499	-	364	413	-
Stage 2	-	-	-	-	-	-	589	411	-	689	489	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	875	-	-	979	-	-	185	143	677	160	140	613
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	143	-	160	140	-
Stage 1	-	-	-	-	-	-	459	490	-	357	398	-
Stage 2	-	-	-	-	-	-	554	396	-	640	480	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.1			0.3			20.1			16.5		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	875	-	-	979	-	-	328
HCM Lane V/C Ratio	0.187	0.009	-	-	0.025	-	-	0.049
HCM Control Delay (s/veh)	20.1	9.2	-	-	8.8	-	-	16.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.7	0	-	-	0.1	-	-	0.2

HCM 6th Signalized Intersection Summary

4: 10th St & D St

Ex + P AM

04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	48	14	78	66	103	8	319	62	15	225	13
Future Volume (veh/h)	14	48	14	78	66	103	8	319	62	15	225	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	1.00		0.95	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	63	18	95	80	126	10	404	78	16	247	14
Peak Hour Factor	0.76	0.76	0.76	0.82	0.82	0.82	0.79	0.79	0.79	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	343	85	205	142	174	19	516	100	29	607	34
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.01	0.34	0.34	0.02	0.35	0.35
Sat Flow, veh/h	146	1275	316	372	528	648	1781	1510	292	1781	1748	99
Grp Volume(v), veh/h	99	0	0	301	0	0	10	0	482	16	0	261
Grp Sat Flow(s),veh/h/ln	1737	0	0	1548	0	0	1781	0	1802	1781	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.0	0.3	0.0	10.9	0.4	0.0	4.9
Cycle Q Clear(g_c), s	1.9	0.0	0.0	7.8	0.0	0.0	0.3	0.0	10.9	0.4	0.0	4.9
Prop In Lane	0.18		0.18	0.32		0.42	1.00		0.16	1.00		0.05
Lane Grp Cap(c), veh/h	561	0	0	521	0	0	19	0	615	29	0	641
V/C Ratio(X)	0.18	0.00	0.00	0.58	0.00	0.00	0.54	0.00	0.78	0.56	0.00	0.41
Avail Cap(c_a), veh/h	2019	0	0	1877	0	0	224	0	2966	224	0	3041
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	0.0	14.9	0.0	0.0	22.3	0.0	13.4	22.1	0.0	11.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	8.7	0.0	0.8	6.2	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	2.4	0.0	0.0	0.1	0.0	3.7	0.2	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	0.0	0.0	15.2	0.0	0.0	30.9	0.0	14.2	28.3	0.0	11.4
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h	99				301				492			
Approach Delay, s/veh	12.9				15.2				14.6			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	21.9		17.3	5.8	22.2		17.3				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	5.7	74.5		52.9	5.7	74.5		52.9				
Max Q Clear Time (g_c+I1), s	2.4	12.9		3.9	2.3	6.9		9.8				
Green Ext Time (p_c), s	0.0	2.2		0.3	0.0	1.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	14.1											
HCM 6th LOS	B											

Intersection

Intersection Delay, s/veh 10.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	85	23	31	152	15	46	19	26	8	68	44
Future Vol, veh/h	16	85	23	31	152	15	46	19	26	8	68	44
Peak Hour Factor	0.81	0.81	0.81	0.67	0.67	0.67	0.62	0.62	0.62	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	105	28	46	227	22	74	31	42	10	81	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh 9.4		11.1	9.6	9.4
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	13%	16%	7%
Vol Thru, %	21%	69%	77%	57%
Vol Right, %	29%	19%	8%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	124	198	120
LT Vol	46	16	31	8
Through Vol	19	85	152	68
RT Vol	26	23	15	44
Lane Flow Rate	147	153	296	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.209	0.21	0.397	0.199
Departure Headway (Hd)	5.137	4.947	4.836	5.011
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	690	716	739	707
Service Time	3.23	3.036	2.912	3.103
HCM Lane V/C Ratio	0.213	0.214	0.401	0.202
HCM Control Delay, s/veh	9.6	9.4	11.1	9.4
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.8	0.8	1.9	0.7

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	23	372	7	15	283
Future Vol, veh/h	10	23	372	7	15	283
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	38	477	9	18	341

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	879	502	0	0	496
Stage 1	492	-	-	-	-
Stage 2	387	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	318	569	-	-	1068
Stage 1	615	-	-	-	-
Stage 2	686	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	306	558	-	-	1058
Mov Cap-2 Maneuver	430	-	-	-	-
Stage 1	609	-	-	-	-
Stage 2	668	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.9	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	512	1058
HCM Lane V/C Ratio	-	-	0.107	0.017
HCM Control Delay (s/veh)	-	-	12.9	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	5	9	2	1	2	18	102	5	3	85	12
Future Vol, veh/h	11	5	9	2	1	2	18	102	5	3	85	12
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	63	63	63	72	72	72	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	9	16	3	2	3	25	142	7	4	105	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	339	340	133	349	344	166	130	0	0	159	0	0
Stage 1	131	131	-	206	206	-	-	-	-	-	-	-
Stage 2	208	209	-	143	138	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	615	582	916	606	579	878	1455	-	-	1420	-	-
Stage 1	873	788	-	796	731	-	-	-	-	-	-	-
Stage 2	794	729	-	860	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	590	558	899	567	555	861	1441	-	-	1406	-	-
Mov Cap-2 Maneuver	590	558	-	567	555	-	-	-	-	-	-	-
Stage 1	849	778	-	774	710	-	-	-	-	-	-	-
Stage 2	767	708	-	824	772	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	10.8		10.6		1.1		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1441	-	-	665	653	1406	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.068	0.012	0.003	-	-				
HCM Control Delay (s/veh)	7.5	0	-	10.8	10.6	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	90	5	5	50
Future Vol, veh/h	4	4	90	5	5	50
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	40	40	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	106	6	6	59

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	200	129	0
Stage 1	119	-	-
Stage 2	81	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	789	921	-
Stage 1	906	-	-
Stage 2	942	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	770	904	-
Mov Cap-2 Maneuver	770	-	-
Stage 1	897	-	-
Stage 2	930	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.4	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	832	1451
HCM Lane V/C Ratio	-	-	0.024	0.004
HCM Control Delay (s/veh)	-	-	9.4	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	48	1	24	1	3	0	41	66	2	1	22	29
Future Vol, veh/h	48	1	24	1	3	0	41	66	2	1	22	29
Peak Hour Factor	0.84	0.84	0.84	0.33	0.33	0.33	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	1	29	3	9	0	54	87	3	2	33	44
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.6	8.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	66%	25%	2%
Vol Thru, %	61%	1%	75%	42%
Vol Right, %	2%	33%	0%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	73	4	52
LT Vol	41	48	1	1
Through Vol	66	1	3	22
RT Vol	2	24	0	29
Lane Flow Rate	143	87	12	79
Geometry Grp	1	1	1	1
Degree of Util (X)	0.169	0.105	0.015	0.087
Departure Headway (Hd)	4.231	4.37	4.571	3.986
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	825	787	904
Service Time	2.31	2.374	2.577	1.986
HCM Lane V/C Ratio	0.171	0.105	0.015	0.087
HCM Control Delay, s/veh	8.2	7.9	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.4	0	0.3

HCM 6th Signalized Intersection Summary

10: 11th St & San Vicente Rd

Ex + P AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	11	58	0	14	14	81	253	1	7	170	0
Future Volume (veh/h)	0	11	58	0	14	14	81	253	1	7	170	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.93	1.00		0.95	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	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	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	14	72	0	24	24	96	301	1	8	191	0
Peak Hour Factor	0.81	0.81	0.81	0.59	0.59	0.59	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	42	218	4	140	140	130	407	1	13	315	0
Arrive On Green	0.00	0.17	0.17	0.00	0.17	0.17	0.29	0.29	0.29	0.18	0.18	0.00
Sat Flow, veh/h	1781	249	1278	1781	824	824	445	1397	5	75	1792	0
Grp Volume(v), veh/h	0	0	86	0	0	48	398	0	0	199	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1527	1781	0	1649	1847	0	0	1867	0	0
Q Serve(g_s), s	0.0	0.0	2.3	0.0	0.0	1.1	9.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.3	0.0	0.0	1.1	9.0	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.84	1.00		0.50	0.24		0.00	0.04		0.00
Lane Grp Cap(c), veh/h	4	0	260	4	0	281	538	0	0	328	0	0
V/C Ratio(X)	0.00	0.00	0.33	0.00	0.00	0.17	0.74	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	155	0	779	155	0	842	2552	0	0	1496	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	16.8	0.0	0.0	16.3	14.7	0.0	0.0	17.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.1	0.8	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.7	0.0	0.0	0.4	3.3	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	17.1	0.0	0.0	16.4	15.5	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	B			B			B	B				
Approach Vol, veh/h	86			48			398			199		
Approach Delay, s/veh	17.1			16.4			15.5			18.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	18.5		0.0	14.3		13.2		0.0	14.3			
Change Period (Y+Rc), s	5.1		5.3	6.5		5.1		5.3	6.5			
Max Green Setting (Gmax), s	63.6		4.0	23.5		36.9		4.0	23.5			
Max Q Clear Time (g_c+I1), s	11.0		0.0	4.3		6.5		0.0	3.1			
Green Ext Time (p_c), s	1.3		0.0	0.2		0.7		0.0	0.1			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	16.5											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
11: San Vicente Rd & Hanson Ln

