California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov

June 4, 2025

11-SD-67
PM 3.054
Palisade Santee Commerce Center
DEIR/SCH#2023090144

Ms. Sandi Sawa
Director of Planning & Building
City of Santee
Planning & Building
10601 Magnolia
Santee, CA 92071

Dear Ms. Sawa:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the draft Environmental Impact Report (DEIR) for the Palisade Santee Commerce Center located at 10990 North Woodside Avenue near State Route 67 (SR-67) in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Engineering and Analysis
The Transportation Impact Study (TIS) dated April 2024 and reviewed in June 2024 was compared to the current TIS dated April 2024. The analysis did not address Caltrans' previous comments and the TIS still shows direct impacts that need to be mitigated by this project.

The latest TIS just removed the previously widening details that triggered the Intersection Control Evaluation (ICE) and made the verbiage very vague. The project is proposing to widen the roadway by 1,240 SF and installing a new sidewalk will still trigger the ICE, which is now the Intersection Safety and Operational Assessment Process (ISOAP).

Previous comments for the N. Woodside Avenue and SR-67 SB Off-ramp Intersection Improvement Project review still apply (Please see attached letter dated July 24, 2024).

Attached is the latest TIS dated April 2024 with redlined comments. The project also needs to show a layout and site plan on the proposed 1,240 SF roadway widening and sidewalk placement improvements to the Woodside and SR-67 Intersection,

Please clarify in the Environmental Document if a Caltrans Encroachment Permit will be needed. Also, clarify where the 1,200 feet square feet of pavement improvements are located. The environmental document mentions improvements but does not specify the location or if it will be in the Caltrans' Right-of-Way. (R/W).

Bring curb ramps at the SR-67 southbound (SB) off-ramp corner and North Woodside Avenue (northwest) corner to the current standards. Refer to Design Information Bulletin (BID) 82-06 for more information. Also, confirm how the proposed sidewalk will be connected to the existing sidewalk(s).

The TIS needs to include a safety review that follows the Caltrans "Local Development Review (LDR) Safety Review Practitioner's Guidance" https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/202402-ldr-safety-review-practitioners-guidance-a11y.pdf.

Hydrology and Drainage Studies
The DEIR and Preliminary Hydrology Study (Appendix J-1) both state that Project will not impact the Federal Emergency Management Agency (FEMA) floodplain (Zone AE floodway on north end) and will not require coordination with FEMA and/or preparation of a FEMA no-rise certification. Appendix J-3 is a letter, dated July 12, 2023, to the City of Santee (acting as the Local FEMA Administrator) stating that it is their professional opinion that the proposed development will not impact the FEMA floodplain and does not require coordination with FEMA and/or preparation of a FEMA no-rise certification. No response from the City of Santee was provided in the report. Provide documentation that the City of Santee concurs that the Project will not impact the FEMA floodplain/floodway and will not require coordination with FEMA and/or preparation of a FEMA no-rise certification.

System Planning

1. Public Review DEIR Palisade Santee Commerce Center Project
    a. Please clarify which PRONTO monthly transit pass will be reimbursed.
    b. Consider formalizing the southside of the San Diego River trail system adjacent to the project and other businesses for the purposes of more walking and green space access
2. San Vicente Comprehensive Multimodal Corridor Plan (CMCP)
    a. The San Vicente Comprehensive Multimodal Corridor Plan (CMCP) outlines potential strategies to enhance travel choices, safety, and connectivity throughout the region. Although the CMCP's study area and area of influence does not necessarily incorporate the project location, it is within the vicinity of proposed projects that may be of interest. Please also see the CMCP's Appendix H, Project Inventory by Implementation Timeline with Costs for proposed projects that may align with your project such as the example below:
        i. Sidewalk Prioritization- Woodside Avenue (northside of Woodside Avenue between Wheatlands Avenue and the north city boundary).
3. SANDAG 2021 Regional Plan and SANDAG Draft Proposed 2025 Regional Plan
    a. The SANDAG Regional Plan, formally known as, San Diego Forward: The 2021 Regional Plan, and the Draft Proposed 2025 Regional Plan are listed within the DEIR for the Palisade Santee Commerce Center. Caltrans System Planning encourages further review of the SANDAG Regional Plan's following sections that may support your project:
    b. Appendix A: Transportation Projects, Programs, and Phasing
    c. Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern
    d. Appendix L: Active Transportation
4. The following planning documents frequently utilized by Caltrans System Planning promotes the importance of accessibility through multimodal mobility, clean transportation, and active travel. These documents may provide further background on state and regional planning in relation to the DEIR for the Palisade Santee Commerce Center project:
    a. California Transportation Plan (CTP) 2050
        i. The CTP 2050 looks to reduce driving, particularly solo car trips, to help the environment and improve health. This project may increase truck and car traffic, employees commuting, constant truck loading, 24/7 operations, and more congestion on state highways like SR-67 and SR-52, which Caltrans maintains.
    b. Climate Action Plan for Transportation Infrastructure (CAPTI) and CAPTI 2.0
        i. CAPTI looks to help reduce climate impacts and to benefit disadvantaged communities. This project depends on diesel trucks and doesn't offer cleaner alternatives like electric vehicle infrastructure or zero-emission freight solutions. Please consider reviewing this guidance to

find options within your project that include support for climate impact reduction.

c. Smart Mobility Framework 2010
    i. The Smart Mobility Framework 2010 aims to reduce car dependence, promote walking, biking, and transit, build healthier and more connected communities, support climate goals, and improve equity and access. Please consider reviewing this guidance to find options within your project that include support for active and public transportation and decreasing emissions and congestion on state highways.
d. Active Transportation Program (ATP)
    i. ATP funds and promotes walking, biking, and safe street access. This project adds some sidewalks but lacks bike lanes, multiuse trails, or pedestrian-friendly design, especially for workers or residents nearby. ATP projects on or near state highways may be harder to justify when developments continue to ignore bike and pedestrian planning.
e. Interregional Transportation Improvement Program (ITIP)
    i. ITIP supports regional and interregional movement of goods and people. This project is freight-focused, it doesn't coordinate with broader freight corridors or regional transportation investments. Increased wear and tear on state freight routes like SR-67, SR-52 and SR-125 without corresponding upgrades or mitigation may strain Caltrans' infrastructure budgets.

5. Other proposed improvements:
   Please be aware of the following existing Caltrans project near the proposed project site, near Caltrans postmile 2.6 to 4.0:
    a. On SR-67 at postmiles 1.00 – 24.40 - work that includes: complete streets, Traffic Management Systems components, traffic signals. This project will potentially continue through the year 2033.
    b. On SR-67 at postmiles 3.70 – 4.20, operational improvements. This project will potentially continue through the year 2032.
    c. On SR-67 at postmiles 2.637 – 2.795, construct intersection improvements. This project will potentially continue through the year 2045.

Complete Streets and Mobility Network
Caltrans has the following comments for the North Woodside Avenue/SB SR-67 off-ramp:

- Remove the free right turn and "tee" up the intersection to make the facility more comfortable and safer for cyclists and pedestrians.
- Provide at minimum a 6-foot Class II bike lane through Caltrans' R/W that connects through the intersection of Woodside Avenue/SR-67 off-ramp on all legs of the intersection with the exception of the SR-67 SB off-ramp.
- The minimum width of sidewalk in Caltrans' R/W is 5 feet.
- A detour needs to be provided if there are any affects to pedestrian/bicycle facilities during construction.

- Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

Design

- Provide exhibits showing proposed sidewalk and pavement improvements described under Project Development Features (PDF-TRA-1). Unable to confirm location of sidewalk and pavement improvements listed.

- Verify need for retaining wall to support proposed sidewalk connection, where North Woodside Avenue meets the SB off-ramp from SR-67. The ground elevation at the adjacent property is much lower than at the proposed sidewalk.

- An encroachment permit will be required for any construction within Caltrans' R/W. The western portion of the sidewalk connection, where North Woodside Avenue meets the SB off-ramp from SR-67, is within Caltrans' R/W.

Land Use and Smart Growth

Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal transportation network integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

Hauling/Traffic Control Plan

The California Department of Transportation (Caltrans) has discretionary authority with respect to highways under its jurisdiction and may, upon application and if good cause appears, issue a special permit to operate or move a vehicle or combination of vehicles or special mobile equipment of a size or weight of vehicle or load exceeding the maximum limitations specified in the California Vehicle Code. The Caltrans Transportation Permits Issuance Branch is responsible for the issuance of these special transportation permits for oversize/overweight vehicles on the State Highway network. Additional information is provided online at: http://www.dot.ca.gov/trafficops/permits/index.html

A Traffic Control Plan is to be submitted to Caltrans District 11, including the interchanges at SR-67/North Woodside Avenue, at least 30 days prior to the start of any construction. Traffic shall not be unreasonably delayed. The plan shall also outline suggested detours to use during closures, including routes and signage.

Potential impacts to the highway facilities (SR-67) and traveling public from the detour, demolition and other construction activities should be discussed and addressed before work begins.

Noise
The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

Environmental
Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's Final Environmental Document.

Sustainability
Caltrans recommends collaboration between our agency and the City of Santee on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce vehicle miles traveled (VMT), and off-road and on-road greenhouse gas (GHG) emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. We recommend collaborating with Caltrans on the following measures such as increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying R/W areas to be used for carbon sequestration, and complete streets.

The existing climate hazards discussed in this document will have an impact of the transportation system. We recommend working with Caltrans on determining the preventative strategies Caltrans can take to keep roadways operational and ensure their longevity against climate stressors such as increased temperatures, changes in precipitation patterns, wildfire,

and flooding. Caltrans recognizes the central role that transportation planning plays in safety and ensuring that when these natural hazards do occur, citizens have a reliable evacuation route.

Right-of-Way
Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.

Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Projects with the following:

- require a Caltrans Encroachment Permit
- have completed the Caltrans Local Development Review (LDR) process
- have an approved environmental document

need to have documents submitted for Quality Management Assessment Process (QMAP) process via email to D11.QMAP.Permits@dot.ca.gov. Early coordination with Caltrans is strongly advised for all encroachment permits.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to Mark.McCumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachments – Caltrans Letter dated 07-24-2024
Redlined comments – Appendix L - Transportation Impact Study

California Department of Transportation

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July 24, 2024

11-SD-67
PM R2.677
N. Woodside Avenue and SR-67 SB Off-ramp Improvements
Conceptual Design Review

Mr. William Jacobs
Senior Development Manager
North Palisades Partners
1330 Factory Place, Suite 105
Los Angeles, CA 90013

Dear Mr. Jacobs:

Thank you for including the California Department of Transportation (Caltrans) in the design review process on the N. Woodside Avenue and State Route 67 (SR-67) southbound (SB) Off-ramp Intersection Improvements located at SR-67 and N. Woodside Avenue in Santee. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Santee in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections

between various modes of travel, with the goal of improving the experience of those who use the transportation system.

Caltrans has the following comments:

Traffic Operations

- The proposed widening of N. Woodside Avenue approach leg to the Caltrans intersection of SR-67 triggers the Intersection Control Evaluation (ICE) Policy per Caltrans Traffic Operations Policy Directive (TOPD) #13-02.
- The submitted Traffic Impact Study (TIS) recommended improvements do not meet Caltrans policy directives. Please see redline comments on attached redlined TIS.
- The TIS shows Vehicle Miles Traveled (VMT) Impacts that need to be mitigated.
- Adjust 95th percentile after trip distributions have been updated.
- The TIS shows a direct impact to the intersection of N. Woodside Avenue and SB SR-67 exit-ramp with the increase of passenger vehicles and varying sizes of trucks now proposed accessing the site through Caltrans facilities. The current use of the closed Drive-in theater during peak hours is zero vs the now proposed use shown in Table 4 from the TIS increases it.

Hydrology and Drainage Studies

- Please provide hydraulics studies, drainage and grading plans to Caltrans for review.
- Provide a pre- and post-development hydraulics and hydrology study. Show drainage configurations and patterns.
- Provide drainage plans and details, include detention basin details of inlets/outlet.
- Provide a contour grading plan with legible callouts and minimal building data. Show drainage patterns.
- On all plans, show Caltrans' R/W.
- Early coordination with Caltrans is recommended.
- Caltrans generally does not allow development projects to impact hydraulics within the State's R/W. Any modification to the existing Caltrans drainage and/or increase in runoff to State facilities will not be allowed.

System Planning

- The Coast, Canyons, and Trails Comprehensive Multimodal Corridor Plan (CMCP) should be reviewed and incorporated in the development of the N. Woodside Avenue and SR-67 SB Off-ramp Intersection Improvements project. The final

document and appendices are located here: https://www.sandag.org/regional-plan/comprehensive-multimodal-corridor-plans/coast-canyons-trails-cmcp.

- Particular attention should be given to Appendix B: Existing and Future Conditions, that discusses the broader transportation network as well as Appendix D: Transportation Solution Strategies, for transportation solution strategies. There are various strategies listed in the document with the one below being the most relevant:

    - CC150 Riverford Road Class IV Separated Bikeway Riverside Drive to Woodside Avenue.

- There is a planned Caltrans project (11-43031) on SR 67 from postmile 4.1 to 15.9. The project will include culvert repairs/replacement, sign panel replacement, Americans with Disabilities' Act (ADA) upgrades, and worker safety enhancements and LED lighting. The project is expected to be completed in 2028.
- Caltrans has a maintenance agreement (#11-8051) with the County of San Diego on SR-67 from postmile (PM) R0.712 to R5.194. Please review to determine any impacts or needs in the project area.
- There are no existing transit routes serving this area. System Planning Branch recommends evaluating the future need for transit in this area and including possible enhancements.

Design

County of San Diego project (EA11-24640) proposes to reconstruct the interchange at SR-67 and Bradley Avenue. The purpose is to alleviate existing and future traffic congestion along Bradley Avenue between Mollison and Graves Avenues and improve traffic operations at the Bradley Avenue/SR-67 interchange. The anticipated Ready to List date for this project is 7/14/25. Caltrans is providing oversight and will advertise, award, and administer the construction contract. Please coordinate with Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

County of San Diego project (EA 11-43118) proposes to construct roundabouts at two intersections at the interchange of SR-67 and Riverford Road. The project is in an unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee. The project aims to improve overall operations, circulation, complete streets, accessibility, and public safety and is part of a County of San Diego Specific Plan to help coordinate flood control, native habitat restoration, recreation, and land development. The project anticipates delivering the Project Approval and Environmental Document (PA&ED) on 1/17/25. Please coordinate with

Caltrans and the County of San Diego to prevent conflicts should there be any overlap of construction work.

Please provide the latest updated schedule and cost estimate for the "N. Woodside Avenue and SR-67 Off-ramp Intersection Improvements" project once one is available.

Please coordinate traffic circulation improvement strategies in relation to the nearby proposed projects noted above.

Noise

The applicant must be informed that in accordance with 23 Code of Federal Regulations (CFR) 772, Caltrans is not responsible for existing or future traffic noise impacts associated with the existing configuration of SR-67.

Environmental

Caltrans welcomes the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA), as we have some discretionary authority of a portion of the project that is in Caltrans' R/W through the form of an encroachment permit process. Please indicate our status as a Responsible Agency for the Final Environmental Document. We look forward to the coordination of our efforts to ensure that Caltrans can adopt the alternative and/or mitigation measure for our R/W. We would appreciate meeting with you to discuss the elements of the Environmental Document that Caltrans will use for our subsequent environmental compliance.

An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project that include the work in Caltrans' R/W, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.
We recommend that this project specifically identifies and assesses potential impacts caused by the project or impacts from mitigation efforts that occur within Caltrans' R/W that includes impacts to the natural environment, infrastructure including but not limited to highways, roadways, structures, intelligent transportation systems elements, on-ramps and off-ramps, and appurtenant features including but not limited to fencing, lighting, signage, drainage, guardrail, slopes and landscaping. Caltrans is interested in any additional mitigation measures identified for the project's draft Environmental Document.

Right-of-Way

- There is one monument on the Caltrans' R/W. Since the rear set back is determined by the R/W, please confirm it has been properly surveyed.
- Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction.
- Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.
- An encroachment permit will be required for any work within the Caltrans' R/W prior to construction. As part of the encroachment permit process, the applicant must provide approved final environmental documents for this project, corresponding technical studies, and necessary regulatory and resource agency permits. Specifically, CEQA determination or exemption. The supporting documents must address all environmental impacts within the Caltrans' R/W and address any impacts from avoidance and/or mitigation measures.

If you have any questions or concerns, please contact Mark McCumsey, LDR Coordinator, at (619) 985-4957 or by e-mail sent to mark.mccumsey@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

KIMBERLY D. DODSON, GISP
Branch Chief
Local Development Review

Attachment: TEA Reviewed Layout Sheets Exhibits

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING EASEMENT FOR PUBLIC UTILITIES (RECORDED 9/29/1969 #177971)
- EXISTING EASEMENT FOR PUBLIC STREET (RECORDED 11/03/2004 #2004-1041412)
- PROPOSED AC ROADWAY WIDENING
- PROPOSED PCC SIDEWALK/RAISED MEDIAN
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

The proposed widening from one lane to 2-lane approach triggers the ICE/ISOAP policy. Per Approved 2017 ICE Report, the Hybrid Roundabout Alternative is the only approved intersection control type if widening or changing this intersection.

SCALE: 1" = 80'

PROPOSED 1:1 SLOPE IN LIEU OF RETAINING WALL

RECONSTRUCT EXISTING STORM DRAIN OUTLET AND PIPE

TEMPORARY CONSTRUCTION EASEMENT (IN PROGRESS) (1,223 SF)

PROTECT IN PLACE EXISTING SOUNDWALL

REMOVE EXISTING AC PAVEMENT AND SIDEWALK

GRANADA St

WOODSIDE Ave

CITY R/W

CALTRANS R/W

R = 125'

R = 50'

VAR

14'

12'

17'

2.5'

6'

8'

11'

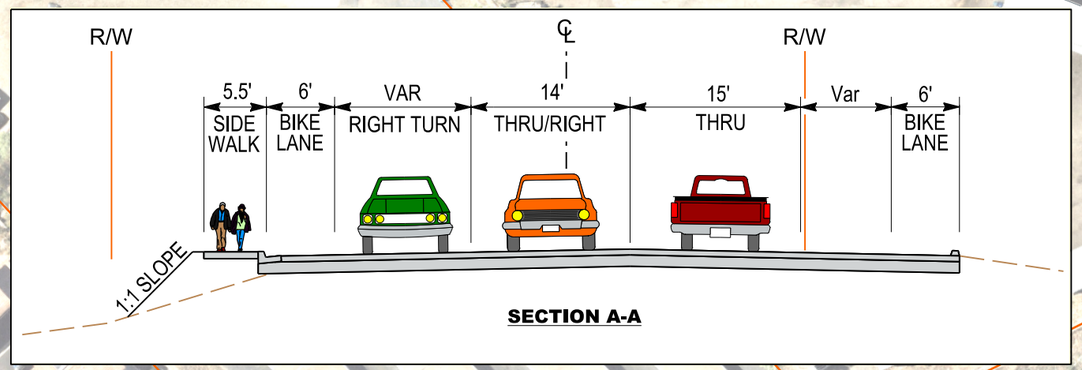
10'

SR-67 SB OFF-RAMP

SOUTHBOUND ROUTE 67

NORTHBOUND ROUTE 67

CALIFORNIA 67



SECTION A-A

DOKKEN ENGINEERING

PROJECT OVERVIEW

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING EASEMENT FOR PUBLIC UTILITIES (RECORDED 9/29/1969 #177971)
- EXISTING EASEMENT FOR PUBLIC STREET (RECORDED 11/03/2004 #2004-1041412)
- PROPOSED AC ROADWAY WIDENING
- PROPOSED PCC SIDEWALK/RAISED MEDIAN
- PROPOSED TEMPORARY CONSTRUCTION EASEMENT

SCALE: 1" = 80'

PROPOSED 1:1 SLOPE IN LIEU OF RETAINING WALL

RECONSTRUCT EXISTING STORM DRAIN OUTLET AND PIPE

TEMPORARY CONSTRUCTION EASEMENT (IN PROGRESS) (1,223 SF)

PROTECT IN PLACE EXISTING SOUNDWALL

REMOVE EXISTING AC PAVEMENT AND SIDEWALK

GRANADA St

WOODSIDE Ave

SR-67 SB OFF-RAMP

SOUTHBOUND ROUTE 67

NORTHBOUND ROUTE 67

CALIFORNIA 67

CITY R/W

CALTRANS R/W

R = 125'

R = 50'

VAR

14'

12'

17'

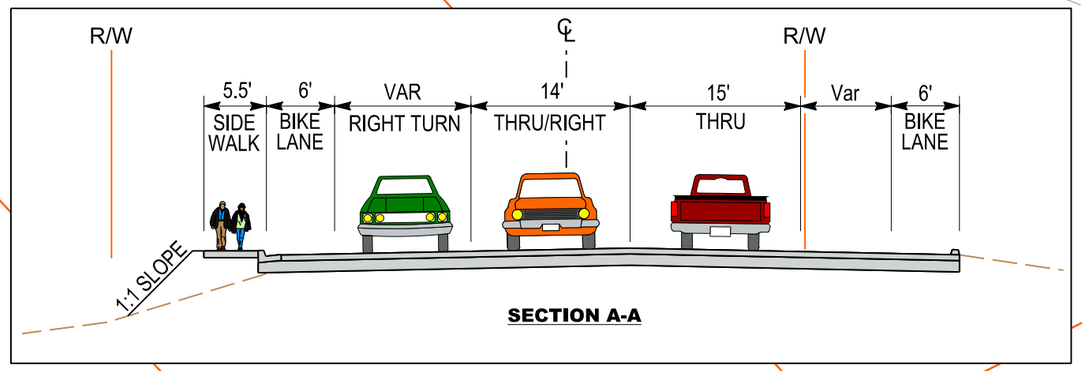
11'

10'

2.5'

6'

8'



SECTION A-A

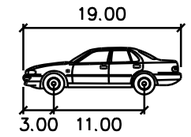
DOKKEN ENGINEERING

PROJECT OVERVIEW

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

SCALE: 1" = 50'



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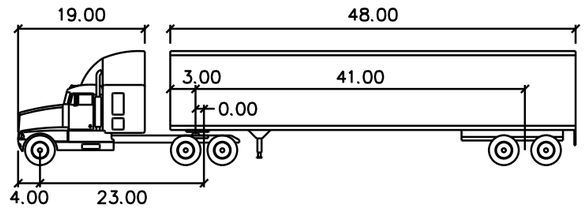
	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



STAA Design Vehicle (56 FT RADIUS)

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.1
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

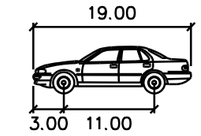
DOKKEN ENGINEERING

TURN TEMPLATE EXHIBIT A

City of Santee

Southbound SR-67 Off-Ramp / N Woodside Ave Intersection

SCALE: 1" = 50'



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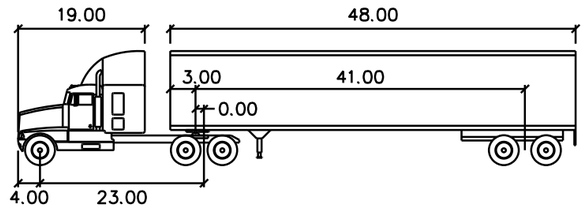
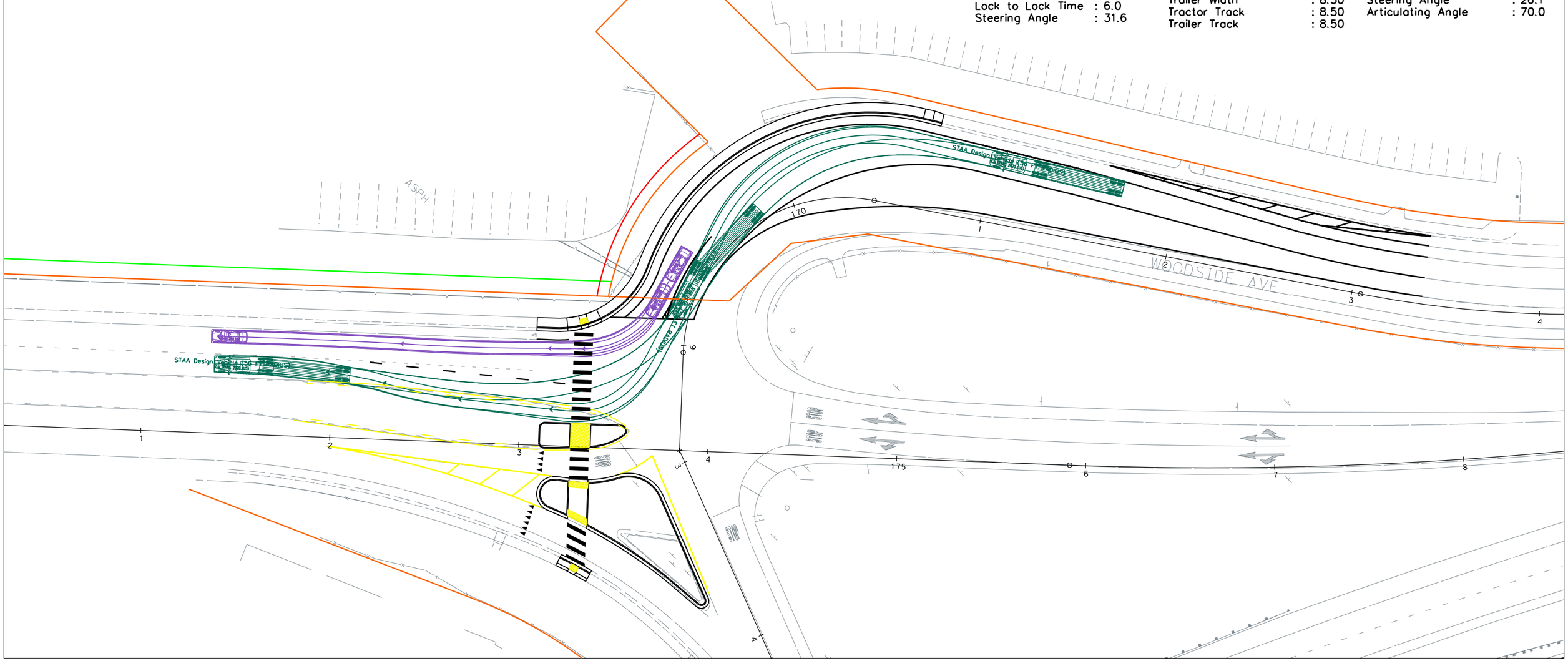
	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6



STAA Design Vehicle (56 FT RADIUS)

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 26.1
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		



DOKKEN ENGINEERING

TURN TEMPLATE EXHIBIT B

Appendix L
Transportation Impact Study

Transportation Impact Study

Palisade Santee Commerce Center Project

APRIL 2025

Prepared for:

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1 Introduction

1.1 Purpose and Scope

The purpose of this Transportation Impact Study (TIS) is to identify impacts associated with a proposed 300,145 square foot (SF) industrial/warehousing building (proposed project or project) in the City of Santee (City). Pursuant to Senate Bill (SB) 743, the focus of transportation analyses has shifted from vehicle delay (and level of service [LOS]) to vehicle miles traveled (VMT) under the California Environmental Quality Act (CEQA). Given the need to prepare VMT-based CEQA transportation impact analyses per SB 743, the City's VMT guidelines were released in April 2022. The need to evaluate the performance of the roadway system based on delay and LOS is for General Plan consistency requirements. The objectives of this study are to provide both, CEQA and non-CEQA assessments of the project per analysis methodology and guidelines adopted by the City. Therefore, this TIS has been prepared consistent with the City of Santee VMT Analysis Guidelines (April 13, 2022), Guidelines for Transportation Impact Studies in the San Diego Region (May 2019) and the City of Santee Mobility Element (October 2017).

The scope of the analysis was submitted to the City for approval prior to preparing this study. The approved scope is included in Appendix A.

CEQA Assessment

- Provide a VMT analysis per SB 743, CEQA requirements, and City's VMT Analysis Guidelines.
- Identify mitigation measures for any significant transportation impacts.

The study area for the CEQA analysis is the San Diego region, and the SANDAG SB 743 VMT maps have been used in the project's VMT analysis.

Non-CEQA Assessment

- Estimate trip generation, distribution, and assignment characteristics of the project.
- Document existing roadway, pedestrian, bicycle, and transit facilities in the study area.
- Document Existing, Near Term, and Horizon Year traffic conditions (without and with project), including intersection LOS and roadway segment capacity analysis.
- Analyze the potential for LOS and capacity effects to occur as a result of the project under the Existing Near Term and Horizon Year conditions.
- Provide evaluation of left turn at the project access driveway at Woodside Avenue.
- Describe if any operational or physical network improvements are needed.
- Provide findings and recommendations based on the non-CEQA assessment of the project.

The study area for the LOS analysis is generally based on the threshold of 50 or more AM or PM peak-hour project trips that pass through an intersection. Based on the project's trip generation (Table 1) and trip distribution shown on Figure 3, the following roadway segments and intersections are proposed for the project's LOS analysis:

Roadway Segments

1. N. Woodside Avenue, between Project Driveway and Woodside Avenue
2. Woodside Avenue, between Magnolia Avenue and N. Woodside Avenue – Woodside Avenue
3. Magnolia Avenue, between Woodside Avenue-Mission Gorge Road and State Route (SR)-52 westbound on-ramp-SR-67 southbound on-ramp

Intersections

1. Magnolia Avenue/SR-52 eastbound off-ramp
2. Magnolia Avenue/SR-52 westbound on-ramp - SR-67 southbound on-ramp
3. Magnolia Avenue-Mission Gorge Road/Woodside Avenue
4. N. Woodside Avenue/Woodside Avenue – SR-67 southbound off-ramp
5. Hartley Road/N. Woodside Avenue
6. Wheatlands Avenue/N. Woodside Avenue
7. Project Access Roadway/N. Woodside Avenue

Figure 1, Project Location and Study Area, shows the project location and study area selected to assess the project's potential traffic effects.