Ex + P AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	38	75	102	86	10	101	261	44	1	171	54
Future Volume (veh/h)	46	38	75	102	86	10	101	261	44	1	171	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	55	46	90	121	102	12	109	281	47	1	192	61
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	90	176	158	348	41	219	485	81	3	357	283
Arrive On Green	0.04	0.17	0.17	0.09	0.21	0.21	0.12	0.31	0.31	0.00	0.19	0.19
Sat Flow, veh/h	1781	537	1050	1781	1630	192	1781	1549	259	1781	1870	1483
Grp Volume(v), veh/h	55	0	136	121	0	114	109	0	328	1	192	61
Grp Sat Flow(s),veh/h/ln	1781	0	1587	1781	0	1821	1781	0	1809	1781	1870	1483
Q Serve(g_s), s	1.6	0.0	4.0	3.4	0.0	2.7	2.9	0.0	7.8	0.0	4.7	1.8
Cycle Q Clear(g_c), s	1.6	0.0	4.0	3.4	0.0	2.7	2.9	0.0	7.8	0.0	4.7	1.8
Prop In Lane	1.00		0.66	1.00		0.11	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	266	158	0	389	219	0	566	3	357	283
V/C Ratio(X)	0.73	0.00	0.51	0.77	0.00	0.29	0.50	0.00	0.58	0.29	0.54	0.22
Avail Cap(c_a), veh/h	571	0	1029	954	0	1573	943	0	2131	247	1473	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	19.4	22.8	0.0	16.9	21.0	0.0	14.8	25.5	18.7	17.5
Incr Delay (d2), s/veh	4.9	0.0	1.5	2.9	0.0	0.2	0.6	0.0	0.4	15.9	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.3	1.3	0.0	0.9	1.0	0.0	2.4	0.0	1.7	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.1	0.0	20.9	25.7	0.0	17.0	21.6	0.0	15.1	41.5	19.1	17.6
LnGrp LOS	C		C	C		B	C		B	D	B	B
Approach Vol, veh/h	191		235			437			254			
Approach Delay, s/veh	23.3		21.5			16.7			18.9			
Approach LOS	C		C			B			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	14.4	11.2	16.5	6.8	16.7	5.0	22.7				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	27.4	33.2	27.1	40.3	16.4	44.2	7.1	60.3				
Max Q Clear Time (g_c+I), s	15.4	6.0	4.9	6.7	3.6	4.7	2.0	9.8				
Green Ext Time (p_c), s	0.1	0.7	0.1	0.7	0.0	0.3	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Ex + P PM

04/16/2026

1: Ramona St/Day St & Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	960	120	122	658	47	182	64	112	99	79	24
Future Volume (veh/h)	33	960	120	122	658	47	182	64	112	99	79	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	970	121	136	731	52	202	71	124	119	95	29
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	1666	208	157	1916	136	225	105	184	141	177	54
Arrive On Green	0.04	0.53	0.53	0.09	0.57	0.57	0.13	0.18	0.18	0.08	0.13	0.13
Sat Flow, veh/h	1781	3164	395	1781	3355	239	1781	594	1038	1781	1356	414
Grp Volume(v), veh/h	33	545	546	136	387	396	202	0	195	119	0	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	1777	1817	1781	0	1632	1781	0	1770
Q Serve(g_s), s	2.8	32.4	32.5	11.7	18.5	18.5	17.3	0.0	17.3	10.2	0.0	10.2
Cycle Q Clear(g_c), s	2.8	32.4	32.5	11.7	18.5	18.5	17.3	0.0	17.3	10.2	0.0	10.2
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.64	1.00		0.23
Lane Grp Cap(c), veh/h	78	936	938	157	1014	1038	225	0	289	141	0	231
V/C Ratio(X)	0.42	0.58	0.58	0.86	0.38	0.38	0.90	0.00	0.67	0.84	0.00	0.54
Avail Cap(c_a), veh/h	105	936	938	210	1014	1038	291	0	419	217	0	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.2	25.0	25.1	69.7	18.2	18.2	66.7	0.0	59.6	70.4	0.0	63.0
Incr Delay (d2), s/veh	1.3	2.6	2.6	19.3	1.1	1.1	24.0	0.0	1.0	10.0	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	13.9	13.9	6.1	7.7	7.9	9.3	0.0	7.2	5.1	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.5	27.7	27.7	89.0	19.3	19.3	90.8	0.0	60.6	80.4	0.0	63.8
LnGrp LOS	E	C	C	F	B	B	F		E	F		E
Approach Vol, veh/h	1124			919			397			243		
Approach Delay, s/veh	29.0			29.6			75.9			71.9		
Approach LOS	C			C			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.4	86.7	24.3	25.6	11.5	93.6	17.0	32.9				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	18.3	58.1	25.3	* 34	9.1	67.3	18.9	39.8				
Max Q Clear Time (g_c+I1), s	13.7	34.5	19.3	12.2	4.8	20.5	12.2	19.3				
Green Ext Time (p_c), s	0.1	7.1	0.3	0.4	0.0	5.0	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay, s/veh 40.1

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex + P PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	848	80	47	568	47	138	127	83	124	188	215
Future Volume (veh/h)	174	848	80	47	568	47	138	127	83	124	188	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	942	89	52	624	52	155	143	93	151	229	262
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	225	1141	108	117	960	80	253	266	215	184	280	388
Arrive On Green	0.13	0.35	0.35	0.07	0.29	0.29	0.14	0.14	0.14	0.25	0.25	0.25
Sat Flow, veh/h	1781	3266	309	1781	3306	275	1781	1870	1509	729	1105	1534
Grp Volume(v), veh/h	193	512	519	52	335	341	155	143	93	380	0	262
Grp Sat Flow(s), veh/h/ln	1781	1777	1798	1781	1777	1804	1781	1870	1509	1834	0	1534
Q Serve(g_s), s	11.3	28.1	28.1	3.0	17.6	17.6	8.7	7.6	6.0	20.8	0.0	16.4
Cycle Q Clear(g_c), s	11.3	28.1	28.1	3.0	17.6	17.6	8.7	7.6	6.0	20.8	0.0	16.4
Prop In Lane	1.00		0.17	1.00		0.15	1.00		1.00	0.40		1.00
Lane Grp Cap(c), veh/h	225	621	628	117	516	524	253	266	215	464	0	388
V/C Ratio(X)	0.86	0.83	0.83	0.44	0.65	0.65	0.61	0.54	0.43	0.82	0.00	0.67
Avail Cap(c_a), veh/h	360	849	859	122	615	625	552	579	468	665	0	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.6	31.7	31.7	47.9	33.1	33.1	42.9	42.4	41.8	37.5	0.0	35.8
Incr Delay (d2), s/veh	6.4	4.9	4.8	1.0	1.8	1.8	2.4	1.7	1.4	5.4	0.0	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	12.6	12.8	1.4	7.7	7.9	4.0	3.6	2.3	9.9	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	36.6	36.6	48.9	34.9	34.9	45.3	44.1	43.1	42.9	0.0	37.9
LnGrp LOS	D	D	D	D	C	C	D	D	D	D		D
Approach Vol, veh/h	1224			728			391			642		
Approach Delay, s/veh	39.0			35.9			44.4			40.8		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	41.9		32.4	18.0	35.6		20.6				
Change Period (Y+Rc), s	4.7	4.7		5.4	4.5	4.7		5.4				
Max Green Setting (Gmax), s	7.3	50.9		38.6	21.5	36.9		33.0				
Max Q Clear Time (g_c+I1), s	15.0	30.1		22.8	13.3	19.6		10.7				
Green Ext Time (p_c), s	0.0	7.1		3.0	0.2	4.0		1.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				39.3								
HCM 6th LOS				D								

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	996	25	25	577	6	3	2	34	3	2	22
Future Vol, veh/h	25	996	25	25	577	6	3	2	34	3	2	22
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	71	71	71	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	1143	28	29	663	7	4	3	48	5	3	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	680	0	0	1181	0	0	1624	1961	606	1374	1972	355
Stage 1	-	-	-	-	-	-	1223	1223	-	735	735	-
Stage 2	-	-	-	-	-	-	401	738	-	639	1237	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	908	-	-	587	-	-	68	63	440	105	62	641
Stage 1	-	-	-	-	-	-	190	250	-	377	424	-
Stage 2	-	-	-	-	-	-	597	422	-	431	246	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	899	-	-	581	-	-	57	57	432	83	56	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	57	-	83	56	-
Stage 1	-	-	-	-	-	-	182	240	-	362	399	-
Stage 2	-	-	-	-	-	-	527	397	-	363	236	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.2			0.5			25			22		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	899	-	-	581	-	-	253
HCM Lane V/C Ratio	0.235	0.032	-	-	0.049	-	-	0.164
HCM Control Delay (s/veh)	25	9.1	-	-	11.5	-	-	22
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th %tile Q (veh)	0.9	0.1	-	-	0.2	-	-	0.6

HCM 6th Signalized Intersection Summary 4: 10th St & D St

Ex + P PM
04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Traffic Volume (veh/h)	17	52	9	58	87	84	8	250	44	32	280	14
Future Volume (veh/h)	17	52	9	58	87	84	8	250	44	32	280	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	56	10	67	101	98	9	281	49	39	337	17
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	342	52	187	185	149	17	420	73	63	527	27
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.27	0.27	0.04	0.30	0.30
Sat Flow, veh/h	168	1358	206	279	736	592	1781	1537	268	1781	1760	89
Grp Volume(v), veh/h	84	0	0	266	0	0	9	0	330	39	0	354
Grp Sat Flow(s),veh/h/ln	1733	0	0	1606	0	0	1781	0	1805	1781	0	1849
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	0.0	0.2	0.0	6.3	0.8	0.0	6.4
Cycle Q Clear(g_c), s	1.4	0.0	0.0	5.6	0.0	0.0	0.2	0.0	6.3	0.8	0.0	6.4
Prop In Lane	0.21		0.12	0.25		0.37	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	550	0	0	522	0	0	17	0	494	63	0	553
V/C Ratio(X)	0.15	0.00	0.00	0.51	0.00	0.00	0.53	0.00	0.67	0.62	0.00	0.64
Avail Cap(c_a), veh/h	2574	0	0	2477	0	0	356	0	3072	449	0	3243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	12.8	0.0	0.0	19.0	0.0	12.4	18.3	0.0	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	9.2	0.0	0.6	3.6	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.7	0.0	0.0	0.1	0.0	2.1	0.4	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	0.0	13.1	0.0	0.0	28.2	0.0	13.0	21.9	0.0	12.1
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h	84				266				339			
Approach Delay, s/veh	11.3				13.1				13.4			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	17.0		14.8	5.7	18.0		14.8				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	9.7	65.5		57.9	7.7	67.5		57.9				
Max Q Clear Time (g_c+I1), s	2.8	8.3		3.4	2.2	8.4		7.6				
Green Ext Time (p_c), s	0.0	1.4		0.3	0.0	1.5		0.9				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	13.1											
HCM 6th LOS	B											