Analysis Scenarios

Roadway segment and intersection LOS analyses were prepared for the weekday 24-hour average daily traffic (ADT) condition and AM and PM peak hours at the study area roadway segments and intersections, respectively, for the following analysis scenarios:

Existing Conditions

The TIS includes a description of existing traffic conditions in the site vicinity, including existing roadway system, existing weekday AM and PM peak-hour traffic volumes, and operational analysis of the study area roadway segments and intersections. The existing condition is representative of the year 2023.

Existing plus Project

This condition includes analysis of traffic operations under existing conditions with project traffic added to the existing ADT and AM and PM peak hour intersection traffic volumes. The traffic effects specific to the project under this condition were used as the basis for determining the project's direct effects.

Near Term Conditions

This condition includes analysis of traffic operations under Near Term conditions within a short-term horizon period of approximately three years where the proposed project is constructed and fully occupied. Near Term traffic volumes (ADT and AM and PM peak hour) include existing traffic volumes and traffic generated by other approved and pending projects in the study area. The approved or pending projects are developments in the review process, but not fully approved; or projects that have been approved, but not fully constructed or occupied.

Near Term plus Project

This condition includes analysis of traffic operations under Near Term conditions with project traffic added to the Near-Term ADT and AM and PM peak hour intersection traffic volumes. The traffic effects specific to the project under this condition were used as the basis for determining the project's short-term cumulative effects.

Horizon Year Conditions

This condition includes analysis of traffic operations under Horizon Year conditions within a long-term period and is generally consistent with Year 2035. The horizon Year traffic volumes (ADT and AM and PM peak hour) have been estimated using the recently approved Fanita Ranch Traffic Impact Study (LLG 2020).

Horizon Year plus Project

This condition includes analysis of traffic operations under Horizon Year conditions with project traffic added to the Horizon Year ADT and AM and PM peak hour intersection traffic volumes. Based on review of the SANDAG land use and trip rate used in the General Plan Mobility Element for the traffic analysis zone (TAZ) the project is located within, it was noted that the project trip generation exceeded the TAZ trip generation for allowable light industrial use by approximately 33.6%. Therefore, to account for the additional project trip generation, approximately, 33.6% of the project traffic was added to the Horizon Year intersections and roadway segments. The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue. Therefore, to provide a conservative analysis, 100% of the project trips were assigned to the project driveways and intersections along Woodside Avenue near the project site. The traffic effects specific to the project under this condition were used as the basis for determining the project's long-term cumulative effects.

1.2 Project Description and Location

The proposed project includes the demolition of the existing drive-in theater and the construction of a 300,145 SF industrial/warehousing building as well as associated improvements including loading docks, trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements. The building could be used for multiple tenants for warehousing and distribution, manufacturing, assembly, research and development, and related office uses. The project is located at 10990 Woodside Avenue in the City. The Assessor Parcel Number (APN) of the Project site is 381-070-5200. The City's General Plan Land Use Map designates the project site the entire site as Light Industrial.

Figure 1 illustrates the project's location. Regional access to the project site is available from SR-52 and SR-67 via Magnolia Avenue, Woodside Avenue, and Riverford Road. The Project would be accessed via a dedicated drive aisle on Woodside Avenue which leads to two 40-foot-wide driveways. These driveways and an on-site roadway would provide access to the vehicle parking lots and two truck courts. Vehicle parking for employees would be in parking lots along the periphery of the project site. The site plan of the proposed project is shown on Figure 2.

1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. These guidelines identify VMT as the most appropriate measure of transportation impacts under CEQA and were required to be implemented on July 1, 2020.

The requirements to prepare a detailed transportation VMT analysis apply to all discretionary land development projects that are not exempt from CEQA, except those that meet at least one of the transportation screening criteria. A project that meets at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location.

Per the City's TIA guidelines, for project's that do not screen out VMT should include analysis using the SANDAG Regional Travel Demand Model. The model outputs can be used to produce VMT/capita, VMT/employee, and Total VMT. For employment projects (Industrial/Non-industrial), the City's VMT guidelines the following criteria:

- **For projects that generate fewer than 2,400 daily unadjusted driveway trips:** Identify the location of the project on the City's VMT/employee map. The project's VMT/employee will be considered the same as the VMT/capita of the TAZ as shown on the VMT/employee map. Compare the project's VMT/employee to the threshold to determine if the impact is significant, or, if desired or requested by the City, input the project into the SANDAG Regional Travel Demand Model to determine the project's VMT/employee.
- **For projects that generate 2,400 or greater daily unadjusted driveway trips:** Larger projects will typically be analyzed using a custom model run by inputting the project into the SANDAG Regional Travel Demand Model. To perform the analysis, all project land uses should be inputted, and the VMT/employee should be determined using the same method/scripts that SANDAG utilizes to calculate the VMT/employee threshold. There may be some circumstances where the use of screening maps or other sketch modeling tools are appropriate for larger projects, especially if the project has the same characteristics of the land uses that are already contained in the TAZ where the project is located or if the project is unique in nature and project specific travel behavior information is available.

As shown in Section 2 Project Traffic, the project would generate less than 2,400 daily trips. As shown in Section 3.0, the project would not meet any VMT screening criteria, therefore, the project's VMT evaluation has been conducted using the SANDAG SB 743 VMT maps.

SOURCE: SanGIS, Open Street Maps

NOT TO SCALE

FIGURE 1

Project Location and Study Area

Palisade Santee Commerce Center Project

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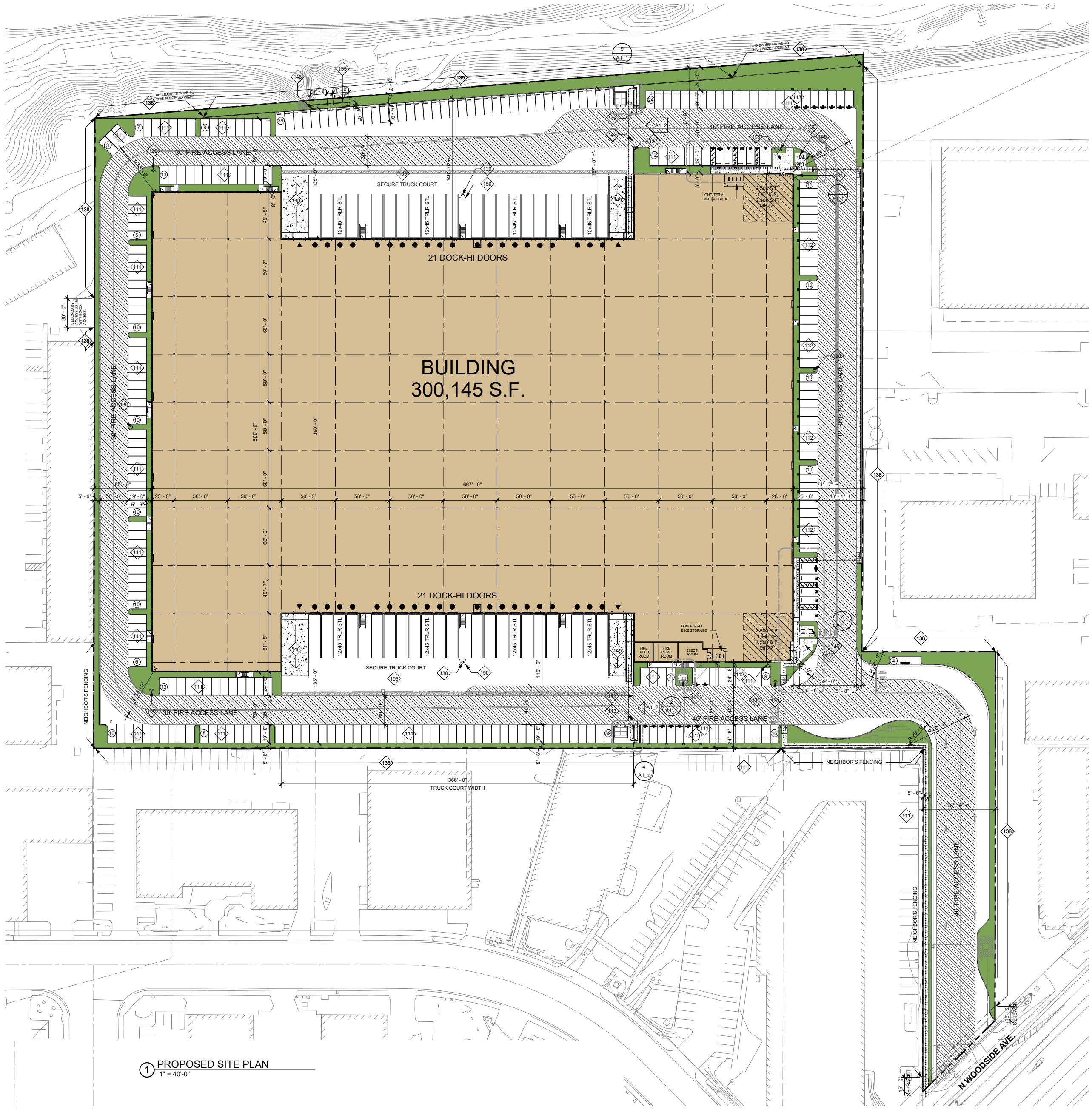

1 PROPOSED SITE PLAN
1" = 40'-0"

DEVELOPER/OWNER

NORTH PALISADE PARTNERS
1330 FACTORY PLACE #105, LOS ANGELES, CA 90013
CONTACT: BRIAN WONG
PHONE: 310.242.1612
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APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL

ASSESSOR'S PARCEL NO: 381-070-52-00

PROJECT INFORMATION & AREA ANALYSIS

BUILDING ADDRESS: 10990 WOODSIDE AVE. SANTEE, CA 92071
CONSTRUCTION TYPE: III-B
OCCUPANCY: B / S-1
FIRE SPRINKLER: YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT: 36'

ZONING:
GENERAL PLAN: G-I (NERAL INDUSTRIAL)
SPECIFIC PLAN: N/A
FEMA FLOOD ZONE: NO FLOOD ZONE

BUILDING SETBACKS:
FRONT SETBACK: 15'
SIDE SETBACK: 5'
REAR SETBACK: NONE

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507 PER TABLE 506.2

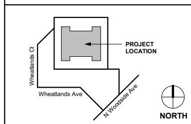
SHEET INDEX

A0 TITLE SHEET
A1 SITE PLAN
A1_0 SITE UTILIZATION MAP
A1_1 ENLARGED PARTIAL SITE PLANS
A1_2 GATE & FENCE ELEVATION
A1_4 STRIPING & SIGNAGE PLAN
A2 GROUND LEVEL FLOOR PLANS
A4 EXTERIOR ELEVATIONS
A5 EXTERIOR ELEVATION COLOR BOARD

C1 CONCEPTUAL GRADING PLAN
C2 CONCEPTUAL UTILITY PLAN
L-1 CONCEPTUAL LANDSCAPE PLAN
L-2 LANDSCAPE SECTIONS
FC-1.0 SITE PHOTOMETRIC PLAN

R-1 RENDERING
R-2 RENDERING
R-3 RENDERING
R-4 RENDERING
R-5 RENDERING
R-6 RENDERING

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

KEYNOTES

105 CONCRETE PAVING.
109 (N) TRANSFORMER LOCATION.
111 TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 19'-0" DEEP
112 EV (ELECTRIC VEHICLE) CAPABLE PARKING STALL. PROVIDE FOR FUTURE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE
113 EVCS (ELECTRIC VEHICLE CHARGING STATION). PROVIDE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE.
130 (N) FIRE HYDRANT.
134 FIRE DEPARTMENT CONNECTION (FDC).
135 PRE-CAST CONCRETE FENCE SUPPORTED BY METAL POSTS FROM GREENFIELD FENCE. MIN HEIGHT 8'ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL.
137 TUBE STEEL FENCE. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.
138 CHAIN LINK FENCE. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.
143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145 PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP w/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP w/ SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
146 2 POSITION BIKE RACK.
149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
150 STEEL PIPE BOLLARD PROTECTION POST.
178 OUTDOOR EMPLOYEE BREAK AREA.

LOT AREA

SQUARE FOOTAGE	ACRES
587730 SF	13.49

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
300145 SF	587730 SF	100%	51.1%

BUILDING AREA SUMMARY

NAME	AREA
GROUND FLOOR	
WAREHOUSE	290145 SF
OFFICE	2500 SF
OFFICE	2500 SF
	295145 SF
MEZZANINE	
OFFICE	5000 SF
	5000 SF
GROUND LEVEL + MEZZANINE	
WAREHOUSE	290145 SF
OFFICE	10000 SF
TOTAL BUILDING AREA	300145 SF

LANDSCAPE AREA SUMMARY

* SEE LANDSCAPE PLAN

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	10000 SF	1000	11
WAREHOUSE	290145 SF	1000	291
TOTAL: 4	300145 SF		302

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	230
STANDARD ACCESSIBLE STALLS	6
VAN ACCESSIBLE STALLS	2
EV CAPABLE STALL (w/o EVSE)	45
EVCS (EV CAPABLE STALL w/ EVSE)	16
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	301

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	230
STANDARD ACCESSIBLE STALLS	6
VAN ACCESSIBLE STALLS	2
EV CAPABLE STALL (w/o EVSE)	45
EVCS (EV CAPABLE STALL w/ EVSE)	16
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	301

SITE LEGEND

LANDSCAPE AREA
CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES, & OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
STREET LIGHT
INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
PROPERTY LINE
DOCK HIGH DOOR
DRIVE THRU. DOOR

PALISADE SANTEE COMMERCE CENTER
SANTEE, CA

PROJECT
FINAL APPROVAL SET

NORTH PALISADE PARTNERS

HERDMAN ARCHITECTURE + DESIGN
A22-2164
06.04.2024

SITE PLAN

NORTH

A1

6/4/2024 11:26:36 AM

SOURCE: Herdman Architecture + Design 2023

DUDEK NOT TO SCALE

FIGURE 2
Site Plan
Palisade Santee Commerce Center Project

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1.3.2 Level of Service Analysis for Non-CEQA

In addition to a VMT analysis required under CEQA, the City determines the need for a transportation analysis in conformance with the land use and transportation elements of the General Plan. The City uses the criteria from the *Guidelines for Transportation Impact Studies in the San Diego Region* (May 2019).

Per the regional guidelines, a traffic analysis would be required if a project exceeds 500 ADT and is inconsistent with the adopted General Plan or exceeds 1,000 ADT and is consistent with the adopted General Plan.

As discussed in Section 2, the project is forecast to generate 1,440 passenger car equivalent [PCE] daily trips. Therefore, this study provides a traffic analysis discussing operations of selected roadway segments and intersections, under existing, near-term, and horizon year conditions.

LOS is commonly used as a qualitative description of intersection operations and roadway segments and is based on the design capacity of the intersection configuration and roadway facility, compared to the volume of traffic using the facility. The acceptable LOS for the City is LOS D.

1.3.2.1 Roadway Segments

Roadway segment analysis is based upon the comparison of ADT to the City of Santee Mobility Element Roadway Classification LOS and Standards Table. This table provides level of service thresholds for different street classifications, based on traffic volumes, and roadway characteristics. Table 1 presents guidance on the levels of ADT that can be accommodated on various types of roadways, based on level of service.

Table 1. City of Santee Roadway Classifications and Standards

Class	Lanes	Level of Service (LOS)				
		A	B	C	D	E
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Parkway	4	15,000	21,000	30,000	35,000	40,000
	2 lanes w/TWLTL	5,000	7,000	10,000	13,000	15,000
	2	4,000	5,500	7,500	9,000	10,000
Collector	2 lanes w/TWLTL	5,000	7,000	10,000	13,000	15,000
	2	2,500	3,500	5,000	6,500	8,000
	2	2,500	3,500	5,000	6,500	8,000
Non-Circulation Element						
Industrial Local	2	—	—	2,200*	—	—
Residential Local	2	—	—	2,200*	—	—
Cul-de-sac Street	2	—	—	300*	—	—
Hillside Street	2	—	—	700*	—	—

Source: City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)
Notes:
* Represents design capacity of non-CE road. LOS does not apply to non-CE roads.

1.3.2.2 Intersections

The *Highway Capacity Manual, 6th Edition* (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of the signalized study intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle. The Synchro 11 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology.

Table 2 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 2. Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	< 10.0	< 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6 (TRB 2016).

A queuing analysis using SimTraffic 11 software was conducted was conducted to determine the 95th percentile (design) queue and the average queue of the existing and proposed storage lanes at the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection. The 95th percentile and average queues are then compared to the provided storage lane lengths to determine whether the queue can be adequately stored.

1.4 Need for Roadway Improvements and Mitigation Measures

Table 3 indicates when a project's effect on the roadway system is considered to justify the need for roadway improvements. That is, if a project's traffic effect causes the values in this table to be exceeded, roadway improvements should be considered.

Table 3. Determination of the Need for Roadway Improvements

Level of Service with Project	Allowable change Due to Project Effect				
	Freeways		Roadway Segments		Intersections
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (Seconds)
LOS E and F	0.01	1	0.02	1	2

Source: Table 7-1 Determination of the Need for Roadway Improvements, Guidelines for San Diego Region. Guidelines for Transportation Impact Studies in the San Diego Region (May 2019).
Notes: V/C = Volume-to-Capacity, mph = miles per hour

The San Diego region guidelines state that not all improvement measures can feasibly consist of roadway widening (new lanes or new capacity). Therefore, financing toward a defined Intelligent Transportation System project, enhanced traffic signal communications project, or active transportation projects should be considered.

Additionally, per City of Santee Mobility Element Policy 2.1, “The City shall encourage an automobile Level of Service “D” on street segments and at intersections throughout the circulation network while also maintaining or improving the effectiveness of the non-automotive components of the circulation system (i.e. pedestrians, bicyclists, and public transit). The City may approve a lower automobile Level of Service if it finds that the effectiveness of non-automotive components of the circulation system would be maintain ed or improved as a result. In other cases, the City shall not approve any development that causes a drop in the level of service at a street segment or an intersection to LOS "E" or "F", after feasible mitigation, without overriding social, economic, or other benefits.

For impacts related to CEQA analysis, i.e., VMT analysis, mitigation measures may include Transportation Demand Management recommendations – transit facilities, bike facilities, telecommuting, rideshare programs, flex-time, carpool incentives, parking cash-out, complete or partial subsidization of transit passes, etc.

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2 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area. Due to discrepancies between industrial trip rates provided in SANDAG and ITE trip generation sources, the City allowed Dudek to conduct a Trip Generation Survey to determine the appropriate trip generation rates for the project. A trip generation survey of existing, similar industrial land uses was conducted to substantiate the use of trip rates from the current edition of the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021). See Appendix A for details on the Trip Generation Survey and selection of ITE Industrial Park trip rate for the proposed project.

2.1 Trip Generation

Based on the driveway traffic count results, and the trip generation observed at all three industrial use sites (see Appendix A), the City approved the use of the ITE trip generation rate for the Industrial Park use (ITE Code 130) to estimate the project's daily, AM peak hour, and PM peak hour trip generation. The ITE daily trip rate (3.37 trips/TSF) is higher than Site 1 which had the highest surveyed empirical rate (3.15 trips/TSF). Additionally, to provide a conservative estimate of truck trips, the warehouse truck fleet mix from the South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014) was used to estimate project-related truck traffic. Based on the SCAQMD data, passenger cars would account for 72.5% trips of the total trips generated by a warehouse facility, and truck trips would account for approximately 27.5% of the total trips. The ITE and SCAQMD trip generation data are widely used for other industrial projects in southern California.

The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per the SCAQMD study. These truck trips generated by the project are provided in passenger car equivalence (PCE) trips by using appropriate PCE factors. PCE factors consistent with the standard practice were used to estimate the total PCE trips for the project.

Using the trip rate for an Industrial Park contained in the ITE Trip Generation Manual, the project's daily, AM peak hour, and PM peak hour trips were estimated. As shown in Table 4, the proposed project would generate approximately 1,011 daily non-PCE trips, 102 AM peak hour trips (83 inbound and 19 outbound), and 103 PM peak hour trips (23 inbound and 80 outbound). Adjusting for PCE, the proposed project would generate approximately 1,440 daily PCE trips, 148 AM PCE peak hour trips (121 inbound and 27 outbound), and 146 PM PCE peak hour trips (30 inbound and 116 outbound).

2.2 Trip Distribution and Assignment

Project trip distribution percentages are based on logical travel paths to and from the project site, review of traffic studies conducted for nearby projects, and consideration of the traffic distribution patterns in the area. Figure 3 illustrates the proposed project trip distribution. As shown in the figure, approximately 80% of the passenger cars would west and 20% would travel east along Woodside Avenue from the project site. A majority of project-related trucks (approximately 90%) would travel west on Woodside Avenue to access the SR-52 ramps from Magnolia Avenue. The remaining 10% of project trucks would travel east on Woodside Avenue.

Based on the distribution percentage, Figures 4, 5, and 6 illustrate the project trip assignment for cars, trucks, and total trips (in PCE), respectively.

Table 4. Project Trip Generation Summary

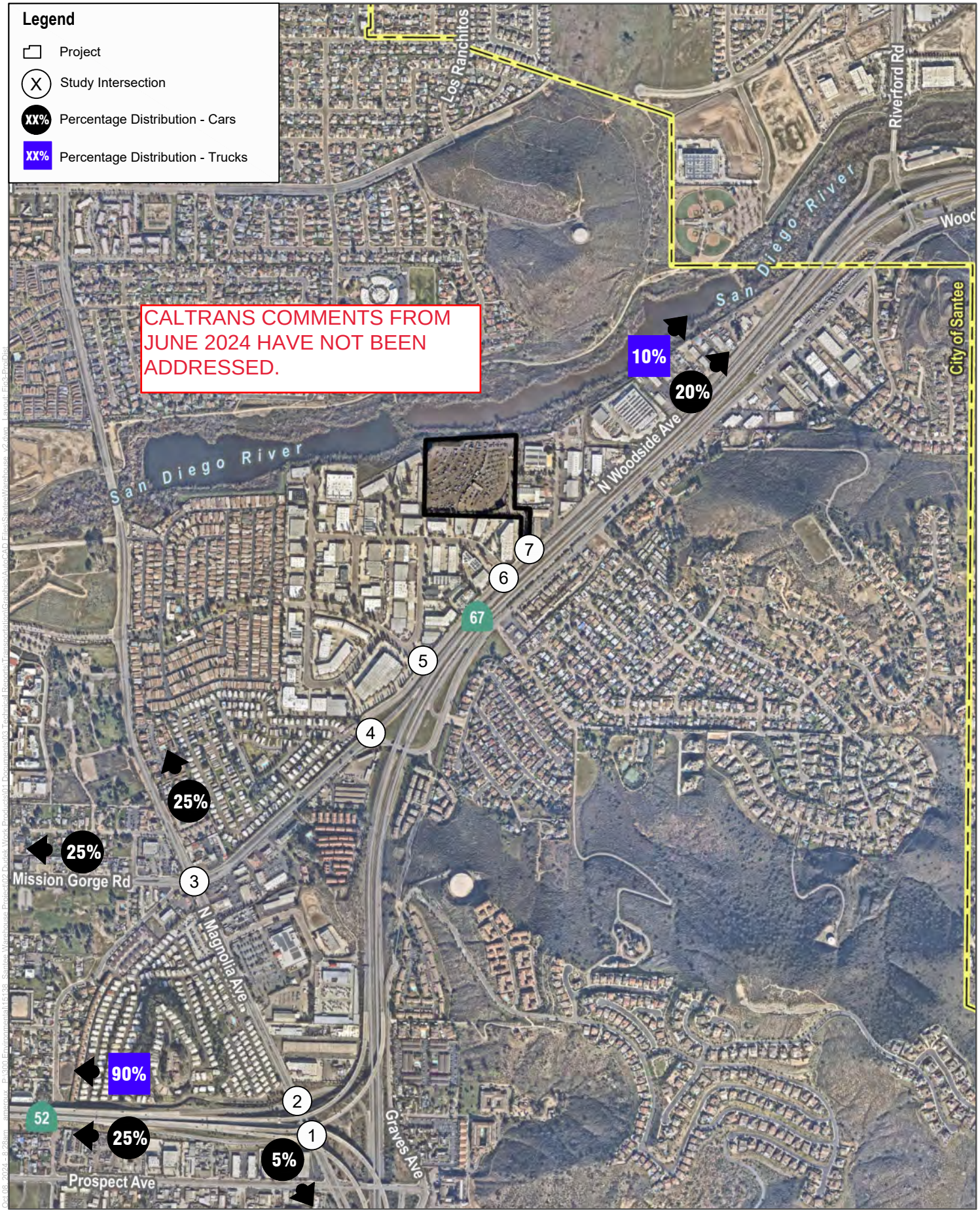
Land Use	Daily Trip Rate/Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Industrial Park1	3.37 trips/TSF		0.28	0.06	0.34	0.07	0.27	0.34
Land Use	**Units**	**Daily**						
Project (300.145 TSF)	**Total Trips (non-PCE)**	**1,011**	**83**	**19**	**102**	**23**	**80**	**103**
	Passenger Cars	*733*	*60*	*14*	*74*	*16*	*58*	*74*
	Trucks (non-PCE)	**278**	**24**	**5**	**29**	**6**	**23**	**29**
Trip Generation (Non-PCE)								
Vehicle Mix[2]	Passenger Cars (72.5%)	733	60	14	74	16	58	74
	2-axle Trucks (4.6%)	46	4	1	5	1	4	5
	3-axle Trucks (5.7%)	58	5	1	6	1	5	6
	4+axle Trucks (17.2%)	174	15	3	18	4	14	18
	Non - PCE Trips	**1,011**	**83**	**19**	**102**	**23**	**80**	**103**
Trip Generation (PCE)								
PCE Factor[3] and PCE Trips	Passenger Cars (72.5%)	733	60	14	74	16	58	74
	2-axle Trucks (4.6%)	70	6	1	7	1	6	7
	3-axle Trucks (5.7%)	115	10	2	12	2	10	12
	4+axle Trucks (17.2%)	522	45	9	54	11	42	53
	PCE Trips	**1,440**	**121**	**27**	**148**	**30**	**116**	**146**

Notes: TSF = thousand square feet, PCE = passenger car equivalent Some of the totals may not match exactly due to rounding.

1 Trip rates from the ITE.

2 Vehicle Mix from the SCAQMD 2014

3 Passenger Car Equivalent (PCE) factors are assumed to be 1.0 for passenger vehicles, 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4-axle trucks.