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	92	31	21	149	3	34	25	26	4	37	39
Future Vol, veh/h	17	92	31	21	149	3	34	25	26	4	37	39
Peak Hour Factor	0.87	0.87	0.87	0.82	0.82	0.82	0.73	0.73	0.73	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	106	36	26	182	4	47	34	36	5	46	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.8	9.4	8.8	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	12%	12%	5%
Vol Thru, %	29%	66%	86%	46%
Vol Right, %	31%	22%	2%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	140	173	80
LT Vol	34	17	21	4
Through Vol	25	92	149	37
RT Vol	26	31	3	39
Lane Flow Rate	116	161	211	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.205	0.273	0.13
Departure Headway (Hd)	4.82	4.592	4.652	4.667
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	779	770	765
Service Time	2.87	2.638	2.695	2.718
HCM Lane V/C Ratio	0.157	0.207	0.274	0.131
HCM Control Delay, s/veh	8.8	8.8	9.4	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.8	1.1	0.4

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	14	283	2	14	319
Future Vol, veh/h	3	14	283	2	14	319
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	46	46	89	89	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	30	318	2	15	339
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	708	339	0	0	330	0
Stage 1	329	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	401	703	-	-	1229	-
Stage 1	729	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	690	-	-	1217	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s/v	10.9	0		0.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	645	1217	-	
HCM Lane V/C Ratio	-	-	0.057	0.012	-	
HCM Control Delay (s/veh)	-	-	10.9	8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q (veh)	-	-	0.2	0	-	

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	0	14	0	0	0	10	80	0	0	86	4
Future Vol, veh/h	3	0	14	0	0	0	10	80	0	0	86	4
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	79	79	79	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	16	0	0	0	13	101	0	0	121	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	271	271	144	279	274	121	137	0	0	111	0	0
Stage 1	134	134	-	137	137	-	-	-	-	-	-	-
Stage 2	137	137	-	142	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	682	636	903	673	633	930	1447	-	-	1479	-	-
Stage 1	869	785	-	866	783	-	-	-	-	-	-	-
Stage 2	866	783	-	861	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	617	886	643	614	912	1433	-	-	1465	-	-
Mov Cap-2 Maneuver	664	617	-	643	614	-	-	-	-	-	-	-
Stage 1	852	777	-	850	767	-	-	-	-	-	-	-
Stage 2	849	767	-	837	775	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.4		0		0.8		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1433	-	-	837	-	1465	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.023	-	-	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.4	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q (veh)	0	-	-	0.1	-	0	-	-				

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	3	60	0	0	81
Future Vol, veh/h	15	3	60	0	0	81
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	65	65	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	5	92	0	0	105

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	217	112	0
Stage 1	102	-	-
Stage 2	115	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	771	941	-
Stage 1	922	-	-
Stage 2	910	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	756	923	-
Mov Cap-2 Maneuver	756	-	-
Stage 1	913	-	-
Stage 2	901	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1476
HCM Lane V/C Ratio	-	-	0.038	-
HCM Control Delay (s/veh)	-	-	9.8	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	1	56	1	1	0	38	39	0	1	69	29
Future Vol, veh/h	25	1	56	1	1	0	38	39	0	1	69	29
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.65	0.65	0.65	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	1	71	2	2	0	58	60	0	1	80	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.7	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	30%	50%	1%
Vol Thru, %	51%	1%	50%	70%
Vol Right, %	0%	68%	0%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	82	2	99
LT Vol	38	25	1	1
Through Vol	39	1	1	69
RT Vol	0	56	0	29
Lane Flow Rate	118	104	4	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.142	0.118	0.005	0.129
Departure Headway (Hd)	4.31	4.107	4.665	4.04
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	878	771	874
Service Time	2.388	2.107	2.668	2.126
HCM Lane V/C Ratio	0.144	0.118	0.005	0.132
HCM Control Delay, s/veh	8.1	7.7	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0	0.4

HCM 6th Signalized Intersection Summary

10: 11th St & San Vicente Rd

Ex + P PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	42	145	2	15	19	87	263	2	22	253	3
Future Volume (veh/h)	2	42	145	2	15	19	87	263	2	22	253	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.93	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	44	153	3	21	27	96	289	2	24	281	3
Peak Hour Factor	0.95	0.95	0.95	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	63	220	6	131	168	121	364	3	32	377	4
Arrive On Green	0.00	0.18	0.18	0.00	0.18	0.18	0.26	0.26	0.26	0.22	0.22	0.22
Sat Flow, veh/h	1781	347	1205	1781	713	916	458	1378	10	145	1696	18
Grp Volume(v), veh/h	2	0	197	3	0	48	387	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1552	1781	0	1629	1845	0	0	1859	0	0
Q Serve(g_s), s	0.1	0.0	8.0	0.1	0.0	1.7	13.1	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	8.0	0.1	0.0	1.7	13.1	0.0	0.0	10.4	0.0	0.0
Prop In Lane	1.00		0.78	1.00		0.56	0.25		0.01	0.08		0.01
Lane Grp Cap(c), veh/h	4	0	283	6	0	299	487	0	0	414	0	0
V/C Ratio(X)	0.51	0.00	0.70	0.52	0.00	0.16	0.79	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	125	0	635	125	0	667	1480	0	0	1159	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	33.5	0.0	25.7	33.4	0.0	23.1	23.0	0.0	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	34.1	0.0	1.2	24.2	0.0	0.2	1.1	0.0	0.0	1.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.8	0.1	0.0	0.6	5.5	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.6	0.0	26.9	57.7	0.0	23.3	24.1	0.0	0.0	25.3	0.0	0.0
LnGrp LOS	E		C	E		C	C			C		
Approach Vol, veh/h	199		51			387			308			
Approach Delay, s/veh	27.3		25.3			24.1			25.3			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	22.8		5.5	18.8		20.0		5.4	18.8			
Change Period (Y+Rc), s	5.1		5.3	6.5		5.1		5.3	6.5			
Max Green Setting (Gmax), s	53.9		4.7	27.5		41.9		4.7	27.5			
Max Q Clear Time (g_c+I1), s	15.1		2.1	10.0		12.4		2.1	3.7			
Green Ext Time (p_c), s	1.2		0.0	0.7		1.2		0.0	0.2			
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			25.3									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

11: San Vicente Rd & Hanson Ln

Ex + P PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	93	184	67	98	20	199	310	115	8	330	57
Future Volume (veh/h)	29	93	184	67	98	20	199	310	115	8	330	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	111	219	81	118	24	234	365	135	9	371	64
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	135	267	105	422	86	278	507	188	16	463	371
Arrive On Green	0.03	0.25	0.25	0.06	0.28	0.28	0.16	0.39	0.39	0.01	0.25	0.25
Sat Flow, veh/h	1781	540	1066	1781	1493	304	1781	1285	475	1781	1870	1499
Grp Volume(v), veh/h	35	0	330	81	0	142	234	0	500	9	371	64
Grp Sat Flow(s),veh/h/ln	1781	0	1607	1781	0	1797	1781	0	1760	1781	1870	1499
Q Serve(g_s), s	1.5	0.0	14.9	3.4	0.0	4.7	9.8	0.0	18.4	0.4	14.3	2.6
Cycle Q Clear(g_c), s	1.5	0.0	14.9	3.4	0.0	4.7	9.8	0.0	18.4	0.4	14.3	2.6
Prop In Lane	1.00		0.66	1.00		0.17	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	49	0	403	105	0	508	278	0	695	16	463	371
V/C Ratio(X)	0.72	0.00	0.82	0.77	0.00	0.28	0.84	0.00	0.72	0.56	0.80	0.17
Avail Cap(c_a), veh/h	169	0	841	301	0	1074	730	0	1620	95	1054	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	0.0	27.1	35.6	0.0	21.5	31.5	0.0	19.7	37.9	27.1	22.7
Incr Delay (d2), s/veh	7.1	0.0	4.2	11.1	0.0	0.1	2.7	0.0	0.5	10.6	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	5.6	1.7	0.0	1.8	4.0	0.0	6.5	0.2	5.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.2	0.0	31.3	46.7	0.0	21.6	34.1	0.0	20.2	48.5	28.4	22.8
LnGrp LOS	D		C	D		C	C		C	D	C	C
Approach Vol, veh/h	365			223			734			444		
Approach Delay, s/veh	32.5			30.7			24.6			28.0		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	25.1	16.9	25.7	6.7	27.5	5.6	37.0				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	13.0	40.2	31.5	43.3	7.3	45.9	4.1	70.7				
Max Q Clear Time (g_c+I), s	15.4	16.9	11.8	16.3	3.5	6.7	2.4	20.4				
Green Ext Time (p_c), s	0.1	2.0	0.3	1.3	0.0	0.4	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	27.9
HCM 6th LOS	C