SOURCE: SanGIS, Open Street Maps

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FIGURE 3

Project Trip Distribution

Palisade Santee Commerce Center Project

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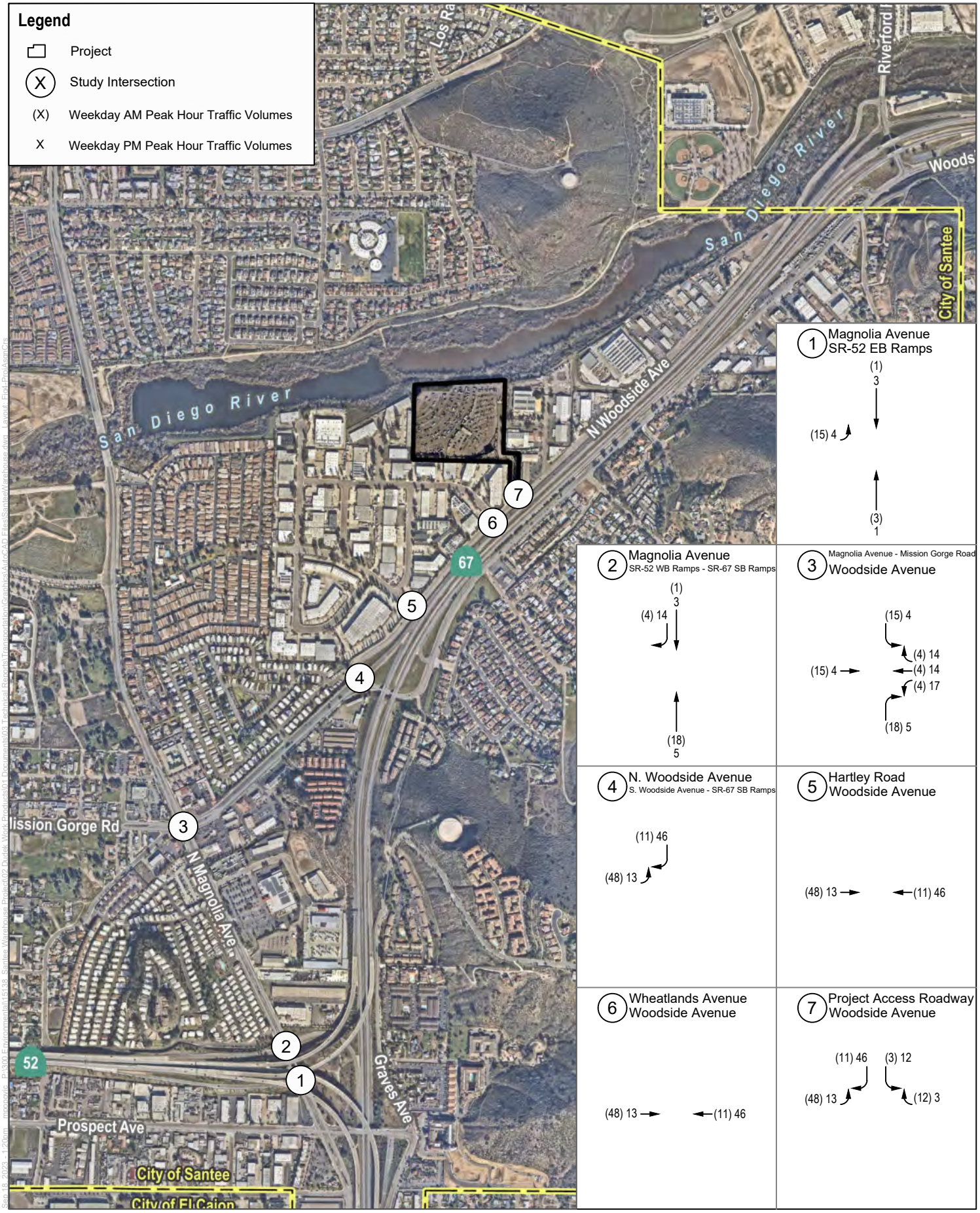

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FIGURE 4

Project Trip Assignment (Cars)

Palisade Santee Commerce Center Project

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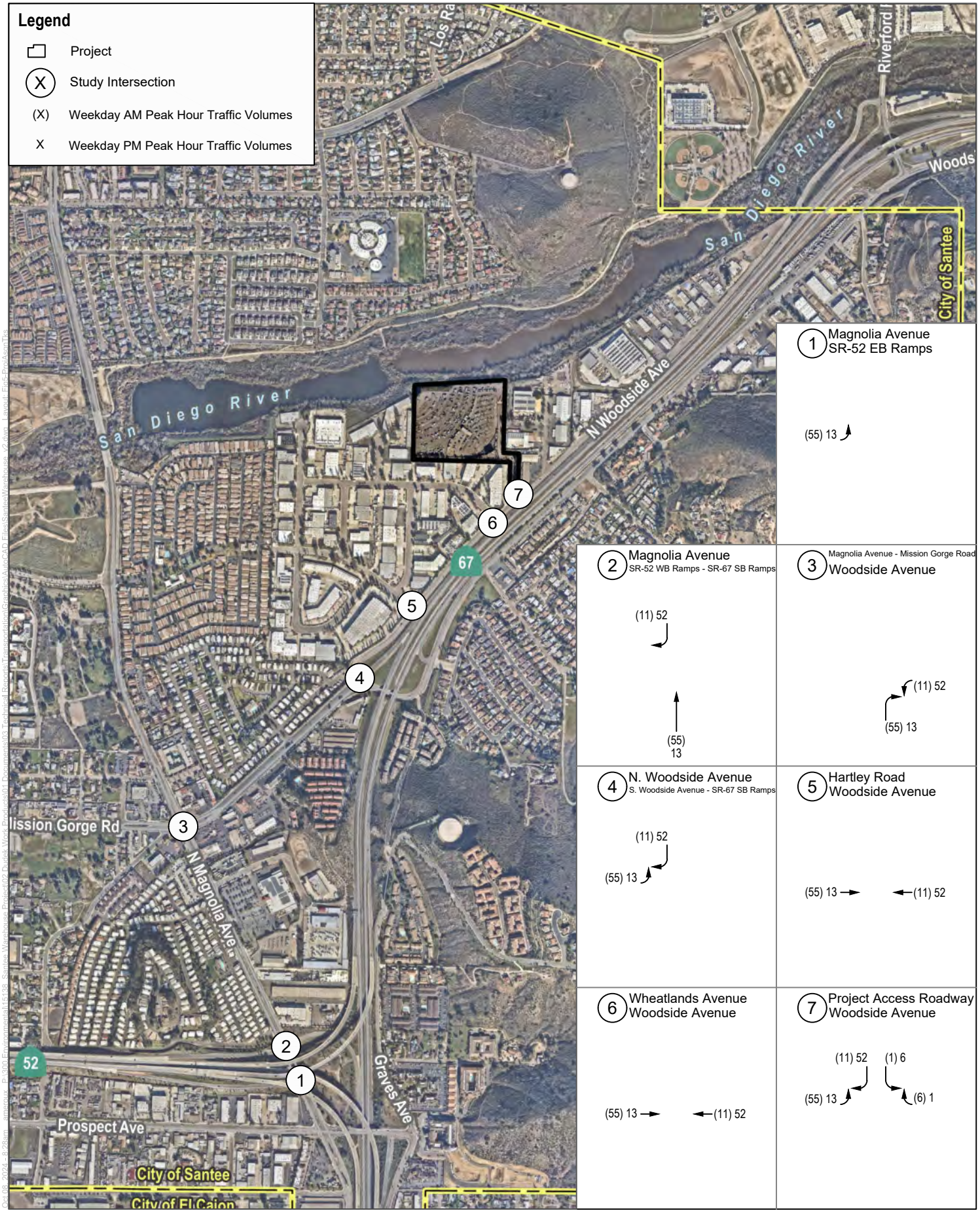

SOURCE: SanGIS, Open Street Maps

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FIGURE 5

Project Trip Assignment (Trucks – PCE)

Palisade Santee Commerce Center Project

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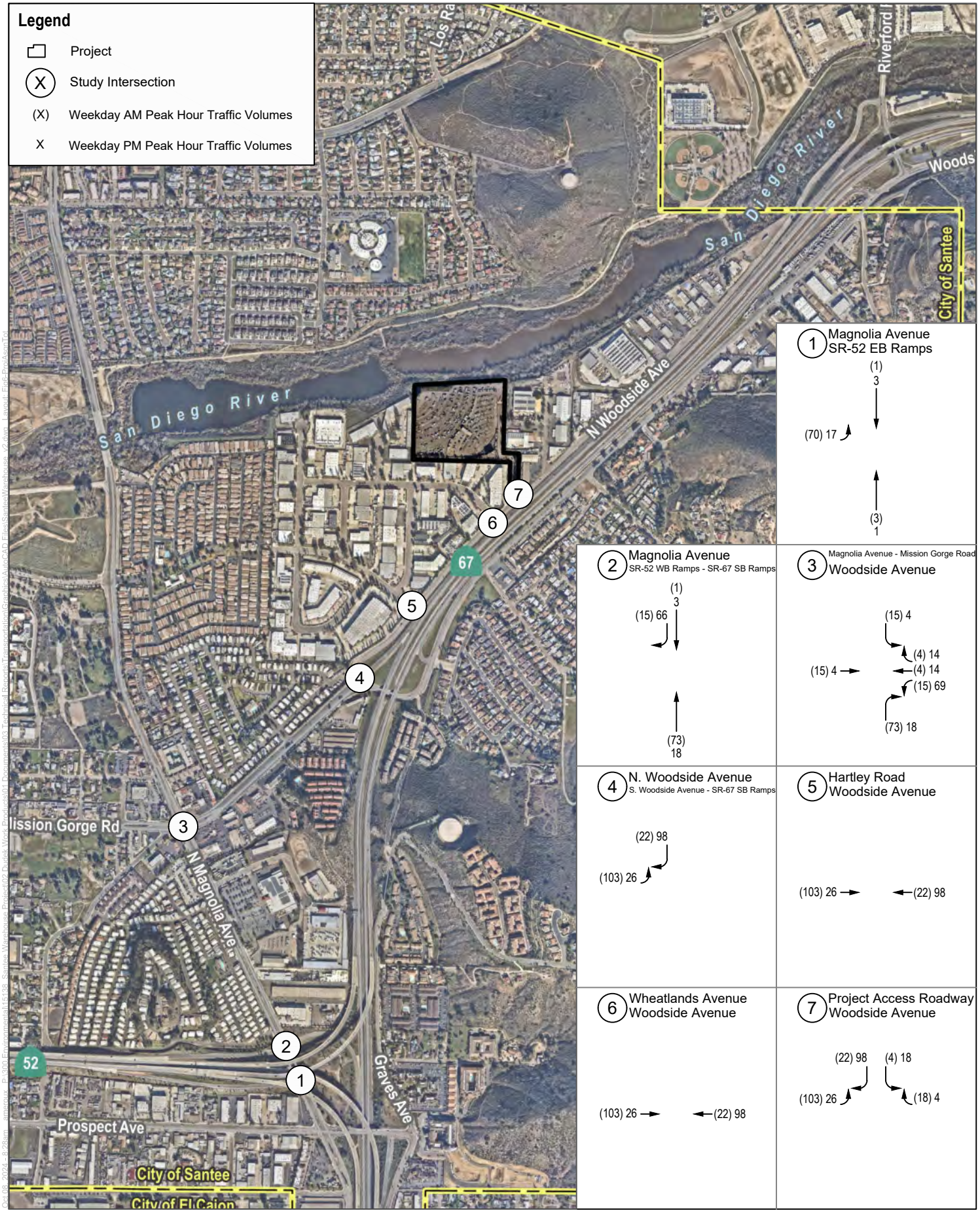

SOURCE: SanGIS, Open Street Maps

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FIGURE 6

Total Project Trip Assignment (Cars and Trucks – PCE)

Palisade Santee Commerce Center Project

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3 Existing Conditions

Characteristics of the adjacent existing street system roadways within the study area are described below. The existing traffic controls and geometrics at the study area intersections are shown in Figure 7.

3.1 Roadway System

Regional access to the project would be provided by SR-52 and SR-67. Local access to the project would be provided by Magnolia Avenue and Mission Gorge Road-Woodside Avenue. Both of these roadways are designated truck routes within the City.

Roadways

Characteristics of the adjacent existing street system roadways within the study area are described below.

Woodside Avenue

Woodside Avenue is an east-west roadway from Magnolia Avenue (where Mission Gorge Road ends) to Chestnut Street in Lakeside. Between Magnolia Avenue and SR-67 southbound-off ramp-Woodside Avenue intersection, Woodside Avenue is a Major Arterial, with four lanes and a center-two-way-left-turn lane (TWLTL). There are Class II bike lanes are provided on both sides of Woodside Avenue. The posted speed limit is 45 miles per hour (MPH).

Woodside Avenue splits into N. Woodside Avenue and Woodside Avenue east of the intersection with the SR-67 southbound off-ramp with N. Woodside Avenue paralleling SR-67 on the north and Woodside Avenue paralleling SR-67 on the south. N. Woodside Avenue is the segment between the SR-67 southbound-off ramp-Woodside Avenue intersection to Riverford Road in the Lakeside community of San Diego, and is designated as a Collector Road with a TWLTL. It is currently constructed with one lane in each direction with a center TWLTL and dedicated left-turn lanes at its intersections with Harley Road and Wheatlands Avenue. North of Wheatlands Avenue, the roadway is one lane in each direction without a TWLTL or dedicated left-turn lanes at intersections. There are Class II bike lanes on both sides of the N. Woodside Avenue. On-street parking is permitted along north side of N. Woodside Avenue. There are intermittent sidewalks along the roadway. The posted speed limit in the vicinity of the project is 40 MPH.

Magnolia Avenue

Magnolia Avenue is a north-south roadway. It is classified as a Major Arterial north of Mission Gorge Road and Prime Arterial from Mission Gorge Road to Prospect Avenue. On-street parking is not permitted along the roadway from Mission Gorge Road to Prospect Avenue. There is paved sidewalk along Magnolia Avenue. The posted speed limit along the roadway is 45 miles per hour.

3.2 Transit System

The San Diego Metropolitan Transit System (MTS) provides public transportation throughout Santee and northern San Diego County. Figure 8a illustrates the transit facilities in the vicinity of the proposed project. The nearest MTS bus routes serving the project are described below.

- Route 832 runs clockwise from Santee Town Center to northern Santee and back to Santee Town Center via Cuyamaca Street, and Magnolia Avenue. The route operates between 6:17am and 6:56pm on weekdays, with 30-minute headways, and between 8:25am and 4:45pm on weekends with 60-minute headways. The nearest bus stop is located west of the Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the project site.
- Route 833 runs from the Santee Transit Center to the El Cajon Transit Center, via Mission Gorge Road, Magnolia Avenue, and Graves Avenue. The route operates between 5:52am and 6:12pm on weekdays, with 45-minute headways, and between 8:53am and 5:10pm on weekends, with 60-minute headways. The nearest bus stop is located west of Magnolia Avenue and Mission Gorge Road – Woodside Avenue intersection, approximately 0.90 miles from the project site.
- Route 834 runs in a loop, connecting the Santee Transit Center to the West Hills Parkway area, via Prospect Avenue and Carlton Oaks. The route operates only on weekdays from 6:33am to 3:30pm with 60-minuite headways. The nearest bus stop to the project site is approximately 2 miles away.

The City of Santee is served by the Green Line Trolley (Route 530), with the sole station within the City located at the Santee Transit Center. The Green Line connects Santee to the larger San Diego region and provides service into Downtown San Diego. The route operates from 5:00am to 1:00am with 15-minute headways on weekdays, and 30-minute headways on weekends. MTS ACCESS provides complementary, on-demand paratransit service to fulfill the unmet needs of residents such as seniors and persons with disabilities.

3.3 Pedestrian and Bicycle Facilities

The General Plan Circulation Element identifies the following bicycle facility classifications, as defined by Caltrans:

- **Class I Bikeway (Bike Path)** provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motor vehicles minimized.
- **Class II Bikeway (Bike Lane)** provides a striped lane designed for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with pedestrian and motor vehicle crossflows permitted.
- **Class III Bikeway (Bike Route)** provides shared use of traffic lanes with cyclists and motor vehicles, identified by signage and street marking such as sharrows.
- **Class IV Bikeway (Cycle Track)** are separated bikeways that provide right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic.

A Class II Bike Lane runs along Woodside Avenue; the bike lane along Woodside Avenue connects to bike route along Shadow Hill Road and Northcote Road, however, it does not connect to any other bicycle facility in the City. The Planned Bicycle Network in the Mobility Element is based on Active Santee Plan (2021). It recommends Class II bike lanes along Mission Gorge Road between Riverview Parkway and Magnolia Avenue and along Magnolia

Avenue between Mast Boulevard and Mission Gorge Road. Figure 8b illustrates the existing and proposed bike facilities near the project.

Sidewalks and pedestrian facilities are provided along one side of Woodside Avenue, and adjacent roadways within one-half mile of the project site. While pedestrian facilities such are crosswalks are missing within the immediate project area, the Santee Active Transportation Plan has identified this area as in need and is committed to improve the area by installing missing segments of sidewalks, adding pedestrian ramps and crosswalks, and relocating utility facilities as needed.

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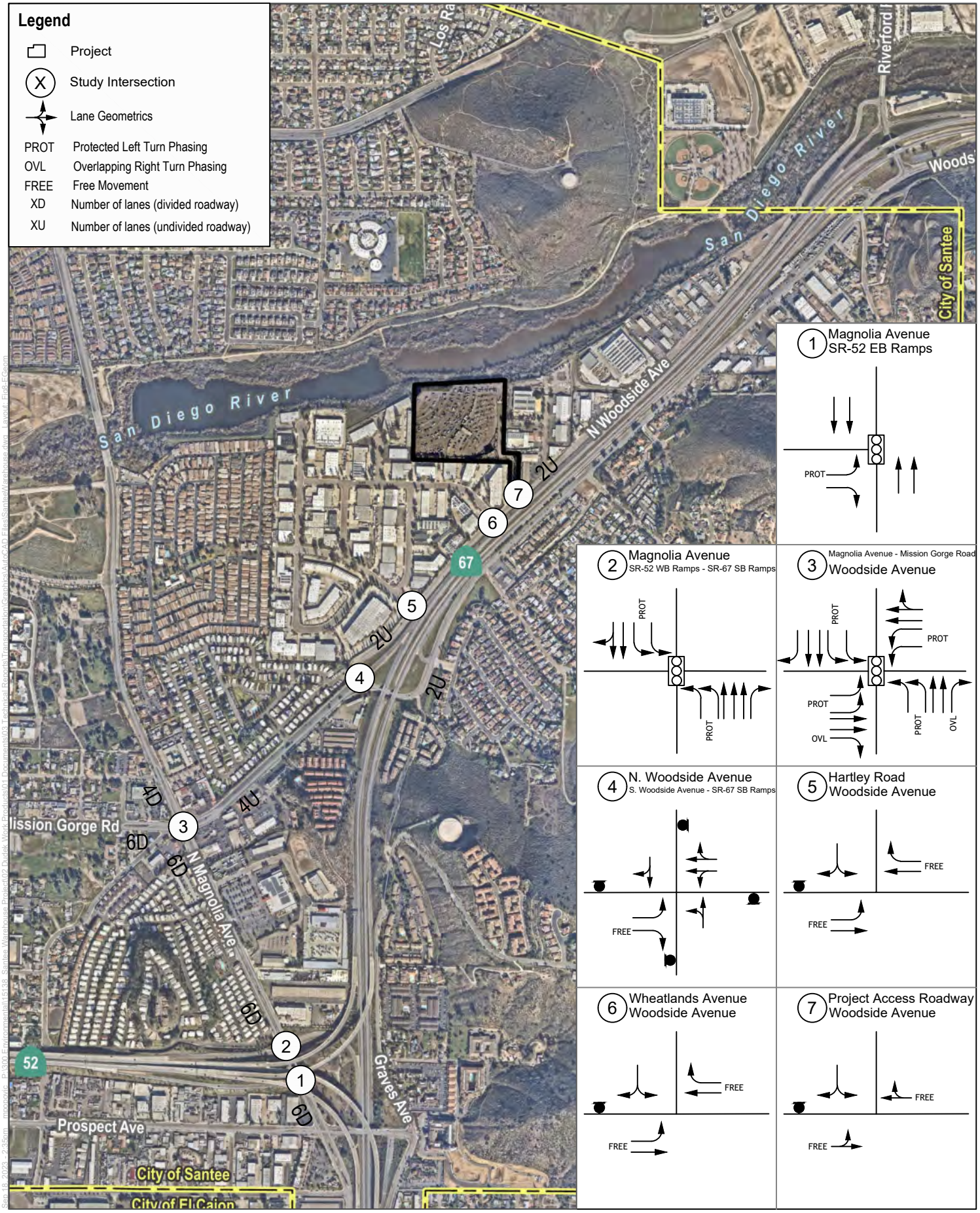

SOURCE: SanGIS, Open Street Maps

FIGURE 7

Intersection Control and Geometrics

Palisade Santee Commerce Center Project

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SOURCE: SanGIS 2019; Open Street Maps; SanGIS 2023

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FIGURE 8a

Transit Facilities

Palisades Santee Commerce Center Project

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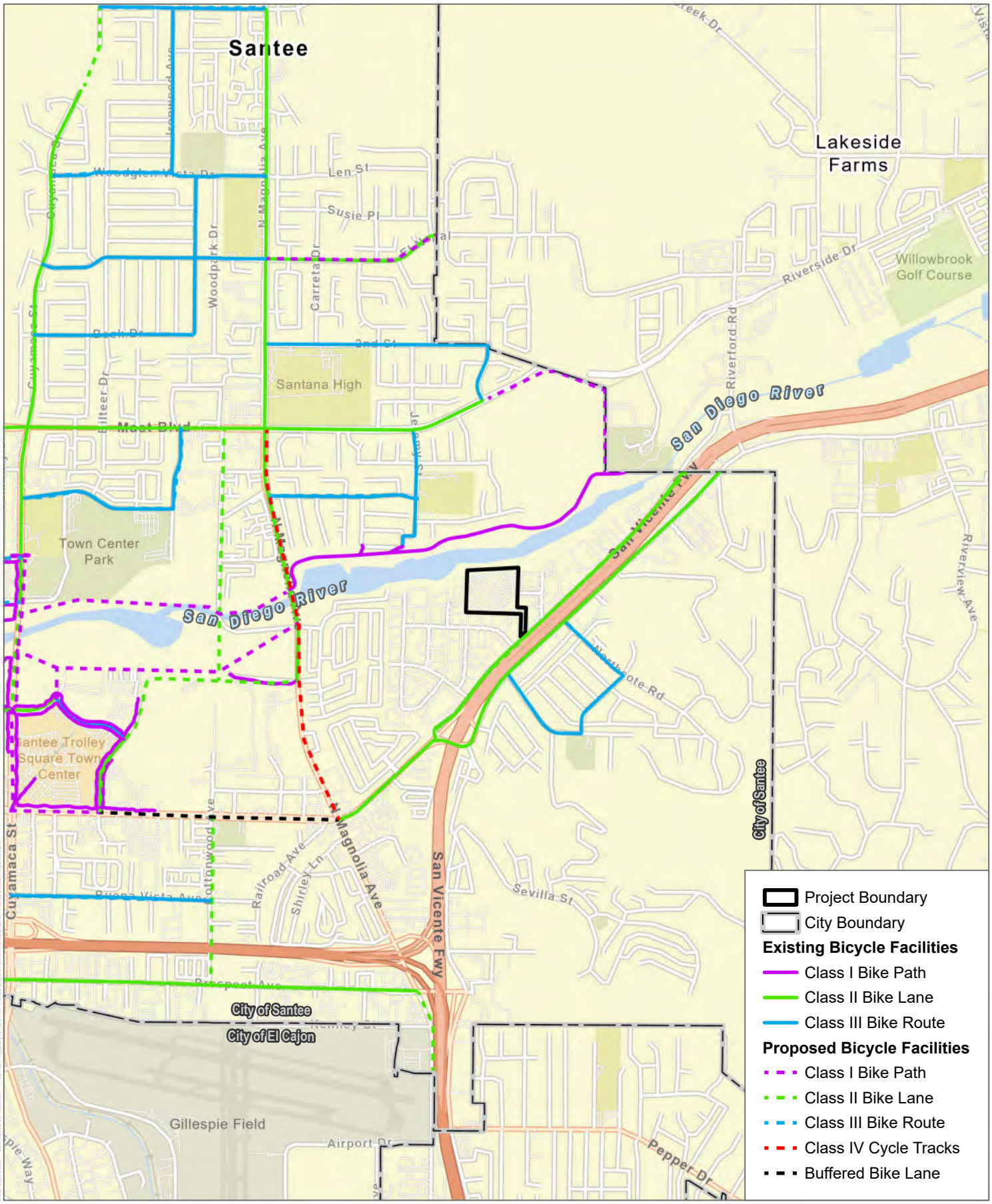

SOURCE: SanGIS 2019; Open Street Maps; SanGIS 2023; City of Santee 2017

FIGURE 8b

Bike Facilities

Palisades Santee Commerce Center Project

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4 Vehicle Miles Traveled

This section documents the VMT screening, analysis, and mitigation measures applicable to the project per City of Santee VMT Analysis Guidelines (April 13, 2022).

4.1 VMT Screening Analysis

The requirements to prepare a detailed transportation VMT analysis apply to all discretionary land development projects that are not exempt from CEQA, except those that meet at least one of the transportation screening criteria described below. A project that meets at least one of the screening criteria per City's VMT guidelines below would be presumed to have a less than significant VMT impact due to project characteristics and/or location.

Projects Located in a Transit-Accessible Area

Projects located within a half-mile radius of an existing major transit stop or an existing stop along a high quality transit corridor[1] may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A map of existing major transit stops and existing stops along high-quality transit corridors is provided in Appendix D of the City's guidelines. The proposed project is not located within a half-mile radius of an existing transit priority area or an existing stop along a high-quality transit route, therefore it cannot be screened out using this criteria.

Small Projects

Projects generating 500 or fewer net new daily vehicle trips may be presumed to have a less-than significant impact absent substantial evidence to the contrary. Trips are based on the number of vehicle trips calculated using SANDAG's (Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region or ITE trip generation rates with any alternative modes/location-based adjustments applied. As shown in Section 2, the project would generate 1440 PCE daily trips, therefore would not be considered a small project and cannot be screened out using this criteria.

Local Serving Retail Projects

Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Local serving retail projects less than 50,000 square feet that are expected to draw approximately 75% of customers from the local area (roughly 3-miles) are presumed to have a less than significant impact absent substantial evidence to the contrary. Retail projects that are between 50,000 square feet and 125,000 square feet with similar customer attraction (approximately 75% from local area) may also be presumed locally-serving. The project does not propose retail uses, therefore it cannot be screened out using this criteria.

Local Serving Public Facilities

Public facilities that serve the surrounding community or public facilities that are passive use may be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Transit centers, public schools,

[1] Major transit stop: a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. High quality transit corridor: a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute periods.

libraries, post offices, park-and-ride-lots, police and fire facilities, parks and trailheads, government offices, passive public uses and other public uses are considered local serving public facilities. The project does not propose local serving public facilities, therefore it cannot be screened out using this criteria.

Redevelopment Projects with Lower Total VMT

A redevelopment project may be presumed to have a less-than-significant impact absent substantial evidence to the contrary if the proposed project's total project VMT is less than the existing land use's total VMT and the CEQA action includes closing the existing land use. Although the project would redevelop an existing site, this criterion was not applied to the project.

Infill Affordable Housing

City of Santee presumes deed-restricted affordable housing projects that meet the following conditions meet the City's screening criteria and would not require a VMT analysis.

- Is an infill project (note that most of the City of Santee is presumed to be an infill location);
- Consists of a minimum of 52% affordable housing;
- Is within ½ mile radius of a transit stop or station; and
- Project-provided parking does not exceed parking required by the City's Municipal Code

The project does not propose infill affordable housing; therefore it cannot be screened out using this criteria.

Projects in a VMT-Efficient Area

A VMT-efficient area is any area within the City with an average VMT/capita or VMT/employee below the thresholds as compared to the baseline City/Regional VMT per capita for the TAZ that the project is located within. VMT efficient areas are accessed through SANDAG's SB743 VMT maps[2].

The project site is within Census Tract 166.07 under the current SANDAG Travel Demand model. Based on the San Diego Region SB743 VMT Maps and using City's criteria for evaluation of Industrial projects, the project is within a high-VMT generating area for VMT per employee (i.e., greater than or equal to the regional mean). Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT.

Therefore, it can be inferred that the proposed project is not located in a VMT-efficient area and would result in a significant VMT impact.

The significance threshold, project VMT, and mitigation measures are discussed below.

[2] San Diego Region SB 743 VMT Map accessed at San Diego Region SB743 VMT Maps (arcgis.com)

4.2 VMT Threshold of Significance

The significant thresholds and specific VMT metrics used to measure VMT are described by land use type below:

> **Industrial Employment projects** located within a VMT-efficient area may be presumed to have a less than-significant impact absent substantial evidence to the contrary. A VMT-efficient area for industrial employment projects is any area with an average VMT/employee at or below the baseline regional average for the TAZ that the project is located within.

4.3 Project VMT Analysis

Since the project's daily trip generation estimate would be below 2,400 average daily trips, and the project's census tract includes other employee-based uses, a project-specific model run by SANDAG would not be required. The results of the SANDAG SB 743 VMT maps have been used in the project's VMT analysis. Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT. Because the project's VMT is higher than the regional average of the census tract it is located within, the project would result in a significant VMT impact. Table 5 provides project's VMT summary. Figure 9 illustrates the SANDAG SB 743 VMT Map for the project site.

VMT Impacts, same as June 2024 review version

Table 5. Project VMT Summary

Criteria	VMT/per Employee
Baseline Regional VMT/employee	18.9
VMT Threshold (at or below Baseline)	18.9
Project TAZ VMT/Employee	22.2
% Reduction Required	15%

Note: VMT = vehicle miles traveled

4.4 Cumulative VMT Impact

If a project is consistent with the assumptions in the SANDAG 2021 Regional Plan, the existing conditions project-level analysis is sufficient to determine cumulative impacts. If a project is not consistent with the assumptions in the SANDAG 2021 Regional Plan, a cumulative analysis may be necessary. A project effect on VMT under cumulative conditions would be considered significant if the cumulative VMT/capita or VMT/employee under the future year "plus project" condition exceeds the base year thresholds (i.e., 18.9).

The project is consistent with the General Plan land use of the project site and would provide employment as proposed in the traffic analysis zone. The VMT/employee under Year 2035 or cumulative conditions is 20.1, which exceeds the existing threshold of 18.9 VMT per employee. Therefore, it can be concluded that the project would also result in a significant cumulative impact.

4.5 Mitigation Measures

To mitigate project's VMT impacts, the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by the project or by reducing the distance that people drive. The following strategies are available to achieve this:

1. Modify the project's built environment characteristics to reduce VMT generated by the project.
2. Implement TDM measures to reduce VMT generated by the project

Strategies that reduce single-occupant automobile trips or reduce travel distances are called Transportation Demand Management (TDM) strategies. The City VMT guidelines recommend using strategies from the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) (GHG Reduction Handbook) and the SANDAG Mobility Management Guidebook/VMT Reduction Calculator Tool.

The following table includes TDM strategies from CAPCOA 2021 and their applicability to the project.

Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
T-5	Implement Commute Trip Reduction Program (CTR) (Voluntary): CTR programs discourage single-occupancy vehicle trips and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4%	Assuming 100% employees are eligible for program, a 4% reduction can be achieved.
T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring) (Must include T-6 - T-10)	26%	Selected measures from T-6 to T-10 are included in this measure.
T-7	Implement Commute Trip Reduction Marketing: This measure will implement a marketing strategy to promote the project site employer's CTR program. Information sharing and marketing promote and educate employees about their travel choices to the employment location beyond driving such as carpooling, taking transit, walking, and biking, thereby reducing VMT and GHG emissions.	4%	Assuming 100% employees are eligible for program, a **4%** reduction can be achieved by the project. See Appendix B for details on project VMT reduction.
T-8	Provide Ridesharing Program: This measure will implement a ridesharing program and establish a permanent transportation management association with funding requirements for employers. Ridesharing encourages carpooled vehicle trips in place of single-occupied	8%	Assuming sub-urban location of the project, 100% employees are eligible for program, a **4%** reduction can be achieved by the project. See Appendix B for details on project VMT reduction.

Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
	vehicle trips, thereby reducing the number of trips, VMT, and GHG emissions.		
T-9	Implement Subsidized or Discounted Transit Program: This measure will provide subsidized or discounted, or free transit passes for employees and/or residents. Reducing the out-of-pocket cost for choosing transit improves the competitiveness of transit against driving, increasing the total number of transit trips and decreasing vehicle trips. This decrease in vehicle trips results in reduced VMT and thus a reduction in GHG emissions.	5.5%	Assuming average transit fare of $2.50 would be subsidized and 100% of the employees would be eligible to participate in this program. Because 72.5% of the project trips are from employees, approximately 72.5% of project-generated VMT can be as assumed to be from employees. Based on the above inputs, a **0.74%** VMT reduction can be achieved by the project. See Appendix B for details on project VMT reduction.
T-10	Provide End of Trip Bicycle Facilities: This measure will install and maintain end-of-trip facilities for employee use. End-of-trip facilities include bike parking, bike lockers, showers, and personal lockers. The provision and maintenance of secure bike parking and related facilities encourages commuting by bicycle, thereby reducing VMT and GHG emissions.	4.4%	For San Diego-Carlsbad area, a **0.57%** reduction can be achieved. See Appendix B for details on project VMT reduction.
T-11	Provide Employer-Sponsored Van pool: This measure will implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.	20.4%	It is likely that individual tenants may have employees that sign up with the SANDAG Sustainable Transportation Services program, formerly known as iCommute through ride-sharing program. Therefore, only T-8 has been included as reduction measure.
T-12	Price Workplace Parking: This measure will price on-site parking at workplaces. Because free employee parking is a common benefit, charging employees to park on site increases the cost of choosing to drive to work. This is expected to reduce single-occupancy vehicle commute trips, resulting in decreased VMT, thereby reducing associated GHG emissions.	20%	Not a suitable measure due to sub-urban project setting that provides few alternate transportation options for employees.

Table 6. Transportation Demand Management Measures

Trip Reduction Program	Description	Maximum Reduction Possible	Project Reduction Possible
T-13	Implement Employee Parking Cash-Out: This measure will require project employers to offer employee parking cash-out. Cash-out is when employers provide employees with a choice of forgoing their current subsidized/free parking for a cash payment equivalent to or greater than the cost of the parking space. This encourages employees to use other modes of travel instead of single occupancy vehicles. This mode shift results in people driving less and thereby reduces VMT and GHG emissions.	12%	Not a suitable measure due to sub-urban project setting that provides few alternate transportation options for employees.
T-18	Provide Pedestrian Network Improvement:	6.4%	The project would add sidewalks along its access road from Woodside Avenue and at the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. This would result in approximately 0.6 miles from existing 0.4 mile of sidewalk between project driveway and the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection. Based on the above inputs, a **2.51%** VMT reduction can be achieved by the project. See Section 8.3.3. for more details on proposed sidewalk improvement. See Appendix B for details on project VMT reduction.

Source: CAPCOA 2021 and Appendix B
Note: VMT = vehicle miles traveled

Based on the review of applicable trip reduction measures to the project, following measures as part of T-5 Commute Trip Reduction Program have been selected to calculate possible reduction:

T-5 Implement Commute Trip Reduction (CTR) Program to include the following measure and estimated project VMT reduction (in %):

- T-7 Implement Commute Trip Reduction Marketing (4%)
- T-8 Provide Ridesharing Program (4%)
- T-9 Implement Subsidized or Discounted Transit Program (0.74%)
- T-10 Provide End of Trip Bicycle Facilities (0.57%)
- T-18 Provide Pedestrian Network Improvements (2.51%)

See Appendix B for calculation of project VMT reduction % corresponding to measures T-7, T-8, T-9, and T-10.

To calculate VMT reduction under each component, the following formula is used:

$$\text{VMT Reduction\%} = 1 - [(1 - 4\%) * (1 - 4\%) * (1 - 0.74\%) * (1 - 0.57\%) * (1 - 2.51\%)] = 11.3\%$$

A VMT reduction of 11.3% would be achieved through the implementation of CTR measures. A reduction of 15% is required to reduce the VMT per employee to at or below regional level. As shown in Section 9, **MM-TRA-1 Trip Reduction Program** would be implemented by the project's tenants to reduce the project's VMT. Because the project's VMT would not be reduced to below significance threshold even with the implementation of **MM-TRA-1 and MM-TRA-2 Construction of Sidewalk** (see Chapter 9 below for details), the project's VMT impact would remain **significant and unavoidable**.

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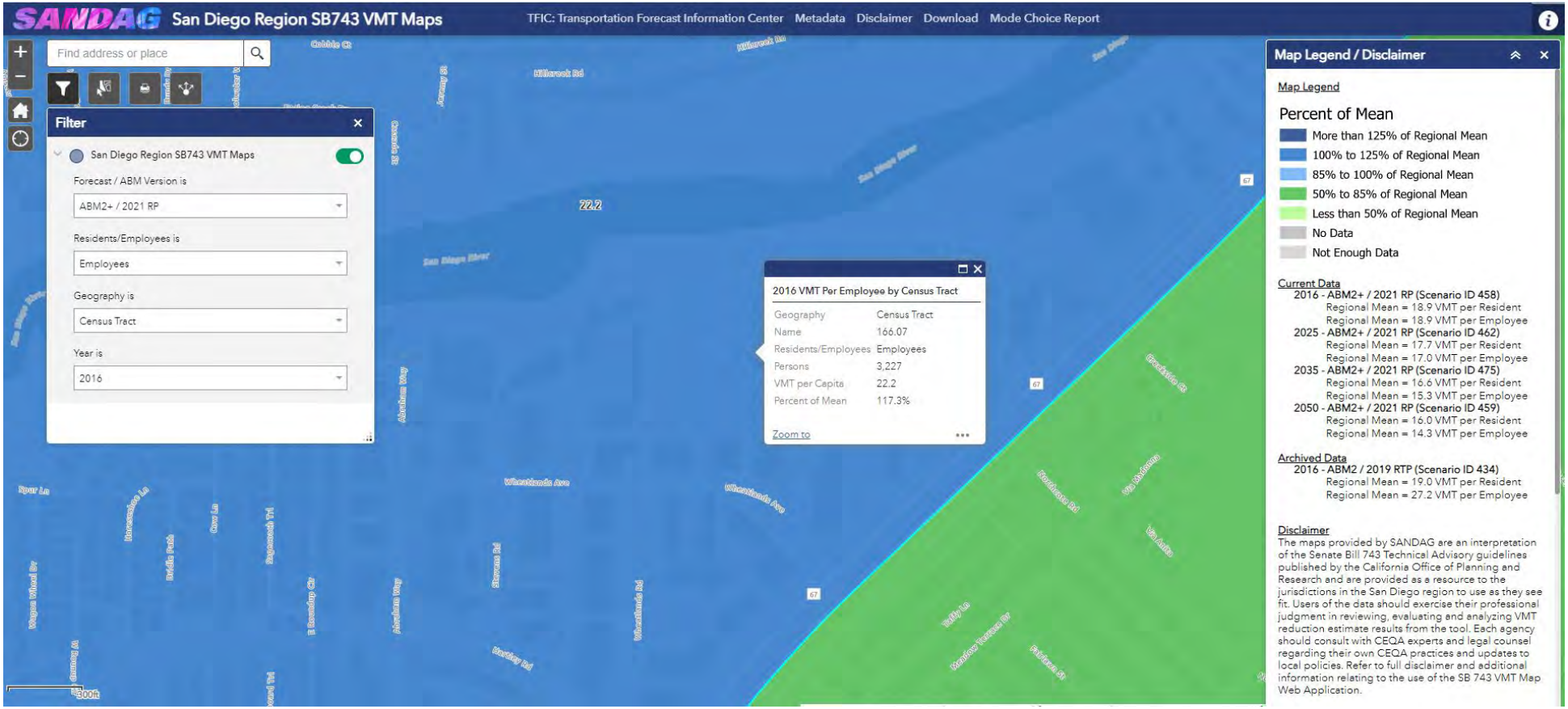

FIGURE 9

SANDAG SB 743 Map

Palisades Santee Commerce Center Project

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5 Existing Traffic Conditions

This section details the traffic volumes and the roadway segment and intersection operations within the study area under Existing and Existing plus Project conditions.

5.1 Existing Traffic Volumes

Existing weekday peak hour turn movement counts at the study intersections and roadway segments were conducted in May 2023 during a typical non-holiday week while area schools were in-session. The traffic counts were collected for the AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods and 24-hour average daily traffic conditions, for the study area intersections and roadway segments, respectively. The peak periods represent the highest volume of traffic for the adjacent street system. To provide a conservative analysis, existing PCE trips were used in the traffic analysis of the proposed project.

Raw traffic count worksheets are provided in Appendix C. Signal timing sheets for the signalized study intersections provided by Caltrans are included in Appendix D.

5.2 Existing Operations

5.2.1 Existing Roadway Operations

A roadway segment LOS analysis was prepared for the existing conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 7 shows the results of the existing conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments are currently operating LOS C or better under existing conditions.

Table 7. Existing Roadway Segment Analysis

No.	Roadway Segment	Capacity	Existing		
			ADT	V/C	LOS
1	Magnolia Avenue, south of Mission Gorge - Woodside Avenue	60,000	32,381	0.54	B
2	Woodside Avenue, between Magnolia Avenue and Woodside Avenue	40,000	27,134	0.68	C
3	N. Woodside Avenue, between Woodside Avenue to Project Driveway	10,000	3,725	0.37	A
4	Project Driveway, north of Woodside Avenue	2,200	117	NA	NA

Notes: ADT = Average daily traffic; V/C = Volumes to Capacity ratio; LOS = Level of Service; NA = Not Applicable because LOS does not apply to non-CE roads

[1] Classification and LOS determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

5.2.2 Existing Intersection Operations

The Existing (PCE) peak hour traffic volumes are shown in Figure 10.

An intersection LOS analysis was prepared for the Existing conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 8 shows the results of the Existing conditions analysis. LOS worksheets are provided in Appendix E.

As shown in the table, all intersections are currently operating with satisfactory levels of service (LOS D or better) under Existing conditions.

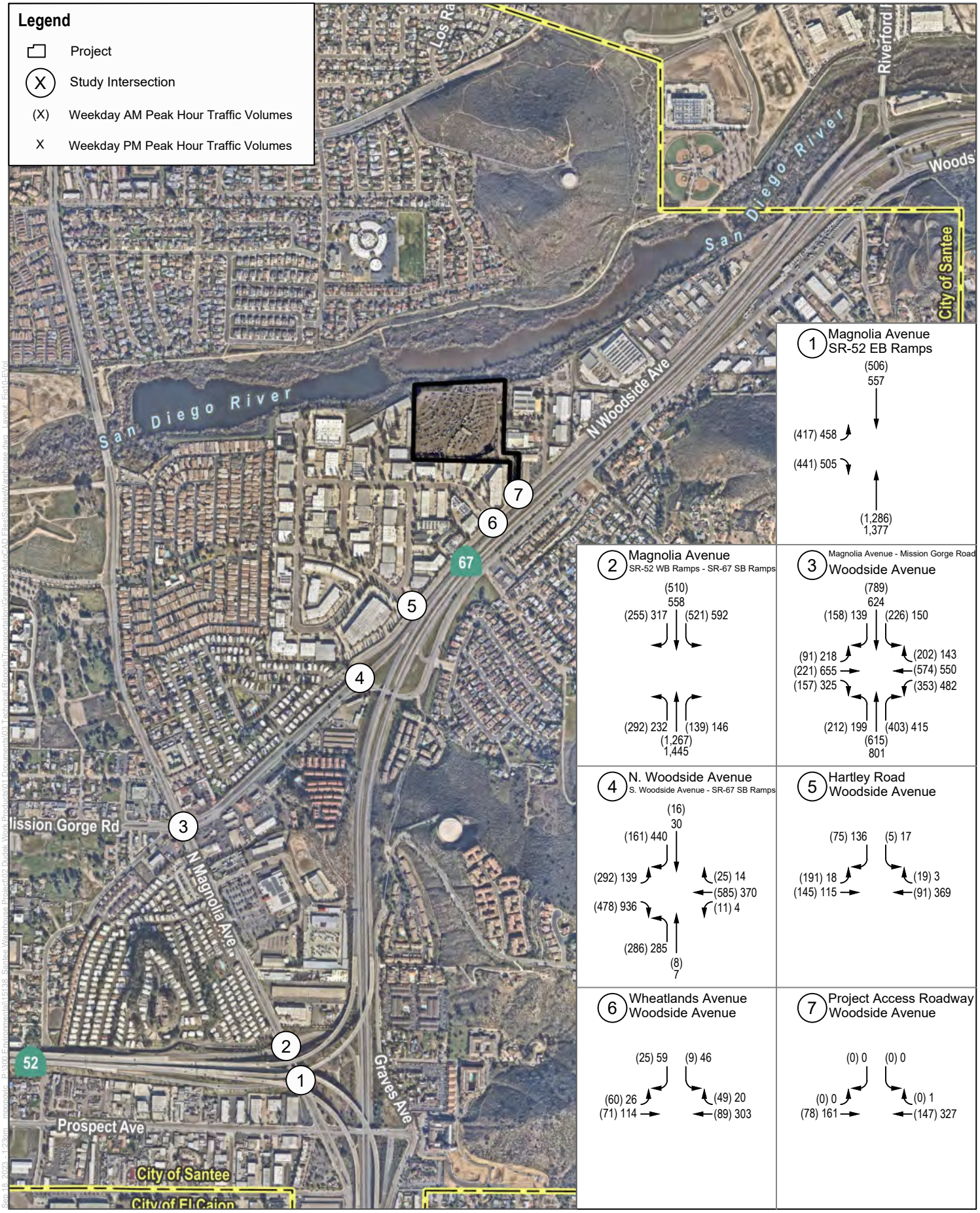
Table 8. Existing Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Existing			
			AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	Magnolia Avenue/SR-52 EB Off-Ramps	HCM/ Signalized	21.1	C	23.1	C
2	Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp	HCM/ Signalized	11.2	B	10.8	B
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/ Signalized	31.5	C	38.5	D
4	N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	AWSC	22.7	C	23.3	C
5	Hartley Road/N. Woodside Avenue	TWSC	9.8	A	13.7	B
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.6	A	12.7	B
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A

Notes: HCM = Highway Capacity Manual; **X** – Unsatisfactory operating conditions/LOS; AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control

1 Delay in seconds per vehicle

2 Level of Service (LOS)



SOURCE: SanGIS, Open Street Maps

FIGURE 10

Existing Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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5.3 Existing plus Project Traffic Operations

This section details the Existing plus Project traffic volumes and intersection operations within the study area.

The Existing plus Project traffic volumes were estimating by adding the appropriate percentage of average daily and peak hour project trips (shown in Table 4) to the existing traffic volumes for the study area roadway segments and intersections. Figure 11 illustrates the Existing plus Project Peak Hour Traffic Volumes.

5.3.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Existing plus Project conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 9 shows the results of the Existing plus Project conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue would continue to operate at LOS C or better under Existing plus Project conditions.

A project's traffic effect is determined if it exceeds the volume to capacity ratio by 0.02 or more at roadway segments operating at LOS E or F. Because the roadway segments operate at LOS C or better and not at LOS E or F, the proposed project would not exceed the City's criteria for project-specific traffic effect, which determines the needs for roadway improvements. Hence, no roadway improvements are proposed.

5.3.2 Intersection Operations

The total project trip assignments shown in Figure 6 were added to the Existing peak hour traffic volumes shown in Figure 10 to derive the Existing plus Project peak hour traffic condition. Figure 11 shows the Existing plus Project peak hour traffic volumes.

An intersection LOS analysis was prepared for the Existing plus Project condition using the HCM 6 methodology, and Table 10 summarizes the results of the Existing plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix E.

As shown in the table, with the exception of the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, all study area intersections would continue to operate at satisfactory levels of service (LOS D or better) under Existing plus Project conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS E in the AM and PM peak hour. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Existing plus Project conditions. See Section 8 for project-specific improvements.

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Table 9. Existing and Existing plus Project Roadway Level of Service

No.	Roadway Segment	Applicable ADT[1]	Existing			Project Trips (in PCE) [2]	Existing plus Project			Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS		ADT	V/C	LOS		
1	Magnolia Avenue, south of Mission Gorge - Woodside Avenue	60,000	32,381	0.54	B	856	33,237	0.55	B	0.01	No
2	Woodside Avenue, between Magnolia Avenue and Woodside Avenue	40,000	27,134	0.68	C	1,223	28,357	0.71	C	0.03	No
3	Woodside Avenue, between Woodside Avenue to Project Driveway	10,000	3,725	0.37	A	1,223	4,948	0.49	B	0.12	No
4	Project Driveway, north of Woodside Avenue	2,200	117	NA	NA	1,439	1,556	NA	NA	NA	No

Notes: ADT = Average daily traffic; V/C = Volumes to Capacity ratio; LOS = Level of Service; NA = Not Applicable NA = Not Applicable because LOS does not apply to non-CE roads
[1] Classification and LOS determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

Table 10. Existing and Existing plus Project Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Existing				Existing plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM	AM	PM
1	Magnolia Avenue/SR-52 EB Off-Ramps	HCM/Signalized	21.1	C	23.1	C	22.7	C	23.4	C	1.6	0.3	No	No
2	Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp	HCM/Signalized	11.2	B	10.8	B	10.8	B	10.8	B	-0.4	0.0	No	No
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/Signalized	31.5	C	38.5	D	32.1	C	40.8	D	0.6	2.3	No	No
4	Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	AWSC	22.7	C	23.3	C	**39.3**	**E**	**45.0**	**E**	16.6	21.7	**Yes**	**Yes**
5	Hartley Road/N. Woodside Avenue	TWSC	9.8	A	13.7	B	10.2	B	16.0	C	0.4	2.3	No	No
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.6	A	12.7	B	10.1	B	14.6	B	0.5	1.9	No	No
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A	10.1	A	13.3	B	10.1	13.3	No	No

Notes: HCM = Highway Capacity Manual; **X** – Unsatisfactory operating conditions/LOS; AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control
[1] Delay in seconds per vehicle
[2] Level of Service (LOS)

PREVIOUS COMMENTS FROM JUNE 2024 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Direct Impact to Caltrans Intersection going from Existing LOS C to LOS E for Existing plus Project

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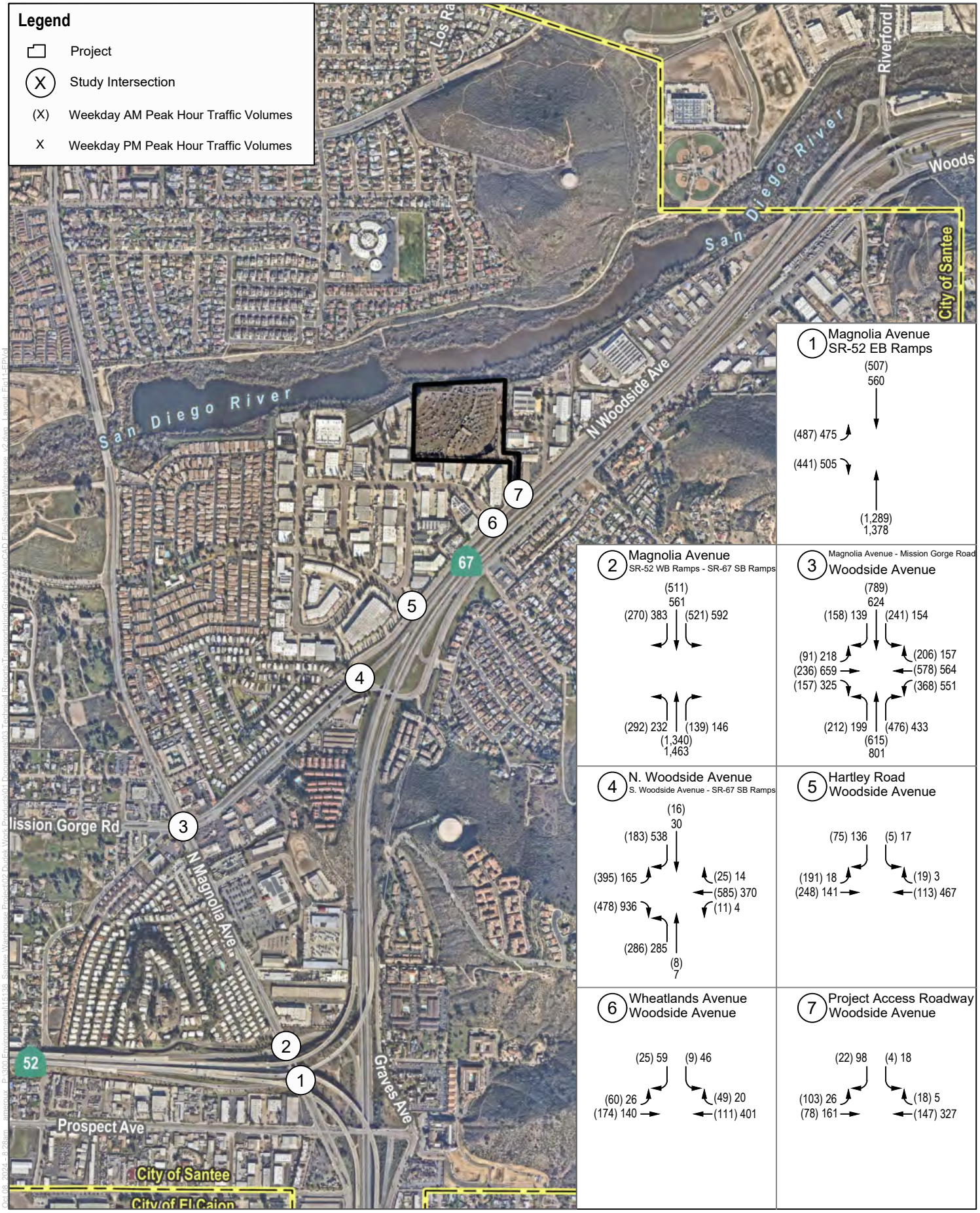

SOURCE: SanGIS, Open Street Maps

FIGURE 11

Existing plus Project Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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6 Near Term Conditions

This section presents the analysis of Near-Term traffic conditions when the project would be constructed and fully operational. The Near Term conditions are based on the addition of traffic from approved and pending projects added to the existing 2023 traffic volumes.

6.1 Cumulative Projects

The cumulative projects are projects that are proposed and in the review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. A review of cumulative projects list available at the City's website was conducted. Per discussion with the City, eight cumulative projects were identified that would potentially add traffic to the study area. In addition to these development projects, the SR-67/Riverford Road interchange improvements, a transportation project which would consolidate three intersections into two roundabouts on Riverford Road on both sides of SR-67, is proposed approximately one mile north of the project site. The project's study area does not include Riverford Road and its intersections with SR-67 because the project would not add 50 or more peak hour trips to those facilities. However, as shown in the State Route 67 and Riverford Road Intersection Control Evaluation Report, submitted to Caltrans in 2020, with the construction of proposed roundabouts, the closely spaced intersections of the SR-67 northbound off-ramp/Woodside Avenue, Woodside Avenue/Riverford Road, the and SR-67 southbound ramps/Riverford Road would operate at LOS D or better for all movements with no spillback onto SR-67 mainline. Therefore, the SR-67/Riverford Road interchange project will improve LOS and traffic operations in the vicinity of the project.

Figure 12 shows the locations of, and Table 11 provides a brief description of, the cumulative projects.

Table 11. Description of Cumulative Projects

No.	Cumulative Project	Location	Description
1	Southwest Signal Building	10756 Rockvill Street	20,000 SF industrial building
2	Lantern Crest Ridge II	11000 Sunset Trail	62-unit memory care facility
3	Habitat for Humanity Townhomes	8932 First Street	17-unit residential condominiums
4	Santee Auto Center	10335 Mission Gorge Road	Two-car dealerships, auto body shop, and car wash
5	Popeyes	10308 Mission Gorge Road	1,740 SF drive-through restaurant
6	Super Star Car Wash	8837 Magnolia Avenue	4,980 SF car wash tunnel
7	Extra Space Storage	10815 Woodside Avenue	88,390 SF (3-story) storage building
8	Hillside Meadows/Parkside	North and south of the western terminus of Mast Boulevard, and south of El Nopal, Lakeside 92040	143 residential units and two industrial lots
9	Riverford Road Interchange	SR-67 and Riverford Road in the unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee	Consolidate three intersections into two roundabouts along Riverford Road on either side of the SR-67

Source: City of Santee, 2024

6.1.1 Trip Generation

The trip generation for the cumulative projects is shown in Table 12. As shown in the table, cumulative projects are forecast to generate approximately 7,612 daily trips, 518 AM peak hour trips, and 603 PM peak hour trips. Figure 12 also shows the cumulative project traffic volumes.

Table 12. Cumulative Projects Trip Generation Summary

No.	Cumulative Project	Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	Southwest Signal Building[1]	Industrial	100	9	4	13	6	9	15
2	Lantern Crest Ridge II[2]	Residential	155	4	2	6	6	6	12
3	Habitat for Humanity Townhomes[1]	Residential	136	2	9	11	10	4	14
4	Santee Auto Center[3]	Service	3,336	135	61	196	110	144	254
5	Popeyes[1]	Service	1,218	66	44	110	26	25	51
6	Super Star Car Wash[1]	Auto	900	18	18	36	41	40	81
7	Extra Space Storage[1]	Industrial	177	6	5	11	8	8	16
8	Hillside Meadows[4]	DU	1,590	50	85	135	105	55	160
		Total Trip Generation	**7,612**	**290**	**228**	**518**	**312**	**291**	**603**

Notes:

1 Trip generation estimated using trip rates from SANDAG's Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002.

2 Trip generation updated to reflect revised unit numbers compared to the Lantern Crest Ridge II Senior Care Project, Traffic Impact Study, prepared by Darnell & Associates, April 30, 2018

3 Trip generation from Traffic Impact Analysis for Santee Auto Center, prepared by LLG, April 20, 2023

4 Trip generation from Traffic Impact Analysis for Hillside Meadows, prepared by LLG, September 6, 2000

6.1.2 Trip Distribution and Assignment

Trip distributions and assignments for the cumulative projects were developed using the traffic study or assessment for these projects or by using professional judgment based on logical travel corridors. The trips generated by the cumulative projects were distributed and assigned through the study area network. Information on the cumulative projects regarding their trip generation and distribution is included in Appendix F.

6.2 Traffic Volumes

The Near-Term traffic volumes were estimating by adding the average daily and peak hour trips from the cumulative projects (shown in Table 12) to the existing traffic volumes for the study area roadway segments and intersections.

6.3 Near Term Operations

6.3.1 Near Term Roadway Operations

A roadway segment LOS analysis was prepared for the Near-Term conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 13 shows the results of the Near Term conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue are estimated to operate at LOS C or better under Near Term conditions.

6.3.2 Near Term Intersection Operations

Near Term traffic volumes include existing traffic and traffic from the addition of cumulative projects (Figure 12) in the vicinity of the project. Figure 13 illustrates the Near Term (no project) traffic volumes for peak hour conditions.

An intersection LOS analysis was prepared for the Near Term conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 14 shows the results of the Near-Term conditions analysis. LOS worksheets are provided in Appendix G. As shown in the table, all intersections would continue to operate at satisfactory levels of service (LOS D or better) under Near Term conditions.

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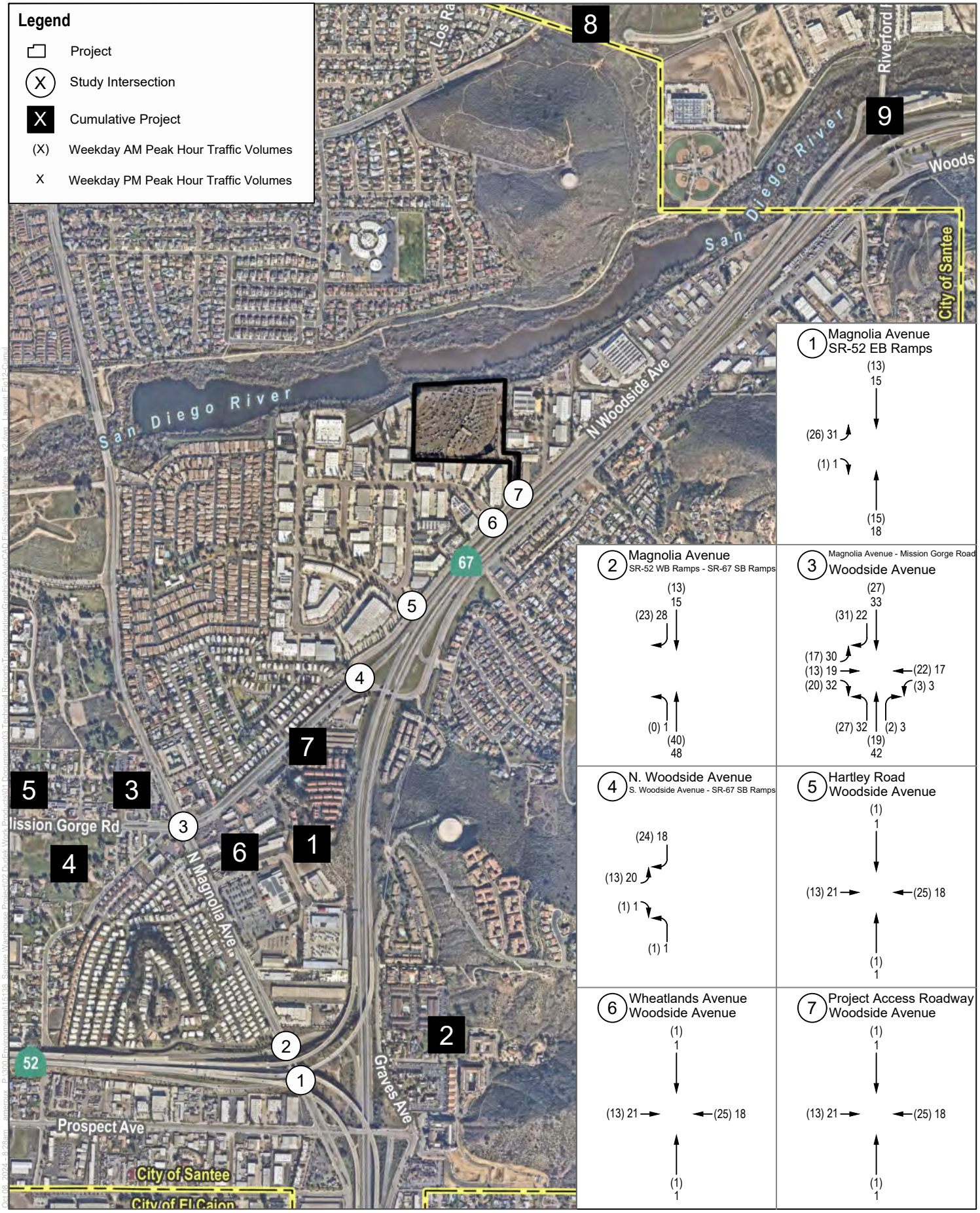

SOURCE: SanGIS, Open Street Maps

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FIGURE 12

Cumulative Project Location and Peak Hour Traffic Volumes

Palisade Santee Commerce Center Project

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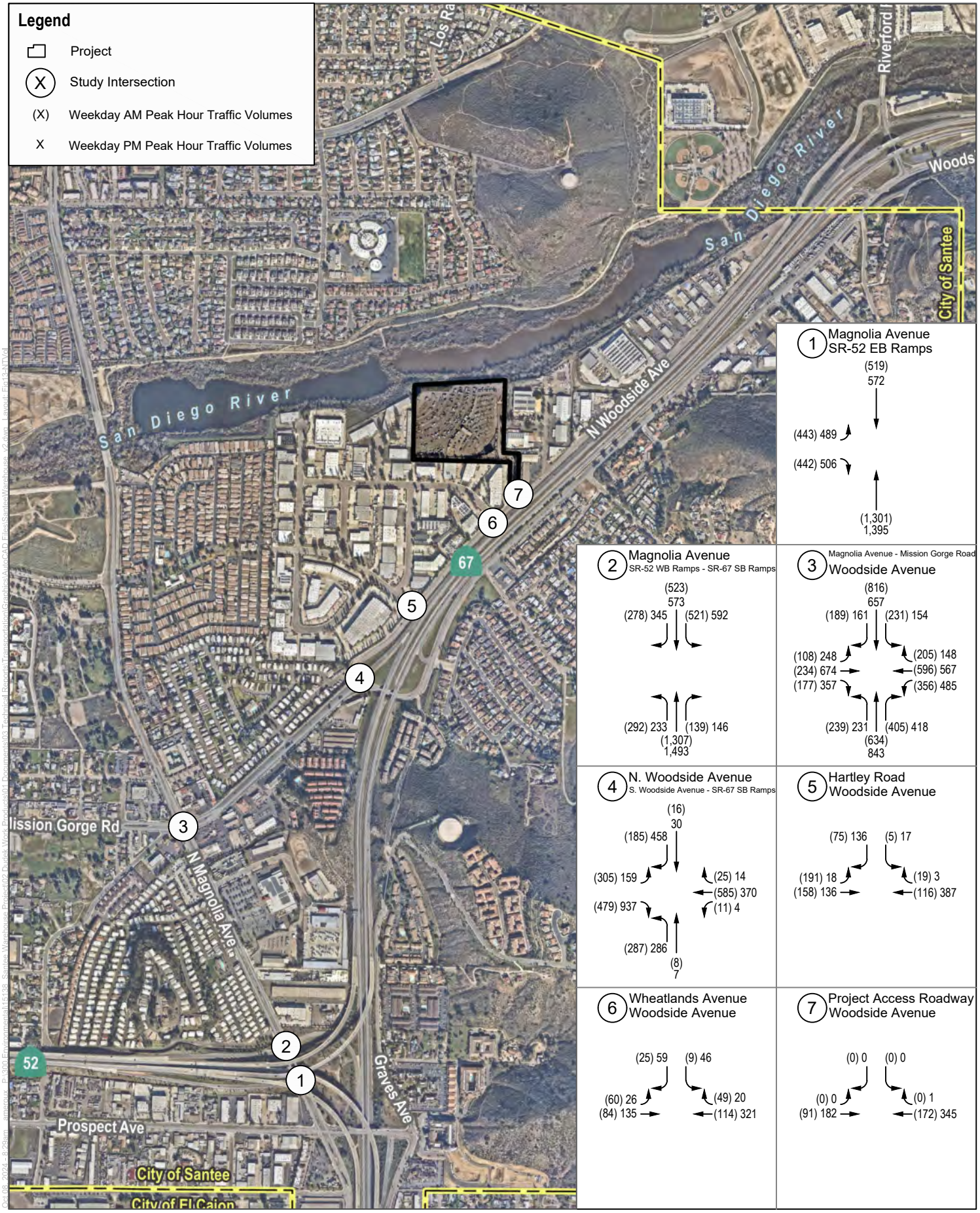

SOURCE: SanGIS, Open Street Maps

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FIGURE 13

Near Term Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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6.4 Near Term plus Project Traffic Operations

This section details Near Term plus Project traffic volumes and intersection operations within the study area. The total project trip assignments shown in Figure 6 were added to the Near Term peak hour traffic volumes shown in Figure 13 to derive the Near Term plus Project peak hour traffic condition. Figure 14 shows the Near Term plus Project peak hour traffic volumes.

6.4.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Near Term plus Project conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 13 shows the results of the Near Term plus Project conditions LOS analysis for the study area roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue and Magnolia Avenue would continue to operate at LOS C or better under Near Term plus Project conditions.

A project's traffic effect is determined if it exceeds the volume to capacity ratio by 0.02 or more at roadway segments operating at LOS E or F. Because the roadway segments operate at LOS C or better and not at LOS E or F, the proposed project would not exceed the City's criteria for project-specific traffic effect, which determines the needs for roadway improvements. Hence, no roadway improvements are proposed.

6.4.2 Intersection Operations

An intersection LOS analysis was prepared for the Near Term plus Project condition using the HCM 6 methodology, and Table 14 summarizes the results of the Near Term plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix G.

As shown in the table, with the exception of the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, all study area intersections would continue to operate at satisfactory levels of service (LOS D or better) under Near Term plus Project conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS E in the AM peak hour and LOS F in the PM peak hour. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Near Term plus Project conditions. See Section 8 for project-specific improvements.

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Table 13. Near Term Roadway Level of Service

No.	Roadway Segment	Applicable ADT[1]	Near Term			Project Trips (in PCE) [2]	Near Term plus Project			Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS		ADT	V/C	LOS		
1	Magnolia Avenue, south of Mission Gorge - Woodside Avenue	60,000	34,137	0.57	B	856	34,993	0.58	B	0.01	No
2	Woodside Avenue, between Magnolia Avenue and Woodside Avenue	40,000	28,009	0.70	C	1,223	29,232	0.73	C	0.03	No
3	Woodside Avenue, between Woodside Avenue to Project Driveway	10,000	4,441	0.44	B	1,223	5,664	0.57	C	0.12	No
4	Project Driveway, north of Woodside Avenue	2,200	117	NA	NA	1,439	1,556	NA	NA	NA	No

Notes: ADT = Average daily traffic; V/C = Volumes to Capacity ratio; LOS = Level of Service; NA = NA = Not Applicable because LOS does not apply to non-CE roads
1 Classification and LOS determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

Table 14. Near Term Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Near Term				Near Term plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM	AM	PM
1	Magnolia Avenue/SR-52 EB Off-Ramps	HCM/Signalized	21.7	C	24.1	C	23.8	C	24.5	C	2.1	0.4	No	No
2	Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp	HCM/Signalized	11.0	B	10.6	B	10.7	B	10.6	B	-0.3	0.0	No	No
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/Signalized	32.9	C	41.0	D	33.5	C	43.6	D	0.6	2.6	No	No
4	N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	AWSC	25.3	D	28.6	D	**45.1**	**E**	**53.5**	**F**	**19.8**	**24.9**	**Yes**	**Yes**
5	Hartley Road/N. Woodside Avenue	TWSC	10.1	B	14.1	B	10.5	B	16.6	C	0.4	2.5	No	No
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.9	A	13.1	B	10.4	B	15.2	C	0.5	2.1	No	No
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A	10.4	B	13.8	B	10.4	13.8	No	No

Notes: HCM = Highway Capacity Manual; **X** – Unsatisfactory operating conditions/LOS; AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control
1 Delay in seconds per vehicle
2 Level of Service (LOS)

PREVIOUS COMMENTS FROM JUNE 2024 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Direct Impact to Caltrans Intersection that requires mitigation

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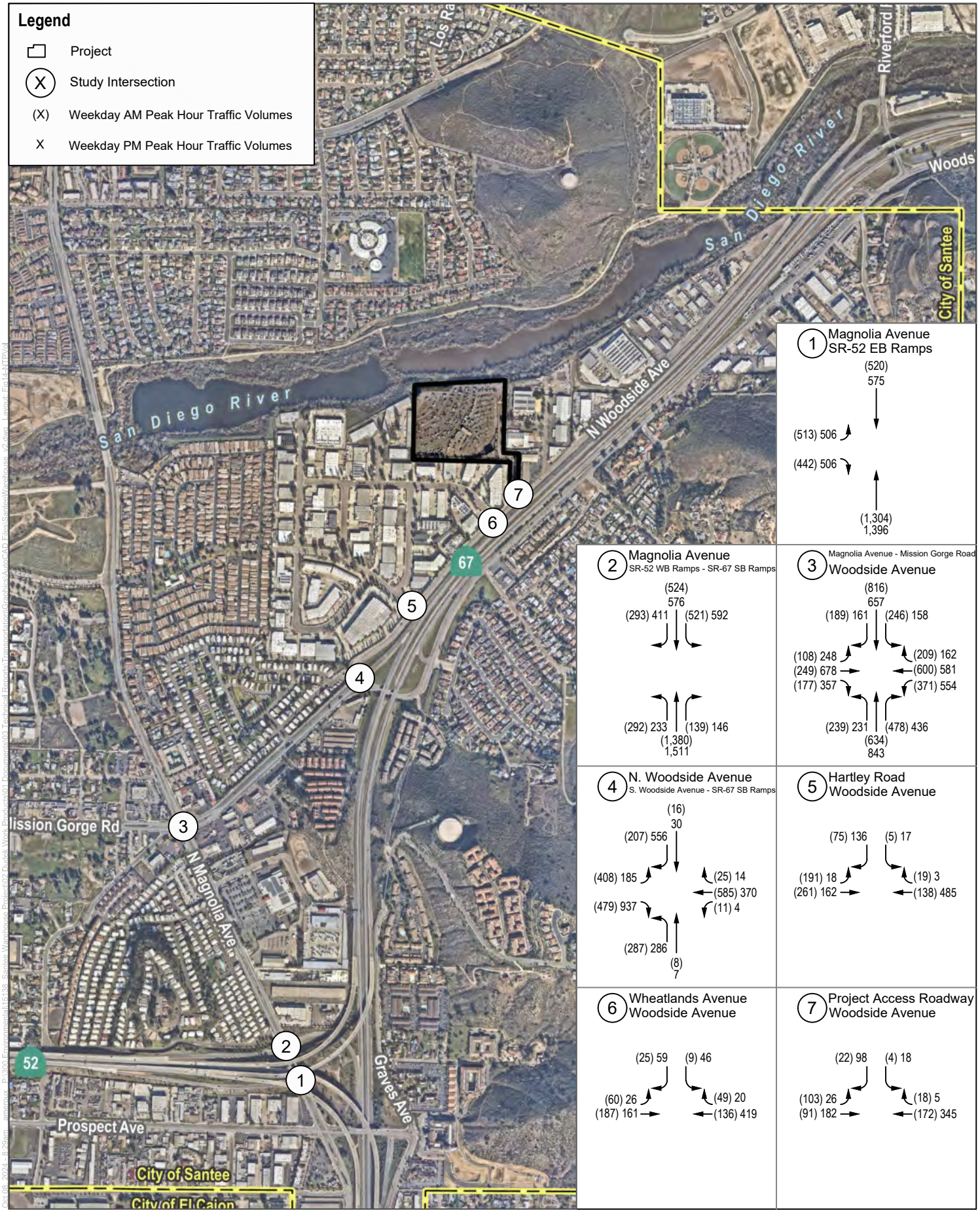

SOURCE: SanGIS, Open Street Maps

FIGURE 14

Near Term plus Project Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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7 Horizon Year Conditions

This section presents the analysis of Horizon Year traffic conditions when the project would be constructed and fully operational. The horizon year conditions are based on the year 2035 conditions that would exist in the study area.

7.1 Roadway Conditions

The roadway segment of Magnolia Avenue and Woodside Avenue are built out under existing conditions. Therefore, the capacity was assumed to be same as existing conditions. N. Woodside Avenue, between Woodside Avenue to Project Driveway was assumed to be improved to the standards of a Parkway (i.e., two lanes with a TWLTL). All intersection configurations, have been assumed to be preserved under the Horizon Year conditions, as shown in Figure 7. The Proposed Update to Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) prepared for the City of Santee Mobility Element proposes a roundabout[3] at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, in its Preferred Circulation Plan. However, per discussions with the City staff, the proposed roundabout has been removed from their Capital Improvement Program. Therefore, the existing stop control operation has been assumed at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection in the Horizon Year roadway conditions.

7.2 Traffic Volumes

The Horizon Year traffic volumes (ADT and AM and PM peak hour) have been estimated based on review of forecast traffic volumes in the Fanita Ranch Traffic Impact Study (LLG 2020). The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue, therefore, for Intersection 4 through 7, a growth factor was estimated by comparing the existing ADT with the horizon year ADT along Woodside Avenue near the project site. Figure 15 illustrates the Horizon Year traffic volumes for the peak hour conditions.

7.3 Horizon Year Operations

7.3.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Horizon Year conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 15 shows the results of the Horizon Year conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue between Magnolia Avenue and N. Woodside Avenue and between N. Woodside Avenue and Project Driveway would operate at LOS E under Horizon Year conditions.

7.3.2 Intersection Operations

Figure 15 illustrates the Horizon Year traffic volumes for peak hour conditions. An intersection LOS analysis was prepared for the Horizon Year conditions using HCM 6 methodology via the Synchro LOS software as discussed in

[3] Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) pg. 159 "SR-67 Southbound Off-Ramp & Woodside Avenue - Convert this intersection to a roundabout with a northbound left-turn lane, a northbound right-turn bypass lane, an eastbound shared through/right-turn lane, and a westbound shared left/through-turn lane."

Section 1.3. Table 15 shows the results of the Horizon Year conditions analysis. LOS worksheets are provided in Appendix H.

As shown in the table, the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection would operate at LOS E in the AM and PM peak hour conditions under Horizon year conditions. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS F in the AM peak hour and LOS F in the PM peak hour. All other intersections operate at acceptable LOS conditions.

7.4 Horizon Year plus Project Operations

This condition includes analysis of traffic operations under Horizon Year conditions with project traffic added to the Horizon Year ADT and AM and PM peak hour intersection traffic volumes. Based on review of SANDAG land use and trip rate used in the General Plan Mobility Element for the traffic analysis zone (TAZ) the project is located within, it was noted that the project trip generation exceeded the TAZ trip generation for allowable light industrial use by 33.%. Therefore, to account for the additional project trip generation, approximately, 33.6% of the project traffic was added to the Horizon Year intersections and roadway segments. The Horizon Year intersection volumes were not available for the entire study area along Woodside Avenue, therefore, to provide a conservative analysis, a 100% of the project trips were assigned to the project driveways and intersections along Woodside Avenue near the project site. The traffic effects specific to the project under this condition were used as the basis for determining the project's long-term effects.

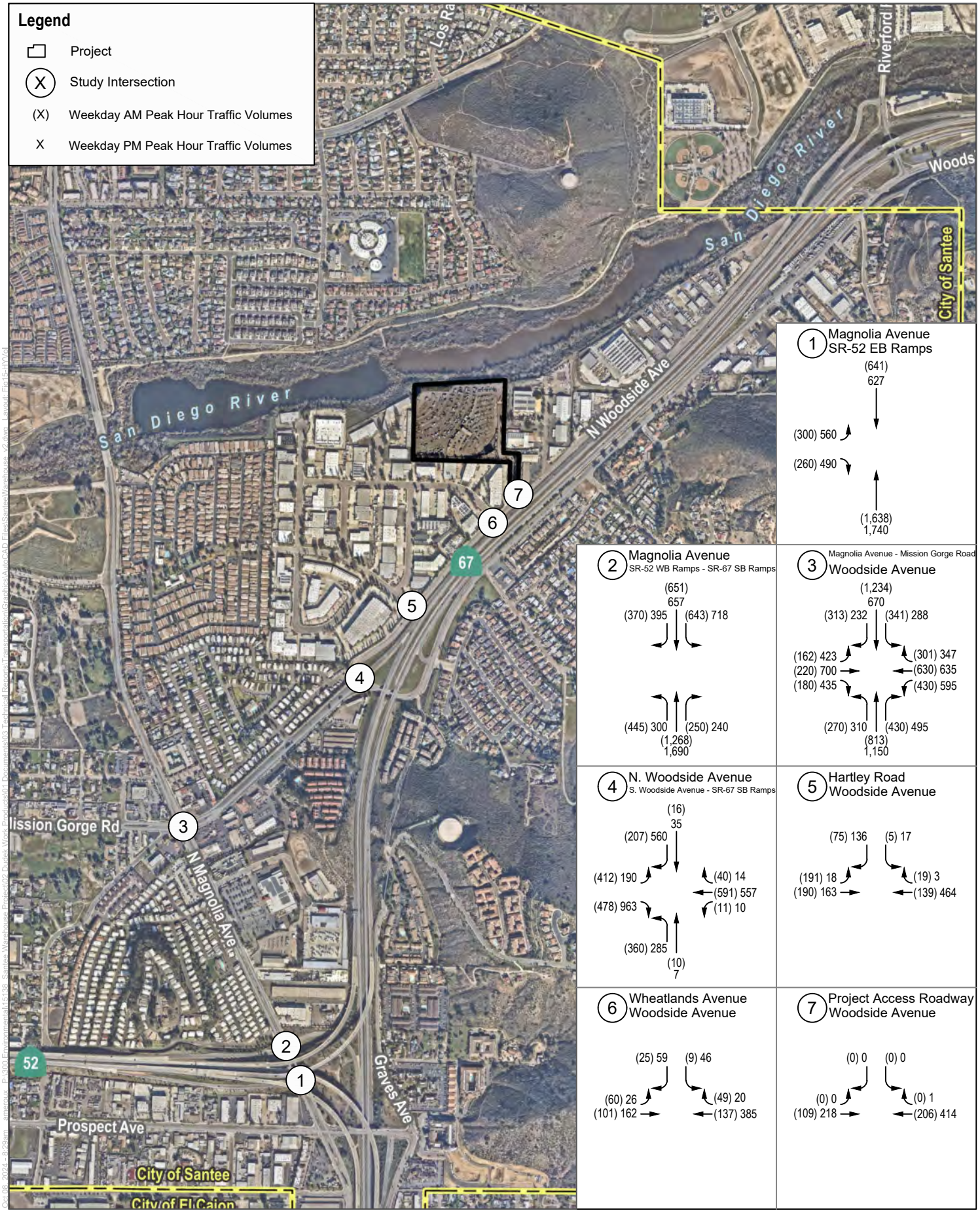
7.4.1 Roadway Operations

A roadway segment LOS analysis was prepared for the Horizon-Year conditions using the roadway segment LOS methodologies as discussed in Section 1.3, Analysis Methodology. Table 15 shows the results of the Horizon Year conditions LOS analysis for the study roadway segments. As shown in the table, the study area roadway segments of Woodside Avenue between Magnolia Avenue and N. Woodside Avenue and between N. Woodside Avenue and Project Driveway would operate at LOS E under Horizon Year plus conditions. Because the roadway segments operates at LOS E and the increase is greater than 0.02, the proposed project would exceed the City's criteria for project-specific traffic effect at the roadway segment of N. Woodside Avenue between Woodside Avenue and Project Driveway. Since the roadway segment is constructed at buildout classification per the City's Mobility Element, no further improvements to this roadway segment are recommended.

7.4.2 Intersection Operations

Figure 16 illustrates the Horizon Year traffic volumes for peak hour conditions. An intersection LOS analysis was prepared for the Horizon Year conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 1.3. Table 16 shows the results of the Horizon Year conditions analysis. LOS worksheets are provided in Appendix H.

As shown in the table, the Magnolia Avenue - Mission Gorge Road/Woodside Avenue intersection would operate at LOS E in the AM and PM peak hour conditions under Horizon year plus Project conditions. However, the proposed project would not increase the delay by more than 2 seconds and therefore, not exceed the City's criteria for project-specific traffic effect under Horizon Year plus Project conditions. No improvements are required. The Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection would operate at LOS F in the AM peak hour and PM peak hour conditions. The proposed project would increase the delay by more than 2 seconds at this intersection. Therefore, the proposed project would exceed the City's criteria for project-specific traffic effect under Horizon Year plus Project conditions. See Section 8 for project-specific improvements.



SOURCE: SanGIS, Open Street Maps

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FIGURE 15

Horizon Year Peak Hour Traffic Volumes (PCE)

Palisade Santee Commerce Center Project

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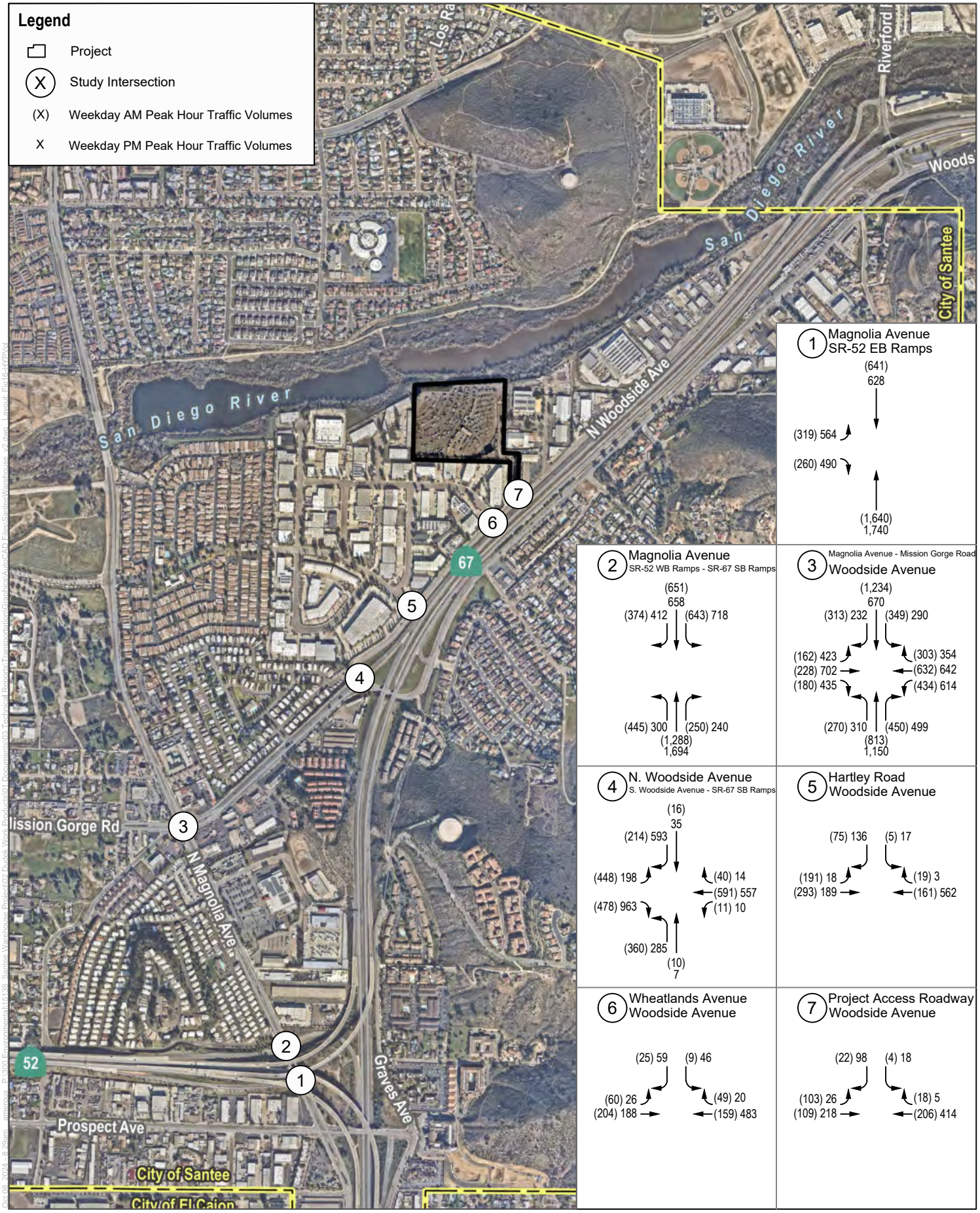

SOURCE: SanGIS, Open Street Maps

FIGURE 16

Horizon Year plus Project Peak Hour Traffic Volumes (PCE)

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Palisade Santee Commerce Center Project

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Table 15. Horizon Year Roadway Level of Service

No.	Roadway Segment	Applicable ADT[1]	Horizon Year			Project Trips (in PCE) [2]	Horizon Year plus Project			Change in V/C	Above Allowable Change for Project Traffic Effect
			ADT	V/C	LOS		ADT	V/C	LOS		
1	Magnolia Avenue, south of Mission Gorge - Woodside Avenue	60,000	36,950	0.62	C	288	37,238	0.62	C	0.00	No
2	Woodside Avenue, between Magnolia Avenue and N. Woodside Avenue	40,000	36,600	0.92	**E**	411	37,011	0.93	**E**	0.01	**No**
3	N. Woodside Avenue, between Woodside Avenue to Project Driveway	15,000	13,000	0.87	**E**	411	13,411	0.89	**E**	0.02	**Yes**
4	Project Driveway, north of Woodside Avenue	2,200	117	—	—	1,439	1,556	—	—	—	No

Notes: ADT = Average daily traffic; V/C = Volumes to Capacity ratio; LOS = Level of Service; NA = Not Applicable NA = Not Applicable because LOS does not apply to non-CE roads

[1] Classification and LOS determined from City of Santee Mobility Element, Adopted by City Council October 25, 2017 (Resolution No. 114-2017)

Table 16. Horizon Year Peak Hour Intersection Level of Service

No.	Intersection	LOS Method	Horizon Year				Horizon Year plus Project				Change in Delay		Above Allowable Change for Project Traffic Effect	
			AM Peak		PM Peak		AM Peak		PM Peak					
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM	AM	PM
1	Magnolia Avenue/SR-52 EB Off-Ramps	HCM/Signalized	13.3	B	44.0	D	14.1	B	44.3	D	0.8	0.3	No	No
2	Magnolia Avenue/SR-52 WB On-Ramp - SR-67 SB On-Ramp	HCM/Signalized	8.3	A	9.6	A	8.3	A	9.6	A	0.0	0.0	No	No
3	Magnolia Avenue - Mission Gorge Road/Woodside Avenue	HCM/Signalized	**59.4**	**E**	**64.0**	**E**	**59.7**	**E**	**65.8**	**E**	**0.3**	**1.8**	**No**	**No**
4	N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	AWSC	62.9	F	70.1	F	76.4	F	84.2		13.5	14.1	Yes	Yes
5	Hartley Road/N. Woodside Avenue	TWSC	10.2	B	16.0	C	10.7	B	-19.2	C	0.5	3.2	No	No
6	Wheatlands Avenue/N. Woodside Avenue	TWSC	9.9	A	14.5	B	10.4	B	17.0	C	0.5	2.5	No	No
7	Project Access Driveway/N. Woodside Avenue	TWSC	0.0	A	0.0	A	10.8	B	15.6	B	10.8	15.6	No	No

Notes: HCM = Highway Capacity Manual; **X** – Unsatisfactory operating conditions/LOS; AWSC – All-Way Stop Control; TWSC – Two-Way Stop Control

[1] Delay in seconds per vehicle

[2] Level of Service (LOS)

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8 Project Access, On-Site Circulation and Improvement Measures

This section documents the project access evaluation to provide an eastbound left-turn lane along Woodside Avenue. The section also provides improvement measure for the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection.