APPENDIX F

EXISTING + PROJECT + CUMULATIVE INTERSECTION ANALYSIS WORKSHEETS

HCM 6th Signalized Intersection Summary

Ex + P + C AM

04/16/2026

1: Ramona St/Day St & Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	559	120	135	781	21	287	82	222	44	83	39
Future Volume (veh/h)	11	559	120	135	781	21	287	82	222	44	83	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.97	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	673	145	150	868	23	363	104	281	54	102	48
Peak Hour Factor	0.83	0.83	0.83	0.90	0.90	0.90	0.79	0.79	0.79	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1124	242	174	1631	43	387	134	361	106	175	82
Arrive On Green	0.03	0.39	0.39	0.10	0.46	0.46	0.22	0.31	0.31	0.06	0.15	0.15
Sat Flow, veh/h	1781	2883	620	1781	3532	94	1781	437	1180	1781	1182	556
Grp Volume(v), veh/h	13	414	404	150	437	454	363	0	385	54	0	150
Grp Sat Flow(s),veh/h/ln	1781	1777	1727	1781	1777	1849	1781	0	1617	1781	0	1738
Q Serve(g_s), s	1.0	25.1	25.1	11.2	23.7	23.7	27.0	0.0	29.3	4.0	0.0	10.9
Cycle Q Clear(g_c), s	1.0	25.1	25.1	11.2	23.7	23.7	27.0	0.0	29.3	4.0	0.0	10.9
Prop In Lane	1.00		0.36	1.00		0.05	1.00		0.73	1.00		0.32
Lane Grp Cap(c), veh/h	46	693	673	174	820	854	387	0	495	106	0	257
V/C Ratio(X)	0.28	0.60	0.60	0.86	0.53	0.53	0.94	0.00	0.78	0.51	0.00	0.58
Avail Cap(c_a), veh/h	119	693	673	191	820	854	417	0	663	125	0	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.5	32.8	32.8	60.0	25.9	25.9	51.9	0.0	42.7	61.6	0.0	53.7
Incr Delay (d2), s/veh	1.2	3.8	3.9	27.2	2.5	2.4	27.9	0.0	2.8	1.4	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	11.2	10.9	6.3	10.2	10.6	14.8	0.0	11.9	1.9	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	65.8	36.6	36.7	87.2	28.4	28.3	79.8	0.0	45.5	63.0	0.0	54.4
LnGrp LOS	E	D	D	F	C	C	E		D	E		D
Approach Vol, veh/h	831					1041		748		204		
Approach Delay, s/veh	37.1					36.8		62.2		56.7		
Approach LOS	D					D		E		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	57.7	34.0	25.4	8.2	67.4	12.7	46.7				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	14.5	35.7	31.6	* 34	9.0	41.2	9.5	55.4				
Max Q Clear Time (g_c+I1), s	13.2	27.1	29.0	12.9	3.0	25.7	6.0	31.3				
Green Ext Time (p_c), s	0.0	3.1	0.3	0.5	0.0	4.6	0.0	1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	45.1											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex + P + C AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	398	45	41	591	30	145	139	62	65	110	163
Future Volume (veh/h)	132	398	45	41	591	30	145	139	62	65	110	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No				No		No				No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	452	51	47	679	34	175	167	75	69	117	173
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.83	0.83	0.83	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	934	105	163	947	47	301	316	257	125	211	278
Arrive On Green	0.11	0.29	0.29	0.09	0.28	0.28	0.17	0.17	0.17	0.18	0.18	0.18
Sat Flow, veh/h	1781	3202	359	1781	3434	172	1781	1870	1518	681	1155	1522
Grp Volume(v), veh/h	150	250	253	47	351	362	175	167	75	186	0	173
Grp Sat Flow(s),veh/h/ln	1781	1777	1784	1781	1777	1829	1781	1870	1518	1836	0	1522
Q Serve(g_s), s	6.2	8.8	9.0	1.9	13.6	13.6	6.9	6.2	3.3	7.0	0.0	8.0
Cycle Q Clear(g_c), s	6.2	8.8	9.0	1.9	13.6	13.6	6.9	6.2	3.3	7.0	0.0	8.0
Prop In Lane	1.00		0.20	1.00		0.09	1.00		1.00	0.37		1.00
Lane Grp Cap(c), veh/h	196	518	520	163	490	504	301	316	257	336	0	278
V/C Ratio(X)	0.77	0.48	0.49	0.29	0.72	0.72	0.58	0.53	0.29	0.55	0.00	0.62
Avail Cap(c_a), veh/h	502	1212	1217	222	938	965	784	823	668	832	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	22.3	22.3	32.4	25.0	25.0	29.2	28.9	27.7	28.4	0.0	28.8
Incr Delay (d2), s/veh	2.3	0.7	0.7	0.4	2.0	1.9	1.8	1.4	0.6	1.4	0.0	2.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	3.6	3.7	0.8	5.7	5.9	3.0	2.8	1.2	3.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.4	23.0	23.0	32.7	26.9	26.9	31.0	30.3	28.3	29.8	0.0	31.0
LnGrp LOS	D	C	C	C	C	C	C	C	C	C		C
Approach Vol, veh/h	653				760		417				359	
Approach Delay, s/veh	25.9				27.3		30.2				30.4	
Approach LOS	C				C		C				C	
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	1.7	27.0	19.4		12.9	25.8	18.3					
Change Period (Y+Rc), s	4.7	4.7	5.4		4.5	4.7	5.4					
Max Green Setting (Gmax), s	52.1	52.1	34.6		21.5	40.3	33.6					
Max Q Clear Time (g_c+I), s	11.0	11.0	10.0		8.2	15.6	8.9					
Green Ext Time (p_c), s	0.0	3.4	1.7		0.2	4.7	1.7					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			27.9									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	480	37	23	627	5	14	3	20	1	2	8
Future Vol, veh/h	7	480	37	23	627	5	14	3	20	1	2	8
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	64	64	64	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	539	42	26	704	6	22	5	31	1	3	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	720	0	0	591	0	0	1002	1358	311	1067	1376	375
Stage 1	-	-	-	-	-	-	586	586	-	769	769	-
Stage 2	-	-	-	-	-	-	416	772	-	298	607	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	877	-	-	981	-	-	197	148	685	176	144	623
Stage 1	-	-	-	-	-	-	463	495	-	360	409	-
Stage 2	-	-	-	-	-	-	585	407	-	686	485	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	869	-	-	972	-	-	181	140	672	156	136	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	181	140	-	156	136	-
Stage 1	-	-	-	-	-	-	454	486	-	353	394	-
Stage 2	-	-	-	-	-	-	549	392	-	636	476	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.1			0.3			20.6			16.8		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	869	-	-	972	-	-	322
HCM Lane V/C Ratio	0.201	0.009	-	-	0.027	-	-	0.05
HCM Control Delay (s/veh)	20.6	9.2	-	-	8.8	-	-	16.8
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q (veh)	0.7	0	-	-	0.1	-	-	0.2

HCM 6th Signalized Intersection Summary

4: 10th St & D St

Ex + P + C AM

04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	51	15	83	70	108	8	338	66	15	239	14
Future Volume (veh/h)	15	51	15	83	70	108	8	338	66	15	239	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.99		0.95	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	67	20	101	85	132	10	428	84	16	263	15
Peak Hour Factor	0.76	0.76	0.76	0.82	0.82	0.82	0.79	0.79	0.79	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	134	347	90	205	144	177	19	531	104	29	626	36
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.01	0.35	0.35	0.02	0.36	0.36
Sat Flow, veh/h	161	1254	325	380	523	641	1781	1506	295	1781	1747	100
Grp Volume(v), veh/h	107	0	0	318	0	0	10	0	512	16	0	278
Grp Sat Flow(s),veh/h/ln	1741	0	0	1544	0	0	1781	0	1801	1781	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.3	0.0	12.2	0.4	0.0	5.4
Cycle Q Clear(g_c), s	2.2	0.0	0.0	8.8	0.0	0.0	0.3	0.0	12.2	0.4	0.0	5.4
Prop In Lane	0.19		0.19	0.32		0.42	1.00		0.16	1.00		0.05
Lane Grp Cap(c), veh/h	571	0	0	526	0	0	19	0	636	29	0	662
V/C Ratio(X)	0.19	0.00	0.00	0.60	0.00	0.00	0.54	0.00	0.81	0.56	0.00	0.42
Avail Cap(c_a), veh/h	1914	0	0	1781	0	0	213	0	2817	213	0	2889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	15.6	0.0	0.0	23.5	0.0	13.9	23.3	0.0	11.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	8.8	0.0	0.9	6.3	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	2.7	0.0	0.0	0.1	0.0	4.2	0.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.3	0.0	0.0	16.0	0.0	0.0	32.2	0.0	14.9	29.5	0.0	11.7
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h		107			318			522			294	
Approach Delay, s/veh		13.3			16.0			15.2			12.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	23.3		18.3	5.8	23.6		18.3				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	5.7	74.5		52.9	5.7	74.5		52.9				
Max Q Clear Time (g_c+I1), s	2.4	14.2		4.2	2.3	7.4		10.8				
Green Ext Time (p_c), s	0.0	2.4		0.3	0.0	1.1		1.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh				14.6								
HCM 6th LOS				B								

Intersection												
Intersection Delay, s/veh10.6												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	90	24	33	161	16	48	20	27	8	72	47
Future Vol, veh/h	17	90	24	33	161	16	48	20	27	8	72	47
Peak Hour Factor	0.81	0.81	0.81	0.67	0.67	0.67	0.62	0.62	0.62	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	111	30	49	240	24	77	32	44	10	86	56
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh9.7		11.8	9.9	9.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	13%	16%	6%
Vol Thru, %	21%	69%	77%	57%
Vol Right, %	28%	18%	8%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	131	210	127
LT Vol	48	17	33	8
Through Vol	20	90	161	72
RT Vol	27	24	16	47
Lane Flow Rate	153	162	313	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.227	0.23	0.436	0.218
Departure Headway (Hd)	5.334	5.126	5.005	5.202
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	700	724	689
Service Time	3.366	3.156	3.005	3.235
HCM Lane V/C Ratio	0.227	0.231	0.432	0.219
HCM Control Delay, s/veh	9.9	9.7	11.8	9.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	0.9	2.2	0.8

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	24	395	7	16	300
Future Vol, veh/h	11	24	395	7	16	300
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	60	78	78	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	40	506	9	19	361

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	930	531	0	0	525
Stage 1	521	-	-	-	-
Stage 2	409	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	297	548	-	-	1042
Stage 1	596	-	-	-	-
Stage 2	671	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	286	538	-	-	1032
Mov Cap-2 Maneuver	413	-	-	-	-
Stage 1	590	-	-	-	-
Stage 2	653	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1032
HCM Lane V/C Ratio	-	-	0.119	0.019
HCM Control Delay (s/veh)	-	-	13.3	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	5	9	2	1	2	19	107	5	3	90	13
Future Vol, veh/h	12	5	9	2	1	2	19	107	5	3	90	13
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	55	55	55	63	63	63	72	72	72	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	9	16	3	2	3	26	149	7	4	111	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	354	355	139	365	360	173	137	0	0	166	0	0
Stage 1	137	137	-	215	215	-	-	-	-	-	-	-
Stage 2	217	218	-	150	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	601	571	909	591	567	871	1447	-	-	1412	-	-
Stage 1	866	783	-	787	725	-	-	-	-	-	-	-
Stage 2	785	723	-	853	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	576	547	892	552	543	854	1433	-	-	1399	-	-
Mov Cap-2 Maneuver	576	547	-	552	543	-	-	-	-	-	-	-
Stage 1	841	773	-	764	703	-	-	-	-	-	-	-
Stage 2	757	701	-	817	767	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	11		10.7		1.1		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1433	-	-	649	640	1399	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.073	0.012	0.003	-	-				
HCM Control Delay (s/veh)	7.6	0	-	11	10.7	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0	0	-	-				

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	93	5	5	52
Future Vol, veh/h	4	4	93	5	5	52
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	40	40	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	10	109	6	6	61

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	205	132	0
Stage 1	122	-	-
Stage 2	83	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	783	917	-
Stage 1	903	-	-
Stage 2	940	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	764	900	-
Mov Cap-2 Maneuver	764	-	-
Stage 1	894	-	-
Stage 2	928	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.5	0	0.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	826	1448
HCM Lane V/C Ratio	-	-	0.024	0.004
HCM Control Delay (s/veh)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	1	25	1	3	2	43	68	2	1	23	31
Future Vol, veh/h	51	1	25	1	3	2	43	68	2	1	23	31
Peak Hour Factor	0.84	0.84	0.84	0.33	0.33	0.33	0.76	0.76	0.76	0.66	0.66	0.66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	1	30	3	9	6	57	89	3	2	35	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.5	8.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	66%	17%	2%
Vol Thru, %	60%	1%	50%	42%
Vol Right, %	2%	32%	33%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	77	6	55
LT Vol	43	51	1	1
Through Vol	68	1	3	23
RT Vol	2	25	2	31
Lane Flow Rate	149	92	18	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.112	0.022	0.093
Departure Headway (Hd)	4.254	4.402	4.382	4.008
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	818	820	898
Service Time	2.344	2.409	2.391	2.016
HCM Lane V/C Ratio	0.179	0.112	0.022	0.092
HCM Control Delay, s/veh	8.3	8	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.4	0.1	0.3

HCM 6th Signalized Intersection Summary
10: 11th St & San Vicente Rd

Ex + P + C AM

04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	12	62	2	15	15	86	268	1	7	180	2
Future Volume (veh/h)	2	12	62	2	15	15	86	268	1	7	180	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.92	1.00		0.92	1.00		0.95	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	15	77	3	25	25	102	319	1	8	202	2
Peak Hour Factor	0.81	0.81	0.81	0.59	0.59	0.59	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	35	182	6	118	118	130	406	1	12	314	3
Arrive On Green	0.00	0.14	0.14	0.00	0.14	0.14	0.29	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	1781	247	1267	1781	820	820	446	1396	4	70	1774	18
Grp Volume(v), veh/h	2	0	92	3	0	50	422	0	0	212	0	0
Grp Sat Flow(s), veh/h/ln	1781	0	1514	1781	0	1640	1847	0	0	1862	0	0
Q Serve(g_s), s	0.1	0.0	3.2	0.1	0.0	1.5	12.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	3.2	0.1	0.0	1.5	12.0	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		0.84	1.00		0.50	0.24		0.00	0.04		0.01
Lane Grp Cap(c), veh/h	4	0	217	6	0	237	537	0	0	330	0	0
V/C Ratio(X)	0.51	0.00	0.42	0.52	0.00	0.21	0.79	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	125	0	623	125	0	675	2058	0	0	1204	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.4	0.0	22.3	28.4	0.0	21.6	18.6	0.0	0.0	21.8	0.0	0.0
Incr Delay (d2), s/veh	33.9	0.0	0.5	24.0	0.0	0.2	1.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.1	0.0	0.5	4.7	0.0	0.0	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.3	0.0	22.8	52.4	0.0	21.7	19.6	0.0	0.0	22.6	0.0	0.0
LnGrp LOS	E		C	D		C	B			C		
Approach Vol, veh/h	94			53			422			212		
Approach Delay, s/veh	23.6			23.4			19.6			22.6		
Approach LOS	C			C			B			C		
Timer - Assigned Phs	2	3	4			6	7	8				
Phs Duration (G+Y+Rc), s	21.7	5.5	14.7			15.2	5.4	14.7				
Change Period (Y+Rc), s	5.1	5.3	6.5			5.1	5.3	6.5				
Max Green Setting (Gmax), s	63.6	4.0	23.5			36.9	4.0	23.5				
Max Q Clear Time (g_c+I1), s	14.0	2.1	5.2			8.0	2.1	3.5				
Green Ext Time (p_c), s	1.3	0.0	0.3			0.8	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	21.1											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

11: San Vicente Rd & Hanson Ln

Ex + P + C AM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	40	80	108	91	11	107	277	47	1	181	57
Future Volume (veh/h)	49	40	80	108	91	11	107	277	47	1	181	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.94	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	48	96	129	108	13	115	298	51	1	203	64
Peak Hour Factor	0.83	0.83	0.83	0.84	0.84	0.84	0.93	0.93	0.93	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	90	181	168	360	43	220	489	84	3	364	288
Arrive On Green	0.04	0.17	0.17	0.09	0.22	0.22	0.12	0.32	0.32	0.00	0.19	0.19
Sat Flow, veh/h	1781	529	1058	1781	1625	196	1781	1543	264	1781	1870	1484
Grp Volume(v), veh/h	59	0	144	129	0	121	115	0	349	1	203	64
Grp Sat Flow(s),veh/h/ln	1781	0	1586	1781	0	1821	1781	0	1807	1781	1870	1484
Q Serve(g_s), s	1.7	0.0	4.4	3.7	0.0	2.9	3.2	0.0	8.6	0.0	5.2	1.9
Cycle Q Clear(g_c), s	1.7	0.0	4.4	3.7	0.0	2.9	3.2	0.0	8.6	0.0	5.2	1.9
Prop In Lane	1.00		0.67	1.00		0.11	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	78	0	271	168	0	403	220	0	573	3	364	288
V/C Ratio(X)	0.75	0.00	0.53	0.77	0.00	0.30	0.52	0.00	0.61	0.30	0.56	0.22
Avail Cap(c_a), veh/h	554	0	998	925	0	1525	915	0	2066	240	1429	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	20.0	23.3	0.0	17.1	21.7	0.0	15.3	26.3	19.2	17.9
Incr Delay (d2), s/veh	5.4	0.0	1.6	2.7	0.0	0.2	0.7	0.0	0.4	17.1	0.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.5	1.5	0.0	1.0	1.2	0.0	2.7	0.0	1.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	0.0	21.6	26.1	0.0	17.3	22.4	0.0	15.7	43.4	19.7	18.0
LnGrp LOS	C		C	C		B	C		B	D	B	B
Approach Vol, veh/h	203		250				464				268	
Approach Delay, s/veh	24.1		21.8				17.3				19.4	
Approach LOS	C		C				B				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	14.8	11.4	17.0	6.9	17.5	5.0	23.4				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	27.4	33.2	27.1	40.3	16.4	44.2	7.1	60.3				
Max Q Clear Time (g_c+I), s	15.5	6.4	5.2	7.2	3.7	4.9	2.0	10.6				
Green Ext Time (p_c), s	0.1	0.8	0.1	0.7	0.0	0.4	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			19.9									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

Ex + P + C PM

04/16/2026

1: Ramona St/Day St & Main St

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	1017	127	129	697	50	193	68	119	105	84	25
Future Volume (veh/h)	35	1017	127	129	697	50	193	68	119	105	84	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	1027	128	143	774	56	214	76	132	127	101	30
Peak Hour Factor	0.99	0.99	0.99	0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	1625	202	164	1879	136	237	109	189	149	181	54
Arrive On Green	0.05	0.51	0.51	0.09	0.56	0.56	0.13	0.18	0.18	0.08	0.13	0.13
Sat Flow, veh/h	1781	3165	394	1781	3351	242	1781	597	1036	1781	1366	406
Grp Volume(v), veh/h	35	576	579	143	410	420	214	0	208	127	0	131
Grp Sat Flow(s),veh/h/ln	1781	1777	1782	1781	1777	1816	1781	0	1633	1781	0	1772
Q Serve(g_s), s	3.0	36.2	36.3	12.3	20.4	20.5	18.4	0.0	18.5	10.9	0.0	10.7
Cycle Q Clear(g_c), s	3.0	36.2	36.3	12.3	20.4	20.5	18.4	0.0	18.5	10.9	0.0	10.7
Prop In Lane	1.00		0.22	1.00		0.13	1.00		0.63	1.00		0.23
Lane Grp Cap(c), veh/h	81	913	915	164	996	1018	237	0	297	149	0	235
V/C Ratio(X)	0.43	0.63	0.63	0.87	0.41	0.41	0.90	0.00	0.70	0.85	0.00	0.56
Avail Cap(c_a), veh/h	105	913	915	210	996	1018	291	0	419	217	0	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	72.1	27.1	27.2	69.4	19.4	19.4	66.2	0.0	59.4	70.1	0.0	62.9
Incr Delay (d2), s/veh	1.4	3.3	3.3	21.9	1.3	1.2	26.1	0.0	1.1	13.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	15.7	15.7	6.5	8.5	8.7	10.0	0.0	7.7	5.6	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.4	30.4	30.5	91.3	20.7	20.7	92.4	0.0	60.6	83.6	0.0	63.7
LnGrp LOS	E	C	C	F	C	C	F		E	F		E
Approach Vol, veh/h	1190				973				422			
Approach Delay, s/veh	31.7				31.1				76.7			
Approach LOS	C				C				E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.0	84.7	25.3	26.0	11.7	92.0	17.7	33.6				
Change Period (Y+Rc), s	4.7	5.1	4.7	* 5.4	4.7	5.1	4.7	5.4				
Max Green Setting (Gmax), s	18.3	58.1	25.3	* 34	9.1	67.3	18.9	39.8				
Max Q Clear Time (g_c+I1), s	14.3	38.3	20.4	12.7	5.0	22.5	12.9	20.5				
Green Ext Time (p_c), s	0.1	7.1	0.2	0.5	0.0	5.4	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	42.0											
HCM 6th LOS	D											
Notes												