8.1 Project Access Evaluation

As mentioned in Section 1, the access to the proposed project would be from N. Woodside Avenue via the project access driveway (Intersection 7). Per City's request, an evaluation for eastbound left turn lane at this access driveway was conducted. The left-turn lane evaluation was conducted using the methodology from the American Association of State Highway Transportation Officials' (AASHTO, 2018) – Geometric Design of Highways and Streets ("Green Book"). Per Section 9.7.3 Design Treatments for Left-Turn Maneuvers, 9.7.3.1 Guidelines for Providing and Design of Left-Turn and Bypass Lanes, many factors enter into the choice of type of intersection and the extent of design of a given type, but the principal controls are the design-hour traffic volume, the character or composition of traffic, and the design speed. The character of traffic and design speed affects many details of design, but in choosing the type of intersection they are not as significant as the traffic volume. Of particular significance are the actual and relative volumes of traffic involved in various turning and through movements.

Traffic-volume-based guidelines for where left-turn lanes should be provided are presented in Table 9-24 and Figure 9-35 for arterials in urban areas (see Appendix I). This table and figure are applicable at unsignalized intersection with streets and driveways where the major road is uncontrolled and the minor-road approaches are stop- or yield-controlled.

Additionally, the HCM indicates that exclusive left-turn lanes should be considered where left-turn volumes exceed 100 vehicles/hour (veh/hr). As shown on Figures 5 and 6, during the AM peak hour, there are approximately 109 eastbound left turn vehicles from N. Woodside Avenue into the project site. Of the total 103 vehicles, 55 vehicles (in PCE) or 53% are trucks. Because the left-turning volumes at the exceed the AASHTO suggested left-tun lane guidance of 50 or more veh/hr (see Appendix I) and HCM guidance of 100 veh/hr and due to high truck volume, it is recommended that a dedicated eastbound left turn lane be constructed at the Project Access Driveway/Woodside Avenue.

8.2 On-Site Circulation and Parking

On-site circulation and access to the project will be provided by a circuitous roadway (see Figure 2) that would also serve as fire lane. The width of the internal roadway is between 30 feet to 40 feet. The on-site driveway will be designed per City's Standard Drawings and requirements of the Fire Code to provide turn radii for fire truck and apparatus to access all parts of the site.

The parking ratio used to calculate on-site parking requirements is consistent with the Section 13.24.040 Parking requirements of the City of Santee Municipal Code[4]. Per code, for industrial uses that include warehousing and

[4] City of Santee. https://library.qcode.us/lib/santee_ca/pub/municipal_code/item/title_13-chapter_13_24-13_24_040

distribution, one parking space for 1,000 square feet of gross floor area should be provided. The project would require and proposes a total of 301 parking spaces for 301,445 square feet of industrial space.

Parking designated for electric vehicles (EV), including spaces associated with clean air vehicles have been provided per code requirement. Long-term and short-term bicycle parking[5] would be provided per City's code requirement.

As such, the project would provide adequate parking spaces.

8.3 Improvement Measures

8.3.1 Project Access Driveway/N Woodside Avenue

The following improvement measures would be constructed by the project to improve traffic flow near the project site:

- The project would construct a dedicated eastbound left turn lane at the Project Access Driveway/ Woodside Avenue.
- The project access driveway will be designed per City specifications for commercial driveway per City of Santee standard PW-21[6].
- The project would be responsible for constructing frontage improvements including sidewalks along the northern side of N. Woodside Avenue and connect to the existing sidewalk along N. Woodside Avenue that lies to the west of the project's driveway. No sidewalk exists to the east and accordingly no new sidewalk is required to be constructed.
- The project would also install a crosswalk to improve pedestrian circulation at the Project Access Driveway/N. Woodside Avenue.

8.3.2 N. Woodside Avenue Roadway Segment

Although the roadway segment of N. Woodside Avenue near Project Driveway is forecast to operate at LOS E, as shown in Section 7, with the frontage and project access improvements described above, the operation of the Project Access Driveway/N. Woodside Avenue would facilitate traffic flow and truck turn movement along Woodside Avenue near the project site. Since the roadway segment is constructed at buildout classification per the City's Mobility Element, no further improvements to this roadway segment are recommended.

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5 Bicycles. All commercial and office areas shall provide adequate locking facilities for bicycle parking at any location convenient to the facility for which they are designated. Whenever possible, weatherproofing or facility covering should be used.
Short-Term Bicycle Parking. If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for five percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.
Long-Term Bicycle Parking. For buildings with over 10 tenant-occupants, provide secure bicycle parking for five percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:
i. Covered, lockable enclosures with permanently anchored racks for bicycles;
ii. Lockable bicycle rooms with permanently anchored racks; and
iii. Lockable, permanently anchored bicycle lockers.

6 City of Santee. https://www.cityofsanteeca.gov/home/showpublisheddocument/18044/637048465192800000

8.3.3 N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp Intersection

The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project conditions, and Horizon Year plus Project conditions.

Based on the Proposed Update to Existing Circulation Element Technical Report and Traffic Impact Study (July 2017) prepared for the City of Santee Mobility Element, a roundabout is proposed at this intersection in its Preferred Circulation Plan. However, per discussions with the City staff, the proposed roundabout has been removed from the City's Capital Improvement Program. Therefore, the roundabout is not considered to be a feasible improvement for this intersection. Furthermore, Caltrans would not accept any lane addition (such as a dedicated right turn lane along N. Woodside Avenue adjacent to the current shared through-right turn lane) at this intersection, Therefore, no improvements to intersection lane geometry or control can be recommended at this time.

Based on discussions with the City staff, the project would construct a missing segment of sidewalk along N. Woodside Avenue near the N. Woodside Avenue/Woodside Avenue - SR-67 SB Off-Ramp intersection and near the project driveway, for a total of 990 linear feet or approximately 0.2 miles. The project would also be responsible for pavement rehabilitation and restriping of N. Woodside Avenue to the satisfaction of the City Engineer from Caltrans right-of-way at the intersection of the SR-67 to the easternmost edge of the project driveway's intersection with N. Woodside Avenue. In addition, the project would install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk. Although this improvement would not reduce delay or improve LOS at the Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, it would improve non-vehicular circulation and pavement conditions along Woodside Avenue and would be considered an acceptable improvement by the City in lieu of improving delay or LOS.

A conceptual exhibit prepared by the applicant illustrating the proposed sidewalk and pavement rehabilitation at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection is included in Appendix J.

Per City's request, an intersection lane queuing analysis was also conducted for informational purposes and is summarized in Section 8.3.4.

8.3.4 N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp Intersection Queuing Analysis

An intersection lane queuing analysis, using SimTraffic 11 software, was conducted to determine the 95th percentile (design) queue of the existing storage lanes at the N. Woodside Avenue/ Woodside Avenue – SR-67 SB Off-Ramp intersection. The intersection's queues were calculated for the Existing, and Existing plus Project= = conditions. To account for actual vehicular volume with mix of traffic (cars and trucks) observed in the field, queuing analysis was conducted using non-PCE traffic volumes and heavy vehicle percentage for each turn movement. It should be noted that nominal pedestrian and bicycle activity was observed at this intersection as shown in Appendix C, Traffic Counts. The SimTraffic queuing reports and non-PCE peak hour intersection volumes, heavy vehicle percentages are provided in Appendix K.

This analysis determined whether potential queuing and spillback would impact the SR-67 mainline as well as Woodside Avenue. The geometric configuration of the intersection was assumed to be the same under Existing conditions without the project and with Project conditions,

Intersection Queuing Analysis

Tables 17 summarize the 95th percentile queuing analysis conducted for the intersection under Existing and Near-Term conditions. The 95th percentile (design) queue is the maximum queue that would only occur during a smaller portion of the peak hour and the analysis is provided for informational purposes.

As shown in Table 17, under Existing conditions, there are no movements where the 95th percentile queues would exceed their storage lengths during the weekday AM or weekday PM peak hours. Under Existing plus Project conditions, all movements would experience an increase in vehicular queues however, most queues would be accommodated in the storage length available. except for the eastbound left turn lane (during AM peak hour).

For the eastbound left turn lane queue, it should be noted that while the next intersection to the west, the entrance to the Mission Del Magnolia mobile home community, is approximately 820 feet away, there is still adequate length available along Woodside Avenue for vehicles to queue in the AM peak hour. The queue is likely to exceed 850 feet or one car length, as shown in Table 17, only 5 percent of the time during the AM peak hour. On an average, this queue length would be approximately 434 feet (see Appendix K). It should be noted that there is no specific criteria for assessing queuing impacts. However, it is recommended that “KEEP CLEAR’” pavement markings be installed west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

Caltrans Off-Ramp Queues

Additionally, it should be noted that under Existing and Existing plus Project conditions analyzed, the westbound turn movements at the SR-67 off-ramp do not exceed the storage length available. The analysis indicates there are currently no queuing issues that may potentially spill back onto the SR-67 mainline.

Table 17. Queuing Summary for Existing Conditions (95th Percentile Queue)

Intersection	Movement	Storage Length[1]	Existing (w/o improvement)				Existing plus Project			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			95th percentile Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length	Queue[2]	Exceeds Storage Length
N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp	EBL[3]	820	208	No	410	No	850	Yes	257	No
	EBR[3]	820	49	No	822	No	474	No	640	No
	WBLT[4]	775	352	No	108	No	356	No	124	No
	WBTR	265	245	No	69	No	278	No	77	No
	NBLT[3]	725	259	No	159	No	344	No	154	No
	SBTR[3]	480	83	No	465	No	98	No	464	No

Notes: SR = State Route; EBL = Eastbound left; EBR = Eastbound right; WBLT = Westbound Left-Through; WBLT = Westbound Through-Right; NBLR = Shared Northbound Left-Right; SBTR = Shared Southbound Through-Right; SBR = Southbound Right

1 Storage length is exceeded if the calculated distance is less than or equal to the storage length provided.
2 Based on 95th percentile queue length in SimTraffic 11.
3 Length measured from nearest driveway or intersection.
4 Length measured from the gore point of SR-67.

Adjust 95th percentile after trip distributions have been updated.

PREVIOUS COMMENTS FROM JUNE 2024 REVIEW WERE NOT ADDRESSED. COMMENTS STILL APPLY

Missing Table 19 that previously showed **Queuing Summary for Near Term Conditions (95th Percentile Queue). Resubmit this table and results.**

8.3.5 Social, Economic and Pedestrian Safety Benefits of Proposed Improvement Measures

The applicant has prepared a detailed memorandum (Appendix L) describing project's consistency, with the City's Mobility Element goals and policies as well as outlining its social and economic benefits. The memorandum provides reasons to accept deficient LOS at this intersection which include the following:

- **Feasibility of proposed improvement:** The free-right turn proposed by the project to the City and Caltrans would have improved the LOS to D; however, Caltrans has denied this request. The only improvement measure acceptable to Caltrans is the installation of the full roundabout. The construction of a roundabout was deemed economically infeasible, as described in the memo.
- **The effectiveness of non - automotive components of the circulation system would be maintained or improved as a result:** The project proposes to improve pedestrian circulation by installing a continuous sidewalk from N. Woodside Avenue on the east, through the street's intersection with the SR-67 Southbound Off-ramp and then connect to the existing sidewalk on Woodside Avenue on the west. Currently the sidewalk is discontinuous through the intersection, leaving pedestrians to traverse approximately 130 feet of unimproved shoulder between sidewalks. **Overriding economic benefits:** The project would generate substantial economic and social benefits to the City, its residents, and its businesses. In summary, the project would generate approximately $1.8M direct income to the City over a 10 year period. In addition, economically, the project would generate $23.5M in wages paid to construction workers and then upon completion $42.9M of labor income annually. See Appendix L for detailed calculation of these benefits.

  In addition, the project proposes to rehabilitate the pavement of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right-of-way at the intersection of the SR-67 to the easternmost edge of the project driveway's intersection with N. Woodside Avenue, to the satisfaction of the City Engineer. In addition, the project will install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk.

This section of Woodside Avenue has deteriorated over decades of use by local and through traffic, as well as from the truck traffic servicing the industrial park to the north of N. Woodside Avenue. By funding and performing the repaving work, the project will create a significant public benefit, improving street conditions for both City residents and businesses in the industrial park and relieving this financial burden from the City of Santee. Refer to Appendix J for a conceptual exhibit prepared by the applicant illustrating the proposed sidewalk and pavement rehabilitation at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection and Appendix L for a detailed discussion on project's consistency with Mobility Element policies.

This improvement of widening and sidewalk installation triggers the ISOAP Policy which has superseded the ICE Policy . Previous reviews of this project also show that Caltrans has informed the applicant that this project triggered the ICE Policy which an ICE Report had already been approved for the Hybrid Roundabout in the past.

and Mitigation Measure

The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue - SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Buildout plus Project conditions, As explained in Section 8.3, **PDF-TRA-1 Multi-modal Intersection Improvements** will be implemented, consistent with City's Mobility Element goals and policies as well as social and economic benefits in lieu of improving delay at the intersection:

PDF-TRA-1 Multi-modal Intersection Improvements: Prior to the issuance of a building permit, the project applicant will pay its traffic impact fees to the satisfaction of the City Engineer. Prior to the Certificate of Occupancy, the project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. The project applicant will also rehabilitate the pavement with a full width and adequate structural section of N. Woodside Avenue starting from, on the west, where it meets the Caltrans right of way at the intersection of the SR-67 to the eastern most edge of the project driveway's intersection with N. Woodside Avenue, to the satisfaction of the City Engineer. The project applicant will also install approximately 1,240 SF of new roadway to fill in an unpaved area between the edge of the existing roadway and the new proposed sidewalk near N. Woodside Avenue's intersection with the SR-67. The project will install "KEEP CLEAR'" pavement markings west of this intersection to maintain vehicular ingress and egress to/from the Mission Del Magnolia community to eastbound Woodside Avenue.

The following mitigation measures would be implemented to reduce the project's VMT impact described in Section 4:

MM TRA 1 Trip Reduction Program: Prior to the issuance of first Certificate of Occupancy, the project tenant will prepare a Trip Reduction program. The program shall include the following components:

1. **Implement Commute Trip Reduction Marketing:**
    a. Set-up a Transportation Kiosk, either physically on-site or online, with transportation information that employees could access at work or on their smart phones or personal computers. If an online kiosk, information can be available on the company's website (or intranet, or internal website). The project developer or property manager will have responsibility for setting up and maintaining the information center. The Transportation Kiosk will have site-specific information about all the measures, services, and facilities discussed in this Program. In addition, the information center will include:
    b. A summary of local bus routes and local bicycle facilities to provide further information about their routes and schedules and the incentive programs available to transit users.
    c. Information about ride matching services (SANDAG - Bike Services) and on-site ride matching) and the incentive programs available to carpools.
    d. Information about services such as Uber, Lyft, and other on-demand transportation services.
    e. A local bikeways map and bicycling resources
    f. Availability of bicycle parking such as lockers and amenities including bike pumps, repair stations, full coverage lighting and security cameras.

g. Information about bicycle education classes taught by certified league instructors from the San Diego County Bicycle Coalition.

2. **Provide Ridesharing Program:** The project tenant will promote ride-sharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride-sharing vehicles, and/or providing a website or message board for coordinating rides. A designated employee may partner with SANDAG to use programs such as SANDAG Vanpool, Employer Commuter Program and Guaranteed Ride Home.
3. **Implement Subsidized or Discounted Transit Program:** The project tenant would provide or reimburse the cost of monthly transit passes (such as Pronto card or mobile app) to the employees who use bus or rail transit to work to create incentive programs that reward employees for utilizing non-single occupancy vehicles to commute.
4. **Provide End of Trip Bicycle Facilities:** The project will provide at least 15 bicycle parking spaces per City's parking code requirement[7]. Where possible, appropriate designed electrical outlets will be included near the bicycle racks for charging electric bicycles (E-bikes).

MM TRA 2 Construction of Sidewalk: The Project will construct a new on-site sidewalk to connect the main entrance of the building with the existing sidewalk on N. Woodside Avenue. Together, with the sidewalk constructed per **PDF-TRA-1**, this will be a total of 990 linear feet of new sidewalk.

There is no table that shows the direct impacts being mitigated with the proposed widening and sidewalk. The TIS fails to show how the roadway widening and sidewalk installation bring the LOS back to a LOS D or better.

[7] Per City's code 5% of motorized parking should be bicycle parking, therefore 5% of 301 car parking spaces = 15 bicycle parking spaces.

10 Findings and Recommendations

Based on the transportation analysis of the proposed project, the following findings on VMT analysis, study area roadway and intersection levels of service, and project effects and mitigation and improvement measures are made:

Project Description and Trip Generation

- The proposed project includes the demolition of the existing drive-in theater and the construction of a 300,145 SF industrial/warehousing building as well as associated improvements at 10990 Woodside Avenue in the City.
- The proposed project would generate approximately 1,011 daily non-PCE trips, 102 AM peak hour trips (83 inbound and 19 outbound), and 103 PM peak hour trips (23 inbound and 80 outbound). Adjusting for PCE, the proposed project would generate approximately 1,440 daily PCE trips, 148 AM peak hour trips (121 inbound and 27 outbound), and 146 PM peak hour trips (30 inbound and 116 outbound).

VMT Analysis and Mitigation Measures

- The proposed project would generate less than 2,400 ADT. Therefore, the project's VMT analysis was conducted using the SANDAG SB 743 maps. Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT. Because the project's VMT is higher than the regional average of the census tract it is located within, the project would result in a significant VMT impact.
- A VMT reduction of 11.3% would be achieved through the implementation of Commute Trip Reduction Program measures and construction of sidewalk facilities along Woodside Avenue. A reduction of 15% is required to reduce the VMT per employee to at or below regional level. **As shown in Section 9, MM-TRA-1 Trip Reduction Program** would be implemented by the project's tenants to reduce the project's VMT and **MM-TRA-2 Construction of Sidewalk** would improve pedestrian network connectivity in the area. Because the project's VMT would not be reduced to below significance threshold even with the implementation of MM-TRA-1 and MM-TRA-2, the project's VMT impact would remain **significant and unavoidable**.

Traffic Analysis and Improvement Measures

- Under Existing plus Project conditions and Near Term plus Project conditions, all the study area roadway segments would operate at LOS D or bet[illegible]t conditions, the roadway segment of Woodside Aven[illegible]enue and N. Woodside Avenue between Woodside Ave[illegible]oject's traffic effect is determined if it exceeds the v[illegible]ay segments operating at LOS E or F. Based on that c[illegible]'s criteria for traffic effect at N. Woodside Avenue a[illegible]ue to Project Driveway, which determines the needs fo[illegible]nprovements and frontage improvements along N. V[illegible]d truck turn movement along Woodside Avenue near t[illegible]ed at buildout classification per the City's Mobility Element, no further improvements to this roadway segment are recommended.

  As previously mentioned in the June 2024 review, This improvement triggers the ISAOP Policy which had previously had an ICE Report and plans already been approved for the Hybrid Roundabout.

  This project has direct impacts to the Caltrans intersection. Further coordination with Caltrans will be reqiured.

- The proposed project would result in a traffic effect at the N. Woodside Avenue/S. Woodside Avenue – SR-67 SB Off-Ramp intersection, under Existing plus Project, Near Term plus Project and Buildout plus

Project conditions, **PDF-TRA-1 Multi-modal Intersection Improvements (see Section 9)** will be implemented, consistent with City's Mobility Element goals and policies as well as social and economic benefits in lieu of improving delay at the intersection:

- The project would construct a dedicated eastbound left turn lane at the Project Access Driveway/ N. Woodside Avenue. The project access driveway will be designed per City specifications for commercial driveways. The project would be responsible for constructing frontage improvements including sidewalks along the northern side of Woodside Avenue and connect to the existing sidewalk along N. Woodside Avenue. The project would also install crosswalks to improve pedestrian circulation at the Project Access Driveway/N. Woodside Avenue.

11 References

AASHTO (American Association of State Highway and Transportation Officials). A policy on Geometric Design of Highways and Streets. 2018. 7th Edition

CAPCOA (California Air Pollution Control Officers Association). 2021. Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity.

City of Santee. 2017. Proposed Update to Existing Circulation Element (Mobility Element) Technical Report and Traffic Study. July 2017.

City of Santee. 2017. General Plan Mobility Element, Adopted October 25, 2017.

City of Santee. 2022. City of Santee VMT Analysis Guidelines. April 13, 2022

Transportation Impact Analysis Fanita Ranch, Santee, March 25, 2020

ITE (Institute of Transportation Engineers). 2021. Trip Generation Manual. 11th ed.

OPR (California Governor's Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. Accessed February 2021. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

SANDAG (San Diego Association of Governments). 2002. Brief Guide of Vehicular Trip Generation Rates for the San Diego Region. April 2002.

TRB (Transportation Research Board). 2016. Highway Capacity Manual, Sixth Edition: A Guide for Multimodal Mobility Analysis.

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Appendix A

Transportation Scoping Document

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MEMORANDUM

To:	Minjie Mei, Principal Traffic Engineer, City of Santee
From:	Sabita Tewani, AICP, PTP, Transportation Planner
Subject:	Revised Transportation Impact Study (TIS) Scoping for the Palisade Santee Commerce Center Project, City of Santee
Date:	August 16, 2023, Updated September 2024
cc:	Kristen Stoner, Dudek Dennis Pascua, Dudek
Attachments:	Figures 1-3 A – Observed Trip Rate Summary and Driveway Count Sheets B – Cumulative Projects and Santee Active Projects Map (~~June 2023~~ August 2024) C –VMT Scoping Form

The following memorandum provides the revised scope of work for the Transportation Impact Study (TIS) for the Palisade Commerce Santee Commerce Center Project (project). The scope revisions incorporate the City's comments from April 2023 (April 19, 2023, Inter-Office Memo) as well as item discussed in subsequent calls with the City's Traffic Engineers, Minjie Mei and Jeff Morgan, and include the following:

- An increase in square footage from 291,290 square feet (SF) to 300,145 SF (+8,855 SF).
- A trip generation survey of existing, similar industrial land uses to substantiate the use of trip rates from the current edition of the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021).
- Revised vehicle miles traveled (VMT) findings based on use of the ITE trip rates for the project.

The proposed project site is located at 10990 N. Woodside Avenue in the City of Santee (City) on a site currently occupied by the Santee Drive In Theater. The following memorandum has been prepared consistent with the City of Santee Vehicle Miles Traveled (VMT) Analysis Guidelines (April 13, 2022) and the ITE Guidelines for Transportation Impact Studies in the San Diego Region (May 2019) which provide guidance on the requirements to evaluate transportation impacts using VMT and level of service (LOS) metrics for projects in the City. This memorandum provides the documentation related to selection of appropriate trip rates for the project, the resulting trip generation, proposed traffic study area and analysis scenarios, cumulative projects list, and the SANDAG VMT summary for the proposed project.

1 Project Description

The proposed project includes the demolition of the existing drive-in theater and the construction of a 300,145 SF industrial/warehousing building as well as associated improvements including loading docks, trailer stalls, passenger vehicle parking spaces, and street, sidewalk, and landscape improvements. The Assessor Parcel

Number (APN) of the Project site is 381-070-5200. The City's General Plan Land Use Map designates the project site the entire site as Light Industrial.

Figure 1 illustrates the project's location. Regional access to the project site is available from State Route (SR) 52 and SR 67 via Magnolia Avenue, Woodside Avenue, and Riverford Road. The Project would be accessed via a dedicated drive aisle on Woodside Avenue which leads to two 40-foot-wide driveways. These driveways and an on-site roadway would provide access to the vehicle parking lots and two truck courts. Vehicle parking for employees would be in parking lots along the periphery of the project site. The site plan of the proposed project is shown on Figure 2.

2 Project Traffic

The project would include construction of a 300,145 SF industrial building with approximately 10,000 SF of mezzanine space and up to 42 dock high doors. The building could be used for multiple tenants for warehousing and distribution, manufacturing, assembly, research and development, and related office uses. Therefore, Dudek reviewed available trip generation rates in SANDAG (2002) Brief Guide of Vehicular Trip Generation Rates for the San Diego Region and also compared them to the trip rates of industrial uses in the Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition (2021). The SANDAG trip rates are significantly higher for warehousing (5 trips/TSF) and an industrial park use (8 trips/TSF) when compared to the current ITE Trip Generation Manual. Therefore, as directed by the City, Dudek conducted trip generation surveys of existing, similar industrial uses in the San Diego region. The surveys were conducted since there are large discrepancies between industrial land use trip rates reported in the SANDAG (2002) and ITE (2021) trip generation rate sources.

2.1 Trip Generation Survey

Dudek identified three industrial sites with warehousing, manufacturing, and/or research and development uses, in similar size and location to the proposed project and collected empirical data at those sites to establish an appropriate trip generation rates for the proposed project. The selected sites were representative of uses that might occupy the project site. If found to be appropriate by the City, the use of this empirical data to estimate daily and peak hour project traffic volumes for passenger cars and trucks would be utilized for the project's transportation analysis. In discussion with the City, the following sites were selected for the trip generation surveys:

- Site 1. Vision Systems, Inc: an approximately 140,000 SF manufacturing/warehousing use (including outdoor materials yard) located at 11322 N. Woodside Avenue in the City of Santee. (see Attachment A, Figure a)
- Site 2. MagnaFlow: an approximately 330,000 SF research & development/manufacturing/warehousing use in two adjacent buildings (240,000 SF and 90,000 SF) located at 1901 Corporate Center Drive and 3937 Ocean Ranch Boulevard, respectively, in the City of Oceanside. (see Attachment A, Figure b)
- Site 3. Veritiv Distribution Warehouse: an approximately 212,275 SF warehousing use located at 2005 Harmony Grove Rd in the City of Escondido. (see Attachment A, Figure c)

24-hour traffic counts were collected at the driveways of the sites listed above for two consecutive weekdays in the month of June 2023. The counts included all vehicles, bicyclists, and pedestrians that entered or exited these

sites. The driveway counts were classified by vehicle type (i.e., passenger-cars and light, medium, and heavy trucks) and by the time of the day for a period of two days. The driveway counts were summed and averaged over the two-day period and used to establish a vehicular trip rate for passenger cars and trucks per TSF of building area for the daily, AM peak hour and PM peak hour of the generator and the peak hour of adjacent street traffic for each site. See Attachment A for details on Observed Trip Rate Summary and Driveway Count Sheets.

As shown in Attachment A, the summary of Observed Trip Generation Rates at the sites surveyed in the San Diego region, the highest trip generation rate was at Site 1 (3.15 daily trips per TSF) and the lowest trip generation site was at Site 3 (0.41 daily trips per TSF). The percentage of truck trips of the total daily trips was also observed to be low at Site 1 (0.21 truck trips/TSF, or 6.8% of 3.15 daily trips/TSF) and Site 2 (0.15 truck trips/TSF, or 6.3% of 2.43 daily trips/TSF). The truck trips were noted to be higher at Site 3 (0.10 trips/TSF, or 25% of 0.41 daily trips/TSF).

2.2 Project Trip Generation

Based on the driveway counts results, and the low trip generation observed at all three industrial use sites, Dudek recommends using the ITE trip generation rate for the Industrial Park use (ITE Code 130) at 3.37 daily trips/TSF to estimate the project's daily, AM peak hour, and PM peak hour trip generation. The ITE daily trip rate (3.37 trips/TSF) is higher than Site 1 which had the highest surveyed empirical rate (3.15 trips/TSF). Additionally, to provide a conservative estimate of truck trips, the warehouse truck fleet mix from the South Coast Air Quality Management District's (SCAQMD) Warehouse Truck Trip Study Data Results and Usage (2014) be used to estimate project-related truck traffic. Based on the SCAQMD data, passenger cars would account for 72.5% trips of the total trips generated by a warehouse facility, and truck trips would account for approximately 27.5% of the total trips. The ITE and SCAQMD trip generation data are widely used for other industrial projects in southern California.

The total percentage of truck trips were further divided by 2-axle, 3-axle, and 4+ axle trucks per the SCAQMD study. These truck trips generated by the project are provided in PCE trips by using appropriate PCE factors. PCE factors consistent with the standard practice were used to estimate the total PCE trips for the project. Table 1 provides the project's trip generation summary.

Table 1. Project Trip Generation Summary

Land Use	Daily Trip Rate/Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates and Trip Generation								
Industrial Park [1]	3.37 trips/TSF		0.28	0.06	0.34	0.07	0.27	0.34
Land Use	**Units**	**Daily**						
Project (300.145 TSF)	Total Trips (non-PCE)	1,011	83	19	102	23	80	103
	Passenger Cars	*733*	*60*	*14*	*74*	*16*	*58*	*74*
	Trucks (non-PCE)	*278*	*24*	*5*	*29*	*6*	*23*	*29*
Trucks (PCE)								
Vehicle Mix[2]	Passenger Cars (72.5%)	733	60	14	74	16	58	74

Table 1. Project Trip Generation Summary

Land Use	Daily Trip Rate/Unit		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
and PCE Trips	2-axle Trucks (4.6%)	46	*4*	*1*	*5*	*1*	*4*	*5*
	3-axle Trucks (5.7%)	58	*5*	*1*	*6*	*1*	*5*	*6*
	4+axle Trucks (17.2%)	174	*15*	*3*	*18*	*4*	*14*	*18*
	Non - PCE Trips	**1,011**	**83**	**19**	**102**	**23**	**80**	**103**
Trip Generation (PCE)								
Vehicle Mix[2] and PCE Trips	Passenger Cars (72.5%)	733	60	14	74	16	58	74
	2-axle Trucks (4.6%)	70	6	1	7	1	6	7
	3-axle Trucks (5.7%)	115	10	2	12	2	10	12
	4+axle Trucks (17.2%)	522	45	9	54	11	42	53
	PCE Trips	**1,440**	**121**	**27**	**148**	**30**	**116**	**146**

Notes: TSF = thousand square feet, PCE = passenger car equivalent Some of the totals may not match exactly due to rounding.
1 Trip rates from the ITE.
2 Vehicle Mix from the SCAQMD 2014.