HCM 6th Signalized Intersection Summary

2: 10th St & Main St

Ex + P + C PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	900	83	50	603	50	145	135	88	132	199	228
Future Volume (veh/h)	185	900	83	50	603	50	145	135	88	132	199	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.95	1.00		0.95	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	206	1000	92	55	663	55	163	152	99	161	243	278
Peak Hour Factor	0.90	0.90	0.90	0.91	0.91	0.91	0.89	0.89	0.89	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1177	108	109	959	79	256	268	217	190	286	398
Arrive On Green	0.13	0.36	0.36	0.06	0.29	0.29	0.14	0.14	0.14	0.26	0.26	0.26
Sat Flow, veh/h	1781	3275	301	1781	3307	274	1781	1870	1510	731	1103	1535
Grp Volume(v), veh/h	206	542	550	55	356	362	163	152	99	404	0	278
Grp Sat Flow(s), veh/h/ln	1781	1777	1800	1781	1777	1804	1781	1870	1510	1834	0	1535
Q Serve(g_s), s	13.0	32.2	32.2	3.4	20.3	20.4	9.9	8.7	6.9	23.9	0.0	18.7
Cycle Q Clear(g_c), s	13.0	32.2	32.2	3.4	20.3	20.4	9.9	8.7	6.9	23.9	0.0	18.7
Prop In Lane	1.00		0.17	1.00		0.15	1.00		1.00	0.40		1.00
Lane Grp Cap(c), veh/h	236	638	647	109	515	523	256	268	217	476	0	398
V/C Ratio(X)	0.87	0.85	0.85	0.50	0.69	0.69	0.64	0.57	0.46	0.85	0.00	0.70
Avail Cap(c_a), veh/h	335	791	801	114	573	582	514	540	436	619	0	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.7	33.8	33.8	52.0	36.0	36.1	46.2	45.7	44.9	40.2	0.0	38.3
Incr Delay (d2), s/veh	12.6	7.3	7.2	1.3	3.1	3.1	2.6	1.9	1.5	8.6	0.0	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	14.9	15.1	1.6	9.2	9.4	4.6	4.2	2.7	11.8	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.3	41.1	41.0	53.3	39.1	39.2	48.8	47.5	46.4	48.8	0.0	41.1
LnGrp LOS	E	D	D	D	D	D	D	D	D	D		D
Approach Vol, veh/h	1298			773			414			682		
Approach Delay, s/veh	44.3			40.2			47.8			45.7		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.7	45.8		35.1	19.6	37.8		21.8				
Change Period (Y+Rc), s	4.7	4.7		5.4	4.5	4.7		5.4				
Max Green Setting (Gmax), s	3	50.9		38.6	21.5	36.9		33.0				
Max Q Clear Time (g_c+I), s	15.4	34.2		25.9	15.0	22.4		11.9				
Green Ext Time (p_c), s	0.0	6.9		3.0	0.2	3.9		1.6				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	44.0											
HCM 6th LOS	D											

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	1057	27	26	612	6	3	2	36	3	2	23
Future Vol, veh/h	27	1057	27	26	612	6	3	2	36	3	2	23
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	87	87	87	71	71	71	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	1201	31	30	703	7	4	3	51	5	3	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	720	0	0	1242	0	0	1712	2069	636	1451	2081	375
Stage 1	-	-	-	-	-	-	1289	1289	-	777	777	-
Stage 2	-	-	-	-	-	-	423	780	-	674	1304	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	877	-	-	556	-	-	58	54	421	92	53	623
Stage 1	-	-	-	-	-	-	173	232	-	356	405	-
Stage 2	-	-	-	-	-	-	579	404	-	410	229	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	869	-	-	551	-	-	48	48	413	71	47	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	48	48	-	71	47	-
Stage 1	-	-	-	-	-	-	165	221	-	340	379	-
Stage 2	-	-	-	-	-	-	507	379	-	339	218	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.2			0.5			27.9			24.3		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	869	-	-	551	-	-	229
HCM Lane V/C Ratio	0.27	0.035	-	-	0.054	-	-	0.188
HCM Control Delay (s/veh)	27.9	9.3	-	-	11.9	-	-	24.3
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th %tile Q (veh)	1.1	0.1	-	-	0.2	-	-	0.7

HCM 6th Signalized Intersection Summary

4: 10th St & D St

Ex + P + C PM

04/16/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	55	10	62	92	88	8	265	47	33	297	15
Future Volume (veh/h)	18	55	10	62	92	88	8	265	47	33	297	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.95	0.98		0.95	1.00		0.95	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	59	11	72	107	102	9	298	53	40	358	18
Peak Hour Factor	0.93	0.93	0.93	0.86	0.86	0.86	0.89	0.89	0.89	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	349	56	188	190	151	17	431	77	64	542	27
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.28	0.28	0.04	0.31	0.31
Sat Flow, veh/h	174	1346	214	287	734	582	1781	1532	272	1781	1761	89
Grp Volume(v), veh/h	89	0	0	281	0	0	9	0	351	40	0	376
Grp Sat Flow(s),veh/h/ln	1735	0	0	1604	0	0	1781	0	1804	1781	0	1849
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	0.0	0.2	0.0	6.9	0.9	0.0	7.1
Cycle Q Clear(g_c), s	1.5	0.0	0.0	6.1	0.0	0.0	0.2	0.0	6.9	0.9	0.0	7.1
Prop In Lane	0.21		0.12	0.26		0.36	1.00		0.15	1.00		0.05
Lane Grp Cap(c), veh/h	559	0	0	529	0	0	17	0	508	64	0	570
V/C Ratio(X)	0.16	0.00	0.00	0.53	0.00	0.00	0.53	0.00	0.69	0.63	0.00	0.66
Avail Cap(c_a), veh/h	2478	0	0	2387	0	0	344	0	2960	433	0	3126
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	0.0	13.2	0.0	0.0	19.7	0.0	12.8	19.0	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	9.2	0.0	0.6	3.7	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.8	0.0	0.0	0.1	0.0	2.3	0.4	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.6	0.0	0.0	13.5	0.0	0.0	28.9	0.0	13.4	22.7	0.0	12.5
LnGrp LOS	B			B			C		B	C		B
Approach Vol, veh/h	89				281				360			
Approach Delay, s/veh	11.6				13.5				13.8			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	17.7		15.4	5.7	18.8		15.4				
Change Period (Y+Rc), s	5.3	6.5		5.1	5.3	6.5		5.1				
Max Green Setting (Gmax), s	9.7	65.5		57.9	7.7	67.5		57.9				
Max Q Clear Time (g_c+I1), s	2.9	8.9		3.5	2.2	9.1		8.1				
Green Ext Time (p_c), s	0.0	1.5		0.3	0.0	1.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh	13.4											
HCM 6th LOS	B											

Intersection

Intersection Delay, s/veh 9.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	98	32	22	158	3	35	26	27	4	39	41
Future Vol, veh/h	18	98	32	22	158	3	35	26	27	4	39	41
Peak Hour Factor	0.87	0.87	0.87	0.82	0.82	0.82	0.73	0.73	0.73	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	113	37	27	193	4	48	36	37	5	49	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9	9.7	8.9	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	12%	12%	5%
Vol Thru, %	30%	66%	86%	46%
Vol Right, %	31%	22%	2%	49%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	88	148	183	84
LT Vol	35	18	22	4
Through Vol	26	98	158	39
RT Vol	27	32	3	41
Lane Flow Rate	121	170	223	105
Geometry Grp	1	1	1	1
Degree of Util (X)	0.163	0.219	0.291	0.138
Departure Headway (Hd)	4.881	4.639	4.692	4.728
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	731	771	763	754
Service Time	2.938	2.689	2.739	2.786
HCM Lane V/C Ratio	0.166	0.22	0.292	0.139
HCM Control Delay, s/veh	8.9	9	9.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.8	1.2	0.5

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	14	300	2	14	339
Future Vol, veh/h	3	14	300	2	14	339
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	46	46	89	89	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	30	337	2	15	361

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	749	358	0
Stage 1	348	-	-
Stage 2	401	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	379	686	-
Stage 1	715	-	-
Stage 2	676	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	366	673	-
Mov Cap-2 Maneuver	479	-	-
Stage 1	708	-	-
Stage 2	661	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	1198
HCM Lane V/C Ratio	-	-	0.059	0.012
HCM Control Delay (s/veh)	-	-	11.1	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q (veh)	-	-	0.2	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	1	14	1	1	1	10	84	1	1	89	4
Future Vol, veh/h	3	1	14	1	1	1	10	84	1	1	89	4
Conflicting Peds, #/hr	10	0	10	10	0	10	10	0	10	10	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	92	92	92	79	79	79	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	1	16	1	1	1	13	106	1	1	125	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	284	283	148	292	286	127	141	0	0	117	0	0
Stage 1	140	140	-	143	143	-	-	-	-	-	-	-
Stage 2	144	143	-	149	143	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	668	626	899	660	623	923	1442	-	-	1471	-	-
Stage 1	863	781	-	860	779	-	-	-	-	-	-	-
Stage 2	859	779	-	854	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	607	882	630	604	906	1428	-	-	1457	-	-
Mov Cap-2 Maneuver	648	607	-	630	604	-	-	-	-	-	-	-
Stage 1	847	772	-	844	763	-	-	-	-	-	-	-
Stage 2	840	763	-	829	770	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s/v	9.5		10.2		0.8		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1428	-	-	813	690	1457	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.025	0.005	0.001	-	-				
HCM Control Delay (s/veh)	7.5	0	-	9.5	10.2	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q (veh)	0	-	-	0.1	0	0	-	-				

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	3	62	2	2	84
Future Vol, veh/h	16	3	62	2	2	84
Conflicting Peds, #/hr	10	10	0	10	10	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	61	61	65	65	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	5	95	3	3	109

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	232	117	0
Stage 1	107	-	-
Stage 2	125	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	756	935	-
Stage 1	917	-	-
Stage 2	901	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	739	917	-
Mov Cap-2 Maneuver	739	-	-
Stage 1	908	-	-
Stage 2	890	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	762	1469
HCM Lane V/C Ratio	-	-	0.041	0.002
HCM Control Delay (s/veh)	-	-	9.9	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0

Intersection												
Intersection Delay, s/veh	7.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	1	59	1	1	2	40	40	2	1	71	31
Future Vol, veh/h	27	1	59	1	1	2	40	40	2	1	71	31
Peak Hour Factor	0.79	0.79	0.79	0.50	0.50	0.50	0.65	0.65	0.65	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	1	75	2	2	4	62	62	3	1	83	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.4	8.2	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	31%	25%	1%
Vol Thru, %	49%	1%	25%	69%
Vol Right, %	2%	68%	50%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	87	4	103
LT Vol	40	27	1	1
Through Vol	40	1	1	71
RT Vol	2	59	2	31
Lane Flow Rate	126	110	8	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.151	0.127	0.01	0.135
Departure Headway (Hd)	4.316	4.143	4.349	4.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	870	827	868
Service Time	2.406	2.144	2.353	2.157
HCM Lane V/C Ratio	0.154	0.126	0.01	0.138
HCM Control Delay, s/veh	8.2	7.7	7.4	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0	0.5

HCM 6th Signalized Intersection Summary
10: 11th St & San Vicente Rd

Ex + P + C PM
04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	45	154	2	16	20	92	279	2	23	268	3
Future Volume (veh/h)	2	45	154	2	16	20	92	279	2	23	268	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		0.93	1.00		0.95	1.00		0.94
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	47	162	3	23	28	101	307	2	26	298	3
Peak Hour Factor	0.95	0.95	0.95	0.71	0.71	0.71	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	4	65	224	6	138	168	124	377	2	34	388	4
Arrive On Green	0.00	0.19	0.19	0.00	0.19	0.19	0.27	0.27	0.27	0.23	0.23	0.23
Sat Flow, veh/h	1781	349	1204	1781	737	897	455	1382	9	148	1694	17
Grp Volume(v), veh/h	2	0	209	3	0	51	410	0	0	327	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1554	1781	0	1635	1845	0	0	1859	0	0
Q Serve(g_s), s	0.1	0.0	9.0	0.1	0.0	1.9	14.8	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	9.0	0.1	0.0	1.9	14.8	0.0	0.0	11.7	0.0	0.0
Prop In Lane	1.00		0.78	1.00		0.55	0.25		0.00	0.08		0.01
Lane Grp Cap(c), veh/h	4	0	289	6	0	305	503	0	0	426	0	0
V/C Ratio(X)	0.52	0.00	0.72	0.52	0.00	0.17	0.81	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	118	0	600	118	0	631	1397	0	0	1094	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	27.3	35.4	0.0	24.3	24.2	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	34.2	0.0	1.3	24.4	0.0	0.3	1.2	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.2	0.1	0.0	0.7	6.2	0.0	0.0	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	69.7	0.0	28.6	59.8	0.0	24.6	25.4	0.0	0.0	26.8	0.0	0.0
LnGrp LOS	E		C	E		C	C			C		
Approach Vol, veh/h	211		54			410			327			
Approach Delay, s/veh	29.0		26.5			25.4			26.8			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	2	3	4		6	7	8					
Phs Duration (G+Y+Rc), s	24.5	5.5	19.7		21.4	5.5	19.8					
Change Period (Y+Rc), s	5.1	5.3	6.5		5.1	5.3	6.5					
Max Green Setting (Gmax), s	53.9	4.7	27.5		41.9	4.7	27.5					
Max Q Clear Time (g_c+I1), s	16.8	2.1	11.0		13.7	2.1	3.9					
Green Ext Time (p_c), s	1.3	0.0	0.7		1.3	0.0	0.2					
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			26.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
11: San Vicente Rd & Hanson Ln

Ex + P + C PM

04/16/2026



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	99	195	71	104	21	211	329	122	8	350	60
Future Volume (veh/h)	31	99	195	71	104	21	211	329	122	8	350	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.96	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	118	232	86	125	25	248	387	144	9	393	67
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	139	273	112	436	87	290	521	194	16	472	379
Arrive On Green	0.03	0.26	0.26	0.06	0.29	0.29	0.16	0.41	0.41	0.01	0.25	0.25
Sat Flow, veh/h	1781	542	1066	1781	1498	300	1781	1283	477	1781	1870	1500
Grp Volume(v), veh/h	37	0	350	86	0	150	248	0	531	9	393	67
Grp Sat Flow(s),veh/h/ln	1781	0	1608	1781	0	1798	1781	0	1760	1781	1870	1500
Q Serve(g_s), s	1.7	0.0	17.1	3.9	0.0	5.3	11.2	0.0	21.2	0.4	16.4	2.9
Cycle Q Clear(g_c), s	1.7	0.0	17.1	3.9	0.0	5.3	11.2	0.0	21.2	0.4	16.4	2.9
Prop In Lane	1.00		0.66	1.00		0.17	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	49	0	412	112	0	523	290	0	715	16	472	379
V/C Ratio(X)	0.75	0.00	0.85	0.77	0.00	0.29	0.86	0.00	0.74	0.56	0.83	0.18
Avail Cap(c_a), veh/h	157	0	782	280	0	999	679	0	1506	88	980	786
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	29.2	38.1	0.0	22.7	33.7	0.0	20.9	40.8	29.2	24.2
Incr Delay (d2), s/veh	8.2	0.0	5.0	10.6	0.0	0.1	2.8	0.0	0.6	10.8	1.5	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	6.6	1.9	0.0	2.1	4.7	0.0	7.6	0.2	6.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	0.0	34.2	48.7	0.0	22.8	36.5	0.0	21.4	51.6	30.7	24.2
LnGrp LOS	D		C	D		C	D		C	D	C	C
Approach Vol, veh/h	387			236			779			469		
Approach Delay, s/veh	35.6			32.2			26.2			30.2		
Approach LOS	D			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	26.9	18.3	27.6	6.9	29.8	5.6	40.2				
Change Period (Y+Rc), s	4.6	5.8	4.9	6.7	4.6	5.8	4.9	6.7				
Max Green Setting (Gmax), s	13.0	40.2	31.5	43.3	7.3	45.9	4.1	70.7				
Max Q Clear Time (g_c+I), s	15.9	19.1	13.2	18.4	3.7	7.3	2.4	23.2				
Green Ext Time (p_c), s	0.1	2.0	0.3	1.3	0.0	0.5	0.0	2.0				

Intersection Summary

HCM 6th Ctrl Delay, s/veh	29.9
HCM 6th LOS	C

APPENDIX G

PROJECT DRIVEWAY ANALYSIS WORKSHEETS

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	8	3	72	35	14
Future Vol, veh/h	41	8	3	72	35	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	9	3	78	38	15

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	130	46	53	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	864	1023	1553	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	1023	1553	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.3	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1553	-	885	-	-
HCM Lane V/C Ratio	0.002	-	0.06	-	-
HCM Control Delay (s/veh)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	6	10	55	86	45
Future Vol, veh/h	27	6	10	55	86	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	7	11	60	93	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	200	118	142
Stage 1	118	-	-
Stage 2	82	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	789	934	1441
Stage 1	907	-	-
Stage 2	941	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	783	934	1441
Mov Cap-2 Maneuver	783	-	-
Stage 1	900	-	-
Stage 2	941	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1441	-	807	-	-
HCM Lane V/C Ratio	0.008	-	0.044	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

APPENDIX H

BUS ROUTE SCHEDULE AND MAP

FLEX 371

Ramona Commuter

Ramona Commuter

M-F
L-V

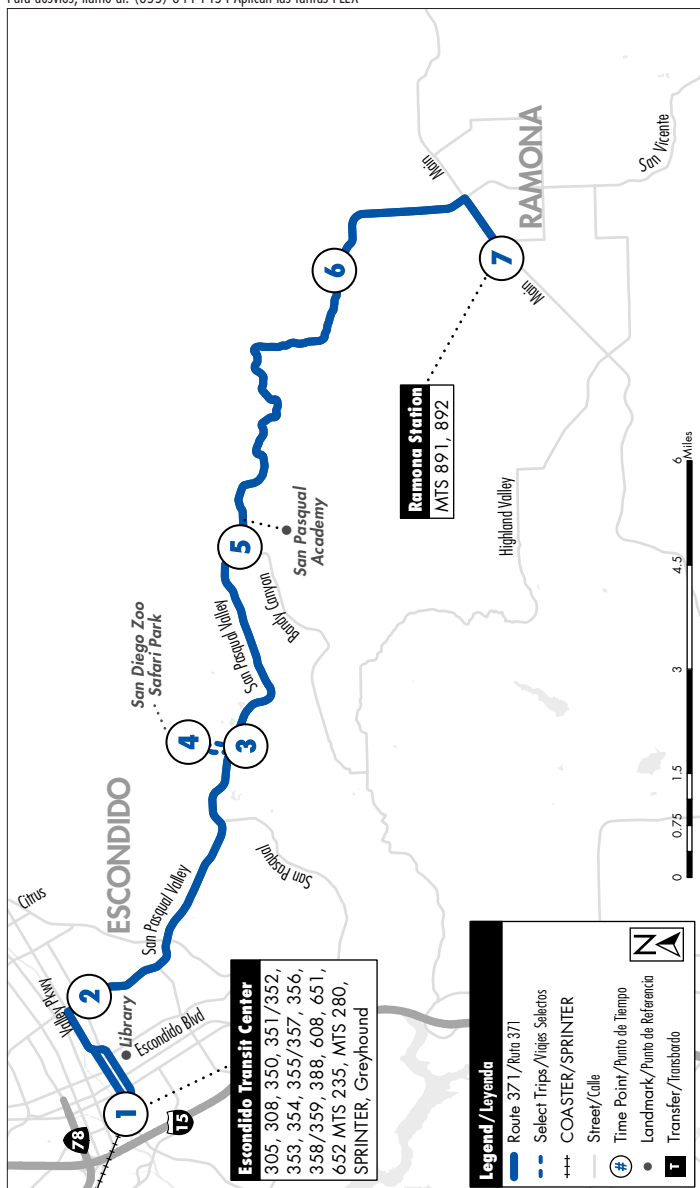
Destinations/Destinos

- San Pasqual Academy
- San Diego Zoo Safari Park

- Ramona Community Resource Center
- TrueCare Ramona

For deviations call: (855) 844-1454 FLEX fares apply

Para desvíos, llame al: (855) 844-1454 Aplican las tarifas FLEX



Monday - Friday Escondido to Ramona Lunes a Viernes • Escondido a Ramona

Escondido Transit Center	Ash St. & Grand Ave.	Hwy. 78 & Safari Park	San Diego Zoo Safari Park	Hwy. 78 & San Pasqual Academy	Hwy. 78 & Weekend Villa Rd.	Ramona Station
1	2	3	4	5	6	7
5:40a	5:48a	5:57a	–	6:01a	6:10a	6:22a
7:35a	7:43a	7:52a	* –	8:05a	8:15a	8:25a
2:15p	2:23p	2:32p	–	2:40p	2:50p	3:00p
4:05p	4:13p	4:22p	–	4:30p	4:40p	4:50p
5:45p	5:53p	6:02p	–	6:10p	6:20p	6:30p

Monday - Friday Ramona to Escondido Lunes a Viernes • Ramona a Escondido

Ramona Station	Hwy. 78 & Weekend Villa Rd.	Hwy. 78 & San Pasqual Academy	San Diego Zoo Safari Park	Hwy. 78 & Safari Park	Ash St. & Grand Ave.	Escondido Transit Center
7	6	5	4	3	2	1
4:46a	4:53a	5:01a	5:06a	–	5:15a	5:27a
6:30a	6:38a	6:47a	6:54a	–	7:06a	7:15a
8:30a	8:38a	8:47a	8:54a	–	9:06a	9:15a
3:05p	3:13p	3:21p	–	3:32p	3:43p	3:52p
4:55p	5:03p	5:11p	–	5:22p	5:33p	5:42p
6:35p	6:43p	6:51p	–	7:02p	7:13p	7:22p

* Trip will drop off at Safari Park only if passengers request to stop there.

El viaje hará una parada en Safari Park solamente si los pasajeros lo solicitan.