As shown in Table 1, using the ITE and SCAQMD trip generation data, the proposed project would generate approximately 1,011 daily trips, 102 AM peak hour trips (83 inbound and 19 outbound), and 103 PM peak hour PCE trips (23 inbound and 80 outbound). With PCE conversion, the proposed project would generate approximately 1,440 daily PCE trips, 148 AM peak hour PCE trips (121 inbound and 27 outbound), and 146 PM peak hour PCE trips (30 inbound and 116 outbound).

3 LOS Analysis

3.1 Study Area

Per the ITE San Diego Regional guidelines, the study area for the LOS analysis should be based on the threshold of 50 or more AM or PM peak-hour project trips that pass through an intersection. Based on the project's trip generation (Table 1) and trip distribution shown on Figure 3, the following intersections (shown on Figure 1) are proposed for the project's LOS analysis:

1. Magnolia Avenue/SR-52 eastbound off-ramp
2. Magnolia Avenue/SR-52 westbound on-ramp - SR-67 southbound on-ramp
3. Magnolia Avenue-Mission Gorge Road/Woodside Avenue
4. N. Woodside Avenue/Woodside Avenue – SR 67 southbound off-ramp
5. Hartley Road/N. Woodside Avenue
6. Wheatlands Avenue/N. Woodside Avenue
7. Project Access Roadway/N. Woodside Avenue

The following roadway segments are proposed for the analysis:

1. N. Woodside Avenue, between Project Driveway and Woodside Avenue
2. Woodside Avenue, between Magnolia Avenue and N. Woodside Avenue – Woodside Avenue
3. Magnolia Avenue, between Woodside Avenue-Mission Gorge Road and SR-52 westbound on-ramp-SR-67 southbound on-ramp

3.2 Study Scenarios

The following scenarios will be analyzed in the LOS analysis:

- Existing Conditions
- Existing Plus Project Conditions
- Near-Term Conditions
- Near-Term plus Project Conditions
- Horizon Year Conditions
- Horizon year plus Project Conditions

~~A buildout horizon year analysis is not proposed since the project is consistent with the City's land use/zoning and is not proposing any roadway network changes that are not accounted for in the General Plan. Additionally, the project trip generation would not exceed the threshold of 2,400 ADT requiring a buildout SANDAG model run.~~

3.3 ~~Existing and Near-Term~~ Traffic Volumes

New traffic counts were collected during the AM and PM peak hours at the proposed study area intersections, and 24-hour daily counts at the roadway segments were collected on one typical weekday in May 2023 while nearby schools were in session. The Near-Term traffic volumes will be developed using information on cumulative projects in the vicinity of the project within the City. Dudek reviewed the currently available map of approved/pending projects. In consultation with the City, Dudek has prepared a list of six projects which would be included in the Near-Term conditions traffic analysis. See Attachment B for details on cumulative projects. The horizon Year traffic volumes (ADT and AM and PM peak hour) will be estimated using the recently approved Fanita Ranch Traffic Impact Study (LLG 2020).

3.4 Traffic Analysis

Intersection LOS and roadway segment capacity analyses will be analyzed consistent with the Highway Capacity Manual (HCM) methodology for the Existing and Near-Term conditions (with and without project). For any operational deficiencies found, per Table 7-1 – Determination of the Need for Roadway Improvements provided in the ITE guidelines, site or operational improvements will be provided to lessen the project's LOS effects.

Dudek will qualitatively analyze the transit, pedestrian, and bicycle facilities that serve the project site. Project access and on-site circulation will be based on the City's Standard Plans/Drawings for access and on-site circulation design requirements. Vehicular queuing at the project's driveway intersection (Project Access Roadway/Woodside Avenue) will

be analyzed for adequacy based on the 95th percentile (design) queues. As requested by the City, Dudek will evaluate the need for a dedicated eastbound left turn into the Project Access Roadway from Woodside Avenue.

For any project related traffic effects found, Dudek will determine appropriate and feasible improvement measures.

4 VMT Analysis and Impact Determination

The City's VMT scoping form is attached to this memorandum (Attachment C). The project site is within Census Tract 166.07 under the current SANDAG Travel Demand model. Since the project's daily trip generation estimate would be below 2,400 average daily trips, and the project's census tract includes other employee-based uses, a project-specific model run by SANDAG would not be required. Based on the San Diego Region SB743 VMT Maps and using City's criteria for evaluation of Industrial projects, the project is within a high-VMT generating area for VMT per employee (i.e., greater than or equal to the regional mean). Compared to the regional mean of 18.9 VMT per employee, the VMT per employee of the project's census tract is 22.2 VMT. Therefore, it can be inferred that the proposed project would result in a significant VMT impact.

To mitigate project's VMT impacts, TDM strategies from the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) (GHG Reduction Handbook) and the SANDAG Mobility Management Guidebook/VMT Reduction Calculator Tool will be provided in the TIS.

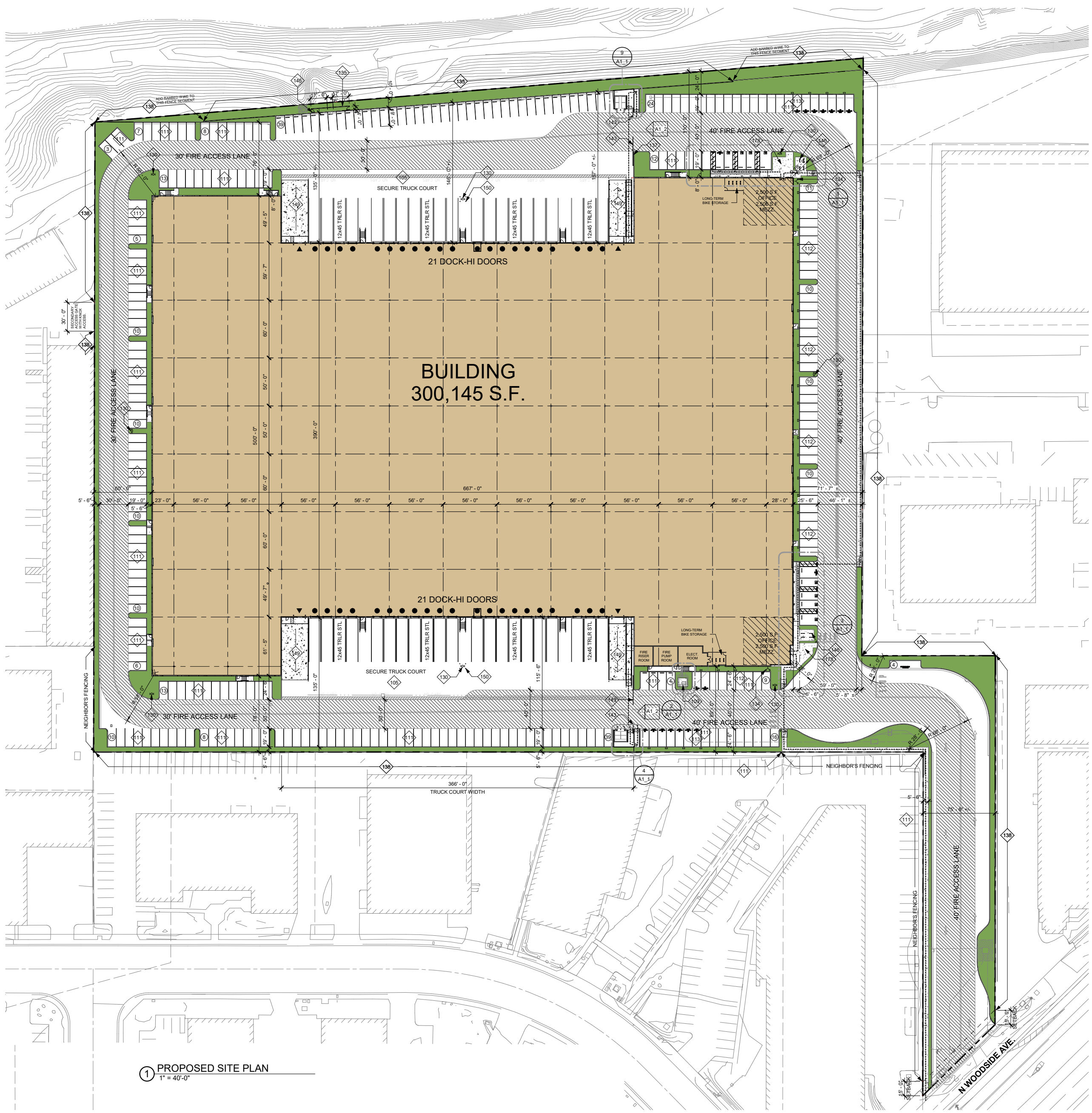
SOURCE: SanGIS, Open Street Maps

NOT TO SCALE

FIGURE 1

Project Location and Study Area

Palisade Santee Commerce Center Project



1 PROPOSED SITE PLAN
1" = 40'-0"

DEVELOPER/OWNER

NORTH PALISADE PARTNERS
1330 FACTORY PLACE #105, LOS ANGELES, CA 90013
CONTACT: BRIAN WONG
PHONE: 310.242.1612
EMAIL: BRIAN.WONG@NORTHPALISADE.COM
WEBSITE: WWW.NORTHPALISADE.COM

APPLICANT'S REPRESENTATIVE/ARCHITECT

HERDMAN ARCHITECTURE & DESIGN, INC.
100 BAYVIEW CIRCLE SUITE 100
NEWPORT BEACH, CA 92660
CONTACT: BRIDGET HERDMAN
PHONE: 714.389.2800
EMAIL: PROJECTADMIN@HERDMAN-AD.COM

SCOPE OF WORK

CONSTRUCT NEW ONE STORY + MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITY WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURES, CONCRETE SCREEN WALLS, AND SLIDING/SWINGING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT

LEGAL DESCRIPTION & ZONING

LEGAL DESCRIPTION: SEE CIVIL

ASSESSOR'S PARCEL NO: 381-070-52-00

PROJECT INFORMATION & AREA ANALYSIS

BUILDING ADDRESS: 10990 WOODSIDE AVE. SANTEE, CA 92071
CONSTRUCTION TYPE: III-B
OCCUPANCY: B / S-1
FIRE SPRINKLER: YES (ESFR NFPA 72, NFPA 13 & NFPA 24)
CLEAR HEIGHT: 36'

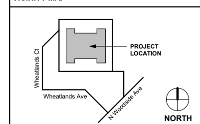
ZONING:
GENERAL PLAN: G-I (NERAL INDUSTRIAL)
SPECIFIC PLAN: N/A
FEMA FLOOD ZONE: NO FLOOD ZONE

BUILDING SETBACKS:
FRONT SETBACK: 15'
SIDE SETBACK: 5'
REAR SETBACK: NONE

ALLOWABLE AREA:
UNLIMITED AREA PER CBC 507 PER TABLE 506.2

SHEET INDEX

VICINITY MAP



SITE PLAN GENERAL NOTES

1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
3. U.O.N., ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
4. REFER TO CIVIL, AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
   a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
   b) THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
   c) CHANGES IN LEVEL UP TO 1/2" COMPLY w/ 11/A0.2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
   d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD1.1
10. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD1.1
11. ALL EXPOSED BIORETENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN.
12. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 6/AD1.2
13. PROVIDE A HOSE BIB NEAR THE MAIN ENTRANCE AND IN THE TRASH ENCLOSURE. SEE PLAN FOR LOCATION.

KEYNOTES

105 CONCRETE PAVING.
109 (N) TRANSFORMER LOCATION.
111 TYP U.O.N., STANDARD PARKING STALL. 9'-0" WIDE x 19'-0" DEEP
112 EV (ELECTRIC VEHICLE) CAPABLE PARKING STALL. PROVIDE FOR FUTURE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE
113 EVCS (ELECTRIC VEHICLE CHARGING STATION). PROVIDE EVSE (ELECTRIC VEHICLE SUPPLY EQUIPMENT). MATCH STANDARD STALL SIZE.
130 (N) FIRE HYDRANT.
134 FIRE DEPARTMENT CONNECTION (FDC).
135 PRE-CAST CONCRETE FENCE SUPPORTED BY METAL POSTS FROM GREENFIELD FENCE. MIN HEIGHT 8'ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL.
137 TUBE STEEL FENCE. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.
138 CHAIN LINK FENCE. MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE.
143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 8' ABOVE HIGHEST ADJACENT FINISHED GRADE OR AS SHOWN ON EXTERIOR ELEVATIONS. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145 PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP w/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP w/ SCREEN WALL. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
146 2 POSITION BIKE RACK.
149 CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS.SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
150 STEEL PIPE BOLLARD PROTECTION POST.
178 OUTDOOR EMPLOYEE BREAK AREA.

LOT AREA

SQUARE FOOTAGE	ACRES
587730 SF	13.49

FLOOR AREA RATIO

BUILDING AREA	SITE AREA	FAR ALLOWABLE	FAR PROVIDED
300145 SF	587730 SF	100%	51.1%

BUILDING AREA SUMMARY

NAME	AREA
GROUND FLOOR	
WAREHOUSE	290145 SF
OFFICE	2500 SF
OFFICE	2500 SF
	295145 SF
MEZZANINE	
OFFICE	5000 SF
	5000 SF
GROUND LEVEL + MEZZANINE	
WAREHOUSE	290145 SF
OFFICE	10000 SF
TOTAL BUILDING AREA	300145 SF

LANDSCAPE AREA SUMMARY

* SEE LANDSCAPE PLAN

TOTAL PARKING REQUIRED

BUILDING USE	BUILDING AREA	PARKING RATIO 1/X	REQ. PARKING
OFFICE	10000 SF	1000	11
WAREHOUSE	290145 SF	1000	291
TOTAL: 4	300145 SF		302

REQUIRED PARKING BREAKDOWN

SPACE TYPE	SPACES REQUIRED
STANDARD STALLS	230
STANDARD ACCESSIBLE STALLS	6
VAN ACCESSIBLE STALLS	2
EV CAPABLE STALL (w/o EVSE)	45
EVCS (EV CAPABLE STALL w/ EVSE)	16
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	301

PARKING PROVIDED

SPACE TYPE	SPACES PROVIDED
STANDARD STALLS	230
STANDARD ACCESSIBLE STALLS	6
VAN ACCESSIBLE STALLS	2
EV CAPABLE STALL (w/o EVSE)	45
EVCS (EV CAPABLE STALL w/ EVSE)	16
STANDARD ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
VAN ACCESSIBLE EVCS (EV CAPABLE STALL w/ EVSE)	1
TOTAL	301

SITE LEGEND

LANDSCAPE AREA
CONCRETE PAVING WHEN OCCURS @ PARKING AREAS, DRIVE AISLES, & OR TRUCK COURT. SEE CIVIL DRAWINGS FOR PAVING SECTIONS
FIRE HYDRANT. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY THE FIRE AUTHORITY. SEE 3/AD1.1
STREET LIGHT
INDICATES AN ACCESSIBLE ROUTE. MUST COMPLY w/ SITE PLAN GENERAL NOTE #6
PROPERTY LINE
DOCK HIGH DOOR
DRIVE THRU. DOOR

PALISADE SANTEE COMMERCE CENTER
SANTEE, CA

PROJECT
FINAL APPROVAL SET

NORTH PALISADE PARTNERS

HERDMAN
ARCHITECTURE + DESIGN

A22-2164
06.04.2024

SITE PLAN

NORTH

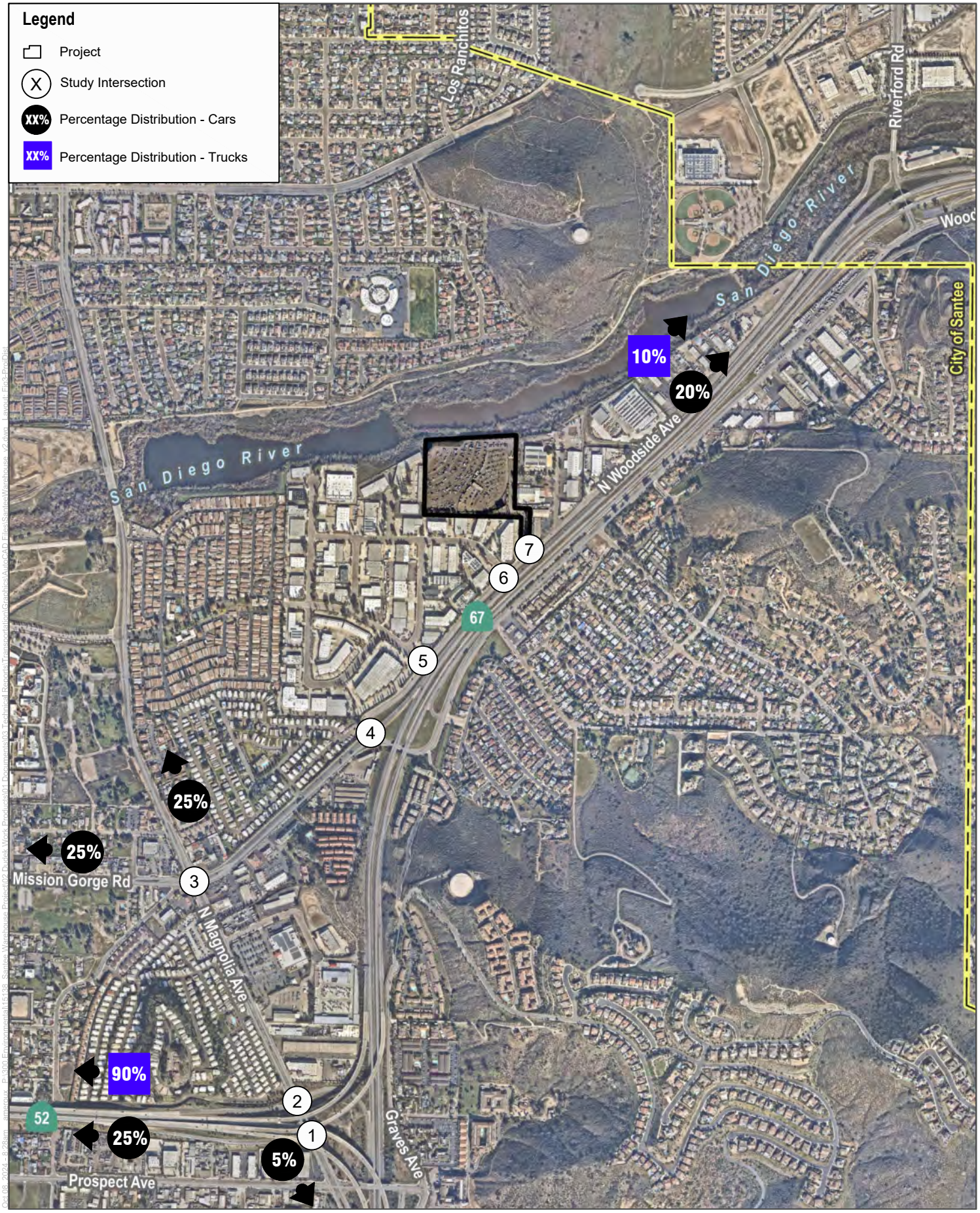
A1

6/4/2024 11:26:36 AM

SOURCE: Herdman Architecture + Design 2023

DUDEK NOT TO SCALE

FIGURE 2
Site Plan
Palisade Santee Commerce Center Project



SOURCE: SanGIS, Open Street Maps

DUDEK

NOT TO SCALE

FIGURE 3

Project Trip Distribution

Palisade Santee Commerce Center Project

Attachment A

Trip Rate Summary and Driveway Count Sheets

SOURCE: Bing Imagery 2021

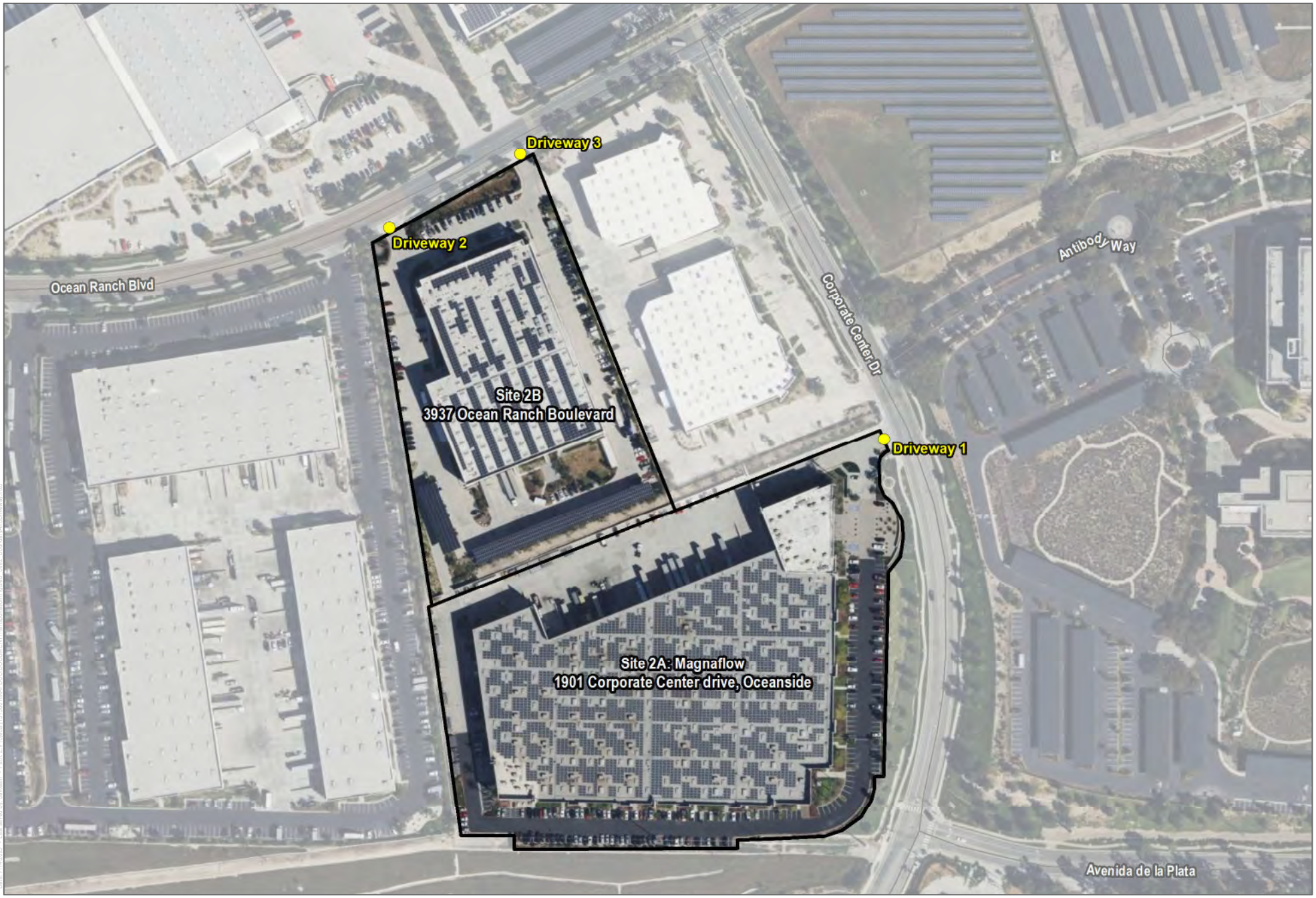
DUDEK

0 80 160 Feet

FIGURE A

Site 1

Palisade Santee Commerce Center Project



SOURCE: Bing Imagery 2021

DUDEK

0 112.5 225 Feet

FIGURE B

Site 2

Palisade Santee Commerce Center Project

SOURCE: Bing Imagery 2021

DUDEK

0 105 210 Feet

FIGURE C

Site 3

Palisade Santee Commerce Center Project

Site Information

Owner	Vision Systems
Address	11322 N. Woodside Ave, Santee, CA 92071
Use	Manufacturing/Warehouse
Size	140,000 SF

Driveway 1 - Woodside Avenue

	AM	AM Peak Hour	In							Out						
		Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator	4:15-5:15	Day 1	70	1	0	0	0	0	71	4	0	0	0	0	0	4
Generator	4:15-5:15	Day 2	73	0	0	0	0	0	73	5	0	0	0	0	0	5
		Average	72	1	0	0	0	0	72	5	0	0	0	0	0	5
Adjacent Street	8:45-9:45	Day 1	11	1	1	3	0	0	16	11	0	1	1	0	0	13
Adjacent Street	8:45-9:45	Day 2	5	1	0	2	0	0	8	8	1	1	1	0	0	11
		Average	8	1	1	3	0	0	12	10	1	1	1	0	0	12

AM	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips	72	1	0	0	0	0	72	5	0	0	0	0	0	5
Adj Street Peak Hour Trips	8	1	1	3	0	0	12	10	1	1	1	0	0	12

Generator Peak Hour	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Cars	72	5	77	14	64	77
Heavy Vehicles	0	0	0	0	0	0
Combined	72	5	77	14	64	77
	94%	6%		18%	82%	

Daily	Driveway 1						
Class	1	2	3	4	5	6	TOTAL
Day 1	364	37	8	14	0	0	423
Day 2	398	24	6	32	0	0	460
Average	381	31	7	23	0	0	442

Generator	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	412	2.94	77	0.55	77	0.55
Heavy Vehicles	30	0.21	0	0.00	0	0.00
Combined	442	3.15	77	0.55	77	0.55

Adj Street	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	412	2.94	19	0.14	11	0.08
Heavy Vehicles	30	0.21	5	0.04	0	0.00
Combined	442	3.15	24	0.17	11	0.08

	AM Peak Hour			PM Peak Hour			Peak Hour Generator		
Daily Trips/TSF	In	Out	Total	In	Out	Total	In	Out	Total
3.15	0.09	0.09	0.18	0.00	0.08	0.08	0.10	0.45	0.55

Driveway 1 - Woodside Avenue

	PM	PM Peak Hour	In							Out						
		Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator	14:45 - 15:45	Day 1	14	1	0	0	0	0	15	56	1	0	0	0	0	57
Generator	15:00 - 16:00	Day 2	12	0	0	0	0	0	12	69	1	0	0	0	0	70
		Average	13	1	0	0	0	0	14	63	1	0	0	0	0	64
Adjacent Street	16:00-17:00	Day 1	0	0	0	0	0	0	0	10	0	0	0	0	0	10
Adjacent Street	16:00-17:00	Day 2	0	0	0	0	0	0	0	12	0	0	0	0	0	12
		Average	0	0	0	0	0	0	0	11	0	0	0	0	0	11

PM	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips	13	1	0	0	0	0	14	63	1	0	0	0	0	64
Adj Street Peak Hour Trips	0	0	0	0	0	0	0	11	0	0	0	0	0	11

Adj Street Peak Hour	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Cars	9	10	19	0	11	11
Heavy Vehicles	3	2	5	0	0	0
Combined	12	12	24	0	11	11
	50%	50%		0%	100%	

Site Information

Owner	MagnaFlow
Address	1901 Corporate Center Drive, Oceanside, CA
Use	R&D/Manufacturing/Warehouse
Size	330,000 SF
2A	240,000
2B	90,000
2B	3937 Ocean Ranch Boulevard

Driveway 1 (w/o Corporate Dr.)

AM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	73	2	0	0	0	0	75	1	0	0	0	0	0	1
Day 2	75	0	0	0	0	0	75	75	0	0	0	0	0	75
Average	74	1	0	0	0	0	75	38	0	0	0	0	0	38
Day 1	37	0	0	0	0	0	37	6	0	0	0	0	0	6
Day 2	36	1	0	1	0	0	38	36	1	0	1	0	0	38
Average	37	1	0	1	0	0	38	21	1	0	1	0	0	22

AM — Generator 4:45-5:45 / Generator 4:45-5:45 / Adjacent Street 7:15-8:15 / Adjacent Street 7:30-8:30

Driveway 2 (Western Ocean Ranch Blvd)

AM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	5	0	0	0	0	0	5	6	0	1	0	0	0	7
Day 2	4	2	0	0	0	0	6	6	1	0	2	0	0	9
Average	5	1	0	0	0	0	6	6	1	1	1	0	0	8
Day 1	4	0	0	0	0	0	4	0	2	0	0	0	0	2
Day 2	4	0	0	0	0	0	4	1	2	0	1	0	0	4
Average	4	0	0	0	0	0	4	1	2	0	1	0	0	3

AM — Generator 10:00-11:00 / Generator 10:15-11:15 / Adjacent Street 7:15-8:15 / Adjacent Street 8:30-9:30

Driveway 3 (Eastern Ocean Ranch Blvd)

AM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	25	1	0	0	0	0	26	0	0	0	0	0	0	0
Day 2	25	0	0	0	0	0	25	0	0	0	0	0	0	0
Average	25	1	0	0	0	0	26	0	0	0	0	0	0	0
Day 1	4	2	0	1	0	0	7	0	0	0	0	0	0	0
Day 2	5	1	0	1	0	0	7	3	0	0	0	0	0	3
Average	5	2	0	1	0	0	7	2	0	0	0	0	0	2

AM — Generator 5:00-6:00 / Generator 5:00-6:00 / Adjacent Street 7:30-8:30 / Adjacent Street 8:45-9:45

Total (D1+D2+D3)

AM	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips	104	3	0	0	0	0	106	44	1	1	1	0	0	46
Adj Street Peak Hour Trips	45	2	0	2	0	0	49	23	3	0	1	0	0	27

Driveway 1 (w/o Corporate Dr.)