Transit Fare / Tarifas

Exact fare, please
Favor de pagar la cantidad exacta

Fares Tarifas	Adult Adulto	Senior/Disabled/ Medicare/Youth* Personas Mayores/con Discapacidades/Medicare/Jóvenes*
ONE-WAY FARES <i>Tarifas Sencillas</i>	Rural \$8.00 Premium \$5.00	Rural \$4.00 Premium \$2.50
EARNED DAY PASS <i>Pase del Día Ganado</i>	Rural/Premium \$12.00	Rural/Premium \$6.00
MONTH PASS <i>Pase mensual</i>	Rural/Premium \$100.00	Rural/Premium \$32.00

*Proof of eligibility required. Senior Eligibility: Age 65+. Youth Eligibility: Ages 6-18 / Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+. Elegibilidad para Jóvenes: edades 6-18

For more information, visit: / Para más información, visite: sdmts.com/fares

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MTS Information & Trip Planning <i>MTS Información y planeo de viaje</i>	619-233-3004
Customer Service / Suggestions <i>Servicio al cliente / Sugerencias</i>	619-557-4555
Lost and Found <i>Objetos extraviados</i>	619-233-3004
Transit Store 12th & Imperial Transit Center M–F / L–V 8am–5pm	619-234-1060
TTY/TDD (teletype for hearing impaired) <i>Teletipo para sordos</i>	619-234-5005 888-722-4889



Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Effective August 31, 2025

RURAL SERVICE

Bus Routes



888 Jacumba Hot Springs ↔ El Cajon
via Alpine

891 Borrego Springs ↔ El Cajon
via Shelter Valley / Ramona

892 Borrego Springs ↔ El Cajon
via Ranchita / Ramona

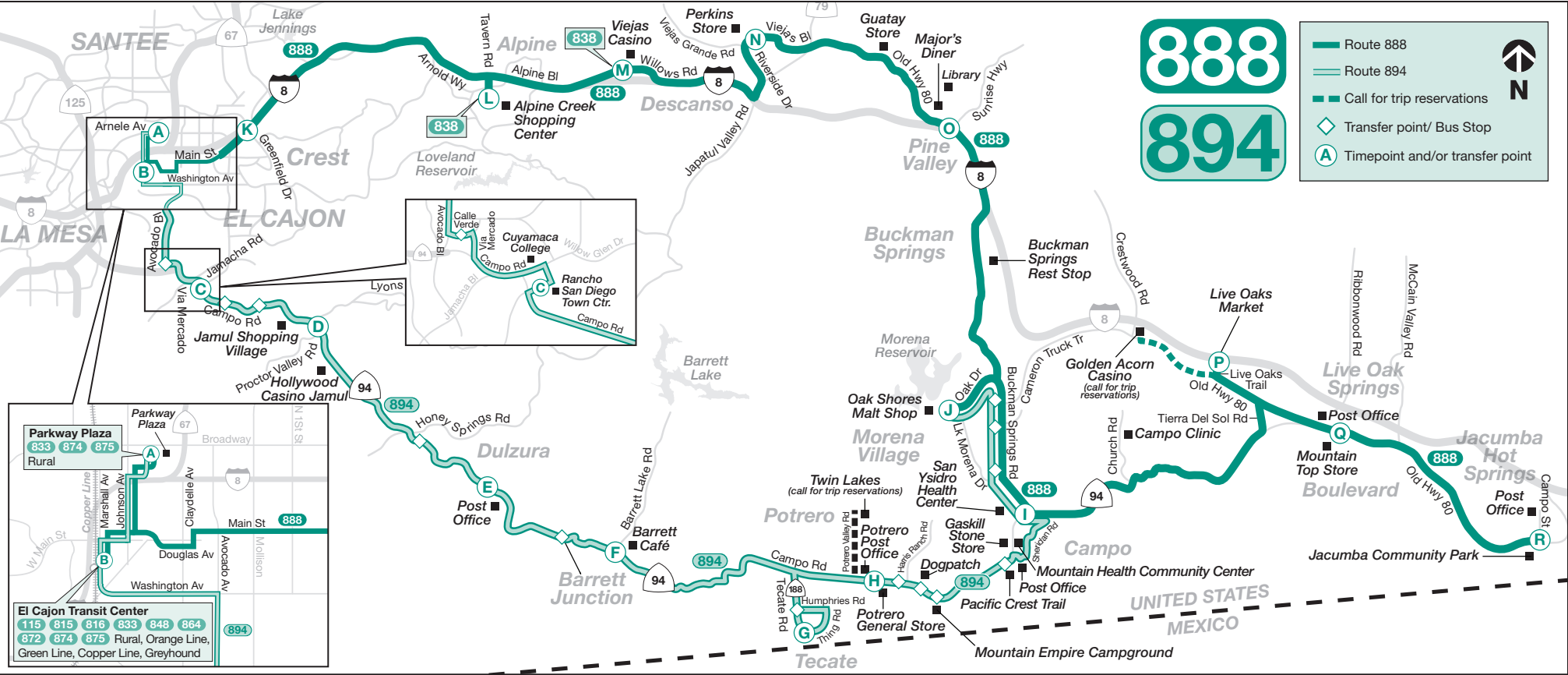
894 Morena Village ↔ El Cajon
via Tecate / Campo



Trolley Connections
• El Cajon



Subject to change without notice
Sujeto a cambios sin previo aviso



888 WESTBOUND - Monday and Friday only • solo lunes y viernes

Jacumba → El Cajon											
(R)	(Q)	(P)	(I)	(J)	(O)	(N)	(M)	(L)	(K)	(B)	(A)
Jacumba Hot Springs - Old Hwy. 80 & Campo St DEPART	Boulevard - 39335 Old Hwy. 80	Live Oak Springs - Royal Rd (L.O. Market)	Campo - Cameron Corners	Lake Morena (Malt Shop)	Pine Valley - 28870 Old Hwy. 80 (Major's Diner)	Descanso - Viejas Bl. & Riverside Dr. (Perkin's Store)	Viejas Casino - Willows Rd.	Alpine Creek Shopping Ctr. - Arnold Way & Tavern Rd.	El Cajon - E. Main St. & Greenfield Dr.	El Cajon Transit Center	Parkway Plaza ARRIVE
9:40a	9:50a	10:00a	10:30a	10:40a	11:00a	11:17a	11:24a	11:30a	11:45a	12:00p	12:10p

888 EASTBOUND - Monday and Friday only • solo lunes y viernes

El Cajon → Jacumba											
(A)	(B)	(K)	(L)	(M)	(N)	(O)	(J)	(I)	(P)	(Q)	(R)
Parkway Plaza DEPART	El Cajon Transit Center	El Cajon - E. Main St. & Greenfield Dr.	Alpine Creek Shopping Ctr. - Arnold Way & Tavern Rd.	Viejas Casino - Willows Rd.	Descanso - Viejas Bl. & Riverside Dr. (Perkin's Store)	Pine Valley - 28870 Old Hwy. 80 (Major's Diner)	Lake Morena (Malt Shop)	Campo - Cameron Corners	Live Oak Springs - Royal Rd (L.O. Market)	Boulevard - 39335 Old Hwy. 80	Jacumba Hot Springs - Old Hwy. 80 & Campo St ARRIVE
4:10p	4:20p	4:36p	4:54p	5:02p	5:12p	5:26p	5:46p	5:57p	6:21p	6:28p	6:38p

894 WESTBOUND - Monday through Friday only • lunes a viernes

Morena Village → El Cajon									
(J)	(I)	(H)	(G)	(F)	(E)	(D)	(C)	(B)	(A)
Lake Morena (Malt Shop) DEPART	Campo - Cameron Corners	Potrero (Potrero Post Office)	Tecate - Tecate Rd. & Thing Rd.	Barrett Junction - Hwy. 94 & Barrett Lake Rd.	Dulzura	Jamul (AM/PM Mini Mart)	Rancho San Diego Town Center	El Cajon Transit Center	Parkway Plaza ARRIVE
—	6:06a	6:23a	6:43a	6:52a	7:02a	7:15a	7:31a	7:54a	8:04a
6:31a	6:45	7:02	7:25	7:35	7:46	8:01	8:19	8:42	8:52
—	10:45	11:03	11:21	11:31	11:42	11:57	12:15p	12:38p	12:48p
—	—	—	3:19p	3:29p	3:40p	3:55p	4:13	4:38	4:48

894 EASTBOUND - Monday through Friday only • lunes a viernes

El Cajon → Morena Village									
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)
Parkway Plaza DEPART	El Cajon Transit Center	Rancho San Diego Town Center	Jamul (AM/PM Mini Mart)	Dulzura	Barrett Junction - Hwy. 94 & Barrett Lake Rd.	Tecate - Tecate Rd. & Thing Rd.	Potrero (Potrero General Store)	Campo - Cameron Corners	Lake Morena (Malt Shop) ARRIVE
8:19a	8:30a	8:53a	9:02a	9:17a	9:26a	9:46a	9:55a	10:19a	—
11:35	11:45	12:10p	12:19p	12:32p	12:41p	12:59p	—	—	—
—	—	T 4:06	4:16	4:31	4:41	5:03	—	—	—
3:38p	3:49p	4:14	4:24	4:39	4:49	5:11	5:22p	5:50p	6:04p
5:35	5:45	6:08	6:18	6:31	6:40	6:55	7:04	7:28	—

T= Trip departs from westbound Hwy. 94 at Steele Canyon High School at 4:00p when school is in session & classes end at regular bell schedule / T= El viaje sale del 94 en dirección oeste a de Steele Canyon High School a las 4:00 p.m. cuando la escuela está en sesión y las clases terminan en el horario regular

Holidays are: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, & Christmas / Los días festivos son: Año Nuevo, Presidents' Day, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

Route 888 does not operate on Saturday, Sunday, Tuesday, Wednesday, Thursday, or holidays. When designated holidays are observed on a Monday, Route 888 will operate on the following Tuesday. When designated holidays are observed on a Friday, Route 888 will operate on the previous day, Thursday. / Ruta 888 no ofrece servicio durante los sábados, domingos, martes, miércoles, jueves, ó durante los días festivos. Cuando los días festivos se observen en un lunes, la ruta 888 operará el día siguiente, martes. Cuando los días festivos se observen en un viernes, la ruta 888 operará el día anterior, jueves.

Route 894 does not operate on Saturday, Sunday, or on holidays / Ruta 894 no ofrece servicio durante los sábados, domingos, ó durante los días festivos