PM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	16	3	1	2	0	0	22	78	2	1	1	0	0	82
Day 2	20	5	0	2	0	0	27	20	5	0	2	0	0	27
Average	18	4	1	2	0	0	25	49	4	1	2	0	0	55
Day 1	0	1	0	0	0	0	1	32	2	0	1	0	0	35
Day 2	4	1	0	1	0	0	6	4	1	0	1	0	0	6
Average	2	1	0	1	0	0	4	18	2	0	1	0	0	21

PM — Generator 14:00-15:00 / Generator 12:00-13:00 / Adjacent Street 16:00 - 17:00 / Adjacent Street 16:45 - 17:45

Driveway 2 (Western Ocean Ranch Blvd)

PM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	0	0	0	0	0	0	0	26	0	0	0	0	0	26
Day 2	3	0	0	0	0	0	3	27	0	0	2	0	0	29
Average	2	0	0	0	0	0	2	27	0	0	1	0	0	28
Day 1	1	0	0	0	0	0	1	1	0	0	0	0	0	1
Day 2	0	0	0	0	0	0	0	4	0	0	0	0	0	4
Average	1	0	0	0	0	0	1	3	0	0	0	0	0	3

PM — Generator 14:00-15:00 / Generator 13:45-14:45 / Adjacent Street 16:00 - 17:00 / Adjacent Street 16:00 - 17:00

Driveway 3 (Eastern Ocean Ranch Blvd)

PM Peak Hour	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Day 1	9	0	1	1	0	0	11	7	0	0	0	0	0	7
Day 2	9	1	0	2	0	0	12	5	0	0	1	0	0	6
Average	9	1	1	2	0	0	12	6	0	0	1	0	0	7
Day 1	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Day 2	1	0	0	0	0	0	1	2	0	0	0	0	0	2
Average	1	0	0	0	0	0	1	3	0	0	0	0	0	3

PM — Generator 13:30-14:30 / Generator 13:15-14:15 / Adjacent Street 16:00 - 17:00 / Adjacent Street 16:30 - 17:30

Total (D1+D2+D3)

PM	In							Out						
Class	1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips	29	5	1	4	0	0	38	82	4	1	3	0	0	89
Adj Street Peak Hour Trips	3	1	0	1	0	0	5	23	2	0	1	0	0	26

Generator Peak Hour	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Cars	106	45	151	33	85	118
Heavy Vehicles	0	2	2	5	4	8
Combined	106	46	152	38	89	126
	70%	30%		30%	70%	

Adj Street Peak Hour	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Cars	47	26	73	4	25	29
Heavy Vehicles	2	1	3	1	1	2
Combined	49	27	75	5	26	30
	65%	35%		15%	85%	

Daily	Driveway 1 (w/o Corporate Drive)						
Class	1	2	3	4	5	6	TOTAL
Day 1	517	30	3	22	0	4	576
Day 2	518	40	2	30	0	0	590
Average	518	35	3	26	0	2	583

Daily	Driveway 2 (Western Ocean Ranch Blvd)						
Class	1	2	3	4	5	6	TOTAL
Day 1	93	9	1	6	0	0	109
Day 2	114	8	0	9	0	0	131
Average	104	9	1	8	0	0	120

Daily	Driveway 3 (Eastern Ocean Ranch Boulevard)						
Class	1	2	3	4	5	6	TOTAL
Day 1	74	8	5	9	0	0	96
Day 2	90	3	2	8	0	0	103
Average	82	6	4	9	0	0	100

Daily	D1+D2+D3						
Class	1	2	3	4	5	6	TOTAL
Day 1	684	47	9	37	0	4	781
Day 2	722	51	4	47	0	0	824
Average	703	49	7	42	0	2	803

Generator	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	752	2.28	151	0.46	118	0.36
Heavy Vehicles	51	0.15	2	0.00	8	0.02
Combined	803	2.43	152	0.46	126	0.38

Adj Street	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	752	2.28	73	0.22	29	0.09
Heavy Vehicles	51	0.15	3	0.01	2	0.00
Combined	803	2.43	75	0.23	30	0.09

	AM Peak Hour			PM Peak Hour			Peak Hour Generator		
Daily Trips/TSF	In	Out	Total	In	Out	Total	In	Out	Total
2.43	0.15	0.08	0.23	0.01	0.08	0.09	0.32	0.14	0.46

Site Information

Owner	Vertiv Distribution Warehouse
Address	2005 Harmony Grove Rd, Escondido, CA 92029
Use	Warehousing Use
Size	212,275 SF

Driveway 1 (e/o Harmony Drive)

AM Peak Hour		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator 8:45-9:45	Day 1	2	0	0	1	0	0	3	1	0	0	0	0	0	1
Generator 7:00-8:00	Day 2	4	0	0	0	0	0	4	1	0	0	0	0	0	1
	Average	3	0	0	1	0	0	4	1	0	0	0	0	0	1
Adjacent Street 8:45-9:45	Day 1	2	0	0	1	0	0	3	1	0	0	0	0	0	1
Adjacent Street 7:00-8:00	Day 2	4	0	0	0	0	0	4	1	0	0	0	0	0	1
	Average	3	0	0	1	0	0	4	1	0	0	0	0	0	1

Driveway 2 (s/o Harmony Drive)

AM Peak Hour		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator 9:15-10:15	Day 1	1	0	0	1	0	0	2	2	1	0	2	0	0	5
Generator 9:45-10:45	Day 2	0	1	0	2	0	0	3	3	0	0	2	0	0	5
	Average	1	1	0	2	0	0	3	3	1	0	2	0	0	5
Adjacent Street 8:30-9:30	Day 1	0	0	0	2	0	0	2	0	0	0	3	0	0	3
Adjacent Street 8:30-9:30	Day 2	1	0	0	1	0	0	2	1	0	0	0	0	0	1
	Average	1	0	0	2	0	0	2	1	0	0	2	0	0	2

Total (D1+D2)

AM		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips		4	1	0	2	0	0	6	4	1	0	2	0	0	6
Adj Street Peak Hour Trips		4	0	0	2	0	0	6	2	0	0	2	0	0	3

Generator Peak Hour	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Cars	4	4	8	7	7	14
Heavy Vehicles	2	2	4	0	1	1
Combined	6	6	12	7	8	15
	50%	50%		45%	55%	

Daily	Driveway 1 (e/o Harmony Drive)						
Class	1	2	3	4	5	6	TOTAL
Day 1	26	2	0	2	0	0	30
Day 2	53	2	0	0	0	0	55
Average	40	2	0	1	0	0	43

Daily	Driveway 2 (s/o Harmony Drive)						
Class	1	2	3	4	5	6	TOTAL
Day 1	17	5	2	20	0	0	44
Day 2	24	3	0	19	0	0	46
Average	21	4	1	20	0	0	45

Daily	Total (D1+D2)						
Class	1	2	3	4	5	6	TOTAL
Day 1	43	7	2	22	0	0	74
Day 2	77	5	0	19	0	0	101
Average	60	6	1	21	0	0	88

Generator	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	66	0.31	8	0.04	14	0.06
Heavy Vehicles	22	0.10	4	0.02	1	0.00
Combined	88	0.41	12	0.06	15	0.07

Adj Street	Daily Trips	Trip Rate	AM Trips	Trip Rate	PM Trips	Trip Rate
Cars	66	0.31	5	0.02	5	0.02
Heavy Vehicles	22	0.10	4	0.02	0	0.00
Combined	88	0.41	9	0.04	5	0.02

	AM Peak Hour			PM Peak Hour			Peak Hour Generator		
Daily Trips/TSF	In	Out	Total	In	Out	Total	In	Out	Total
0.41	0.03	0.01	0.04	0.01	0.01	0.02	0.03	0.04	0.07

Driveway 1 (e/o Harmony Drive)

PM Peak Hour		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
PM Generator 12:00-13:00	Day 1	1	0	0	0	0	0	1	3	1	0	0	0	0	4
Generator 12:30-13:30	Day 2	3	1	0	0	0	0	4	3	1	0	0	0	0	4
	Average	2	1	0	0	0	0	3	3	1	0	0	0	0	4
Adjacent Street 16:45 - 17:45	Day 1	1	0	0	0	0	0	1	2	0	0	0	0	0	2
Adjacent Street 16:00-17:00	Day 2	3	0	0	0	0	0	3	2	0	0	0	0	0	2
	Average	2	0	0	0	0	0	2	2	0	0	0	0	0	2

Driveway 2 (s/o Harmony Drive)

PM Peak Hour		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
PM Generator 12:00-13:00	Day 1	4	1	0	0	0	0	5	3	1	0	1	0	0	5
Generator 12:15-13:15	Day 2	3	0	0	0	0	0	3	2	0	0	1	0	0	3
	Average	4	1	0	0	0	0	4	3	1	0	1	0	0	4
Adjacent Street 16:45 - 17:45	Day 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Street 16:00-17:00	Day 2	1	0	0	0	0	0	1	1	0	0	0	0	0	1
	Average	1	0	0	0	0	0	1	1	0	0	0	0	0	1

Total (D1+D2)

PM		In							Out						
Class		1	2	3	4	5	6	TOTAL	1	2	3	4	5	6	TOTAL
Generator Peak Hour Trips		6	1	0	0	0	0	7	6	2	0	1	0	0	8
Adj Street Peak Hour Trips		3	0	0	0	0	0	3	3	0	0	0	0	0	3

Adj Street Peak Hour	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Cars	4	2	5	3	3	5
Heavy Vehicles	2	2	4	0	0	0
Combined	6	3	9	3	3	5
	65%	35%		50%	50%	

Site 1 **Vision Systems11322 N. Woodside Ave, Santee, CA 92071**
Use Manufacturing/Warehouse
Size 140,000 SF

	AM Peak Hour (Adj Street)			PM Peak Hour (Adj Street)			Peak Hour of the Generator		
Daily Trips/TSF	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
3.15	0.09	0.09	0.18	0.00	0.08	0.08	0.10	0.45	0.55

Site 2 **MagnaFlow1901 Corporate Center Drive, Oceanside, CA 92056**
Use R&D/Manufacturing/Warehouse
Size 330,000 SF

	AM Peak Hour (Adj Street)			PM Peak Hour (Adj Street)			Peak Hour of the Generator		
Daily Trips/TSF	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
2.43	0.15	0.08	0.23	0.01	0.08	0.09	0.32	0.14	0.46

Site 3 **Vertiv Distribution Warehouse2005 Harmony Grove Rd, Escondido, CA 92029**
Use Warehousing Use
Size 212,275 SF

	AM Peak Hour (Adj Street)			PM Peak Hour (Adj Street)			Peak Hour of the Generator		
Daily Trips/TSF	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
0.41	0.03	0.01	0.04	0.01	0.01	0.02	0.03	0.04	0.07

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS1 DWY north of Woodside.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	1	0	0	0	3
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	2	1	0	0	0	0	3
0:45	1	0	0	0	0	0	1	12:45	1	1	0	1	0	0	3
1:00	0	0	0	0	0	0	0	13:00	1	2	0	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	1	1	0	0	0	0	2
1:30	1	0	0	0	0	0	1	13:30	2	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	1	0	0	0	0	0	1	14:00	2	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	1	0	0	0	0	2
2:30	1	0	0	0	0	0	1	14:30	3	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	14:45	4	1	0	0	0	0	5
3:00	1	0	0	0	0	0	1	15:00	2	0	0	0	0	0	2
3:15	1	0	0	0	0	0	1	15:15	6	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	2
3:45	3	0	0	0	0	0	3	15:45	0	0	0	0	0	0	0
4:00	4	0	0	0	0	0	4	16:00	0	0	0	0	0	0	0
4:15	6	0	0	0	0	0	6	16:15	0	0	0	0	0	0	0
4:30	15	0	0	0	0	0	15	16:30	0	0	0	0	0	0	0
4:45	41	1	0	0	0	0	42	16:45	0	0	0	0	0	0	0
5:00	8	0	0	0	0	0	8	17:00	0	0	0	0	0	0	0
5:15	1	1	0	0	0	0	2	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	3	0	0	1	0	0	4	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	3	1	0	0	0	0	4	18:15	0	0	0	0	0	0	0
6:30	4	0	0	0	0	0	4	18:30	0	0	0	0	0	0	0
6:45	3	1	0	0	0	0	4	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	5	1	0	0	0	0	6	19:15	0	0	0	0	0	0	0
7:30	2	1	0	0	0	0	3	19:30	1	0	0	0	0	0	1
7:45	2	1	0	1	0	0	4	19:45	1	0	0	0	0	0	1
8:00	4	0	1	0	0	0	5	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	1	0	0	0	0	0	1
8:30	1	0	0	0	0	0	1	20:30	2	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	2	0	1	0	0	0	3	21:00	0	0	0	0	0	0	0
9:15	5	0	0	2	0	0	7	21:15	0	0	0	0	0	0	0
9:30	4	1	0	1	0	0	6	21:30	0	0	0	0	0	0	0
9:45	8	1	0	0	0	0	9	21:45	1	0	0	0	0	0	1
10:00	1	0	0	1	0	0	2	22:00	1	0	0	0	0	0	1
10:15	3	0	1	0	0	0	4	22:15	0	0	0	0	0	0	0
10:30	0	1	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	4	0	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	3	23:30	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	4	23:45	0	0	0	0	0	0	0
TOTAL	149	11	3	6	0	0	169	TOTAL	36	7	1	1	0	0	45

AM PEAK HOUR	4:15 AM
AM PEAK VOLUME	71

AM PEAK HOUR	2:30 PM
AM PEAK VOLUME	16

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	185	18	4	7	0	0	214
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	86.4%	8.4%	1.9%	3.3%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	364	37	8	14	0	0	423
CLASS 6	Buses	% OF TOTAL	86.1%	8.7%	1.9%	3.3%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS1 DWY north of Woodside.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	1	0	1	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	0	2	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	1
1:15	0	0	0	0	0	0	0	13:15	4	3	0	0	0	0	7
1:30	0	0	0	0	0	0	0	13:30	18	0	0	0	0	0	18
1:45	3	0	0	0	0	0	3	13:45	5	1	0	0	0	0	6
2:00	9	0	0	0	0	0	9	14:00	0	0	0	1	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	7	0	0	0	0	0	7
2:45	0	0	0	0	0	0	0	14:45	4	0	0	0	0	0	4
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	11	0	0	0	0	0	11
3:30	0	0	0	0	0	0	0	15:30	39	1	0	0	0	0	40
3:45	0	0	0	0	0	0	0	15:45	5	0	0	0	0	0	5
4:00	0	0	0	0	0	0	0	16:00	5	0	0	0	0	0	5
4:15	0	0	0	0	0	0	0	16:15	4	0	0	0	0	0	4
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	4	0	0	0	0	0	4	16:45	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	1	17:15	3	0	0	0	0	0	3
5:30	1	1	0	0	0	0	2	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	1	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	1	0	0	1	0	0	2	18:30	0	0	0	0	0	0	0
6:45	1	1	0	0	0	0	2	18:45	0	0	0	0	0	0	0
7:00	0	2	0	0	0	0	2	19:00	0	0	0	0	0	0	0
7:15	0	1	0	0	0	0	1	19:15	1	0	0	0	0	0	1
7:30	2	0	0	0	0	0	2	19:30	1	0	0	0	0	0	1
7:45	1	1	0	0	0	0	2	19:45	3	0	0	0	0	0	3
8:00	1	1	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	1	0	1	0	0	0	2	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	1	0	0	1	0	0	2	21:00	0	0	0	0	0	0	0
9:15	5	0	1	0	0	0	6	21:15	0	0	0	0	0	0	0
9:30	5	0	0	0	0	0	5	21:30	0	0	0	0	0	0	0
9:45	3	0	0	0	0	0	3	21:45	0	0	0	0	0	0	0
10:00	3	1	0	0	0	0	4	22:00	0	0	0	0	0	0	0
10:15	2	0	1	1	0	0	4	22:15	1	0	0	0	0	0	1
10:30	1	1	0	1	0	0	3	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	3	1	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	3	0	0	0	0	0	3	23:15	0	0	0	0	0	0	0
11:30	6	1	0	1	0	0	8	23:30	0	0	0	0	0	0	0
11:45	2	0	0	0	0	0	2	23:45	1	0	0	0	0	0	1
TOTAL	61	12	3	5	0	0	81	TOTAL	118	7	1	2	0	0	128

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	18

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	61

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	179	19	4	7	0	0	209
% OF TOTAL	85.6%	9.1%	1.9%	3.3%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS1 DWY north of Woodside.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	3	0	2	0	0	0	5
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	3	1	0	0	0	0	4
0:45	1	0	0	0	0	0	1	12:45	1	3	0	1	0	0	5
1:00	0	0	0	0	0	0	0	13:00	1	2	0	1	0	0	4
1:15	0	0	0	0	0	0	0	13:15	5	4	0	0	0	0	9
1:30	1	0	0	0	0	0	1	13:30	20	0	0	0	0	0	20
1:45	3	0	0	0	0	0	3	13:45	5	1	0	0	0	0	6
2:00	10	0	0	0	0	0	10	14:00	2	0	0	1	0	0	3
2:15	0	0	0	0	0	0	0	14:15	1	1	0	0	0	0	2
2:30	1	0	0	0	0	0	1	14:30	10	0	0	0	0	0	10
2:45	0	0	0	0	0	0	0	14:45	8	1	0	0	0	0	9
3:00	1	0	0	0	0	0	1	15:00	4	0	0	0	0	0	4
3:15	1	0	0	0	0	0	1	15:15	17	0	0	0	0	0	17
3:30	0	0	0	0	0	0	0	15:30	41	1	0	0	0	0	42
3:45	3	0	0	0	0	0	3	15:45	5	0	0	0	0	0	5
4:00	4	0	0	0	0	0	4	16:00	5	0	0	0	0	0	5
4:15	6	0	0	0	0	0	6	16:15	4	0	0	0	0	0	4
4:30	15	0	0	0	0	0	15	16:30	0	0	0	0	0	0	0
4:45	45	1	0	0	0	0	46	16:45	1	0	0	0	0	0	1
5:00	8	0	0	0	0	0	8	17:00	0	0	0	0	0	0	0
5:15	1	2	0	0	0	0	3	17:15	3	0	0	0	0	0	3
5:30	1	1	0	0	0	0	2	17:30	0	0	0	0	0	0	0
5:45	3	0	0	1	0	0	4	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	4	1	0	0	0	0	5	18:15	0	0	0	0	0	0	0
6:30	5	0	0	1	0	0	6	18:30	0	0	0	0	0	0	0
6:45	4	2	0	0	0	0	6	18:45	0	0	0	0	0	0	0
7:00	1	2	0	0	0	0	3	19:00	0	0	0	0	0	0	0
7:15	5	2	0	0	0	0	7	19:15	1	0	0	0	0	0	1
7:30	4	1	0	0	0	0	5	19:30	2	0	0	0	0	0	2
7:45	3	2	0	1	0	0	6	19:45	4	0	0	0	0	0	4
8:00	5	1	1	0	0	0	7	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	1	0	0	0	0	0	1
8:30	2	0	1	0	0	0	3	20:30	2	0	0	0	0	0	2
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	3	0	1	1	0	0	5	21:00	0	0	0	0	0	0	0
9:15	10	0	1	2	0	0	13	21:15	0	0	0	0	0	0	0
9:30	9	1	0	1	0	0	11	21:30	0	0	0	0	0	0	0
9:45	11	1	0	0	0	0	12	21:45	1	0	0	0	0	0	1
10:00	4	1	0	1	0	0	6	22:00	1	0	0	0	0	0	1
10:15	5	0	2	1	0	0	8	22:15	1	0	0	0	0	0	1
10:30	1	2	0	1	0	0	4	22:30	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	7	1	0	0	0	0	8	23:00	0	0	0	0	0	0	0
11:15	3	1	0	0	0	0	4	23:15	0	0	0	0	0	0	0
11:30	9	1	0	1	0	0	11	23:30	0	0	0	0	0	0	0
11:45	6	0	0	0	0	0	6	23:45	1	0	0	0	0	0	1
TOTAL	210	23	6	11	0	0	250	TOTAL	154	14	2	3	0	0	173

AM PEAK HOUR	4:15 AM
AM PEAK VOLUME	75

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	72

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	364	37	8	14	0	0	423
% OF TOTAL	86.1%	8.7%	1.9%	3.3%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS1 DWY north of Woodside.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	1	0	0	2
0:15	0	0	0	0	0	0	0	12:15	2	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	2	0	0	2
1:00	1	0	0	0	0	0	1	13:00	3	0	1	0	0	0	4
1:15	0	0	0	0	0	0	0	13:15	2	1	0	1	0	0	4
1:30	1	0	0	0	0	0	1	13:30	2	0	0	0	0	0	2
1:45	1	0	0	1	0	0	2	13:45	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	2	1	0	0	0	0	3
2:15	0	0	0	0	0	0	0	14:15	2	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	14:30	3	0	0	0	0	0	3
2:45	2	0	0	0	0	0	2	14:45	5	1	0	0	0	0	6
3:00	2	0	0	0	0	0	2	15:00	5	0	0	0	0	0	5
3:15	0	0	0	0	0	0	0	15:15	7	0	0	0	0	0	7
3:30	1	0	0	0	0	0	1	15:30	0	0	0	0	0	0	0
3:45	4	0	0	0	0	0	4	15:45	0	0	0	0	0	0	0
4:00	4	0	0	0	0	0	4	16:00	0	0	0	0	0	0	0
4:15	8	0	0	0	0	0	8	16:15	0	0	0	0	0	0	0
4:30	13	0	0	0	0	0	13	16:30	0	0	0	0	0	0	0
4:45	41	0	0	0	0	0	41	16:45	0	0	0	0	0	0	0
5:00	11	0	0	0	0	0	11	17:00	1	0	0	0	0	0	1
5:15	1	0	0	0	0	0	1	17:15	1	0	0	0	0	0	1
5:30	6	0	0	0	0	0	6	17:30	2	0	0	0	0	0	2
5:45	4	0	0	0	0	0	4	17:45	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	3	1	0	1	0	0	5	18:15	0	0	0	0	0	0	0
6:30	4	0	0	0	0	0	4	18:30	0	0	0	0	0	0	0
6:45	3	2	0	0	0	0	5	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	4	0	0	0	0	0	4	19:15	2	0	0	0	0	0	2
7:30	2	0	0	0	0	0	2	19:30	1	0	0	0	0	0	1
7:45	3	0	0	2	0	0	5	19:45	1	0	0	0	0	0	1
8:00	1	0	0	1	0	0	2	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	2	0	1	0	0	0	3	20:30	1	0	0	0	0	0	1
8:45	1	0	0	1	0	0	2	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	3	1	0	1	0	0	5	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	6	0	0	0	0	0	6	21:45	0	0	0	0	0	0	0
10:00	4	1	0	0	0	0	5	22:00	1	0	0	0	0	0	1
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	3	1	0	1	0	0	5	22:45	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	1	23:00	0	0	0	0	0	0	0
11:15	1	1	0	0	0	0	2	23:15	0	0	0	0	0	0	0
11:30	4	0	0	3	0	0	7	23:30	0	0	0	0	0	0	0
11:45	8	0	0	0	0	0	8	23:45	0	0	0	0	0	0	0
TOTAL	156	8	1	12	0	0	177	TOTAL	44	3	2	4	0	0	53

AM PEAK HOUR	4:15 AM
AM PEAK VOLUME	73

AM PEAK HOUR	2:30 PM
AM PEAK VOLUME	21

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	200	11	3	16	0	0	230
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.0%	4.8%	1.3%	7.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	398	24	6	32	0	0	460
CLASS 6	Buses	% OF TOTAL	86.5%	5.2%	1.3%	7.0%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS1 DWY north of Woodside.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	2	1	0	2	0	0	5
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	1	0	0	1	0	0	2
1:15	0	0	0	0	0	0	0	13:15	3	0	1	0	0	0	4
1:30	0	0	0	0	0	0	0	13:30	25	1	0	1	0	0	27
1:45	6	0	0	0	0	0	6	13:45	5	0	0	1	0	0	6
2:00	8	0	0	0	0	0	8	14:00	1	1	1	0	0	0	3
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	3	0	0	0	0	0	3
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	6	0	0	0	0	0	6
3:15	0	0	0	0	0	0	0	15:15	8	0	0	0	0	0	8
3:30	0	0	0	0	0	0	0	15:30	47	1	0	0	0	0	48
3:45	0	0	0	0	0	0	0	15:45	8	0	0	0	0	0	8
4:00	1	0	0	0	0	0	1	16:00	5	0	0	0	0	0	5
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	3	0	0	0	0	0	3
4:45	4	0	0	0	0	0	4	16:45	2	0	0	0	0	0	2
5:00	1	0	0	0	0	0	1	17:00	1	0	0	0	0	0	1
5:15	3	0	0	0	0	0	3	17:15	1	0	0	0	0	0	1
5:30	4	0	0	0	0	0	4	17:30	1	0	0	0	0	0	1
5:45	1	2	0	0	0	0	3	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	1	1	0	0	0	0	2	18:15	1	0	0	0	0	0	1
6:30	0	1	0	1	0	0	2	18:30	0	0	0	0	0	0	0
6:45	2	0	0	1	0	0	3	18:45	1	0	0	0	0	0	1
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	1	0	0	0	0	0	1
7:30	0	1	0	0	0	0	1	19:30	1	0	0	0	0	0	1
7:45	0	0	0	0	0	0	0	19:45	2	0	0	0	0	0	2
8:00	0	0	0	1	0	0	1	20:00	0	0	0	0	0	0	0
8:15	1	0	0	2	0	0	3	20:15	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	0	1	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	2	1	0	1	0	0	4	21:15	0	0	0	0	0	0	0
9:30	5	0	0	0	0	0	5	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	2	0	0	1	0	0	3	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	4	0	0	2	0	0	6	23:15	0	0	0	0	0	0	0
11:30	3	1	0	0	0	0	4	23:30	0	0	0	0	0	0	0
11:45	5	0	0	2	0	0	7	23:45	1	0	0	0	0	0	1
TOTAL	61	9	1	11	0	0	82	TOTAL	137	4	2	5	0	0	148

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	18

AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	70

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	198	13	3	16	0	0	230
% OF TOTAL	86.1%	5.7%	1.3%	7.0%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS1 DWY north of Woodside.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1	12:00	1	0	0	1	0	0	2
0:15	0	0	0	0	0	0	0	12:15	4	1	0	2	0	0	7
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	2	0	0	2	0	0	4
1:00	1	0	0	0	0	0	1	13:00	4	0	1	1	0	0	6
1:15	0	0	0	0	0	0	0	13:15	5	1	1	1	0	0	8
1:30	1	0	0	0	0	0	1	13:30	27	1	0	1	0	0	29
1:45	7	0	0	1	0	0	8	13:45	5	0	1	1	0	0	7
2:00	8	0	0	0	0	0	8	14:00	3	2	1	0	0	0	6
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	6	0	0	0	0	0	6
2:45	2	0	0	0	0	0	2	14:45	6	1	0	0	0	0	7
3:00	2	0	0	0	0	0	2	15:00	11	0	0	0	0	0	11
3:15	0	0	0	0	0	0	0	15:15	15	0	0	0	0	0	15
3:30	1	0	0	0	0	0	1	15:30	47	1	0	0	0	0	48
3:45	4	0	0	0	0	0	4	15:45	8	0	0	0	0	0	8
4:00	5	0	0	0	0	0	5	16:00	5	0	0	0	0	0	5
4:15	8	0	0	0	0	0	8	16:15	2	0	0	0	0	0	2
4:30	13	0	0	0	0	0	13	16:30	3	0	0	0	0	0	3
4:45	45	0	0	0	0	0	45	16:45	2	0	0	0	0	0	2
5:00	12	0	0	0	0	0	12	17:00	2	0	0	0	0	0	2
5:15	4	0	0	0	0	0	4	17:15	2	0	0	0	0	0	2
5:30	10	0	0	0	0	0	10	17:30	3	0	0	0	0	0	3
5:45	5	2	0	0	0	0	7	17:45	0	0	0	0	0	0	0
6:00	0	1	0	0	0	0	1	18:00	1	0	0	0	0	0	1
6:15	4	2	0	1	0	0	7	18:15	1	0	0	0	0	0	1
6:30	4	1	0	1	0	0	6	18:30	0	0	0	0	0	0	0
6:45	5	2	0	1	0	0	8	18:45	1	0	0	0	0	0	1
7:00	0	1	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	4	0	0	0	0	0	4	19:15	3	0	0	0	0	0	3
7:30	2	1	0	0	0	0	3	19:30	2	0	0	0	0	0	2
7:45	3	0	0	2	0	0	5	19:45	3	0	0	0	0	0	3
8:00	1	0	0	2	0	0	3	20:00	0	0	0	0	0	0	0
8:15	2	0	0	2	0	0	4	20:15	0	0	0	0	0	0	0
8:30	3	0	1	0	0	0	4	20:30	1	0	0	0	0	0	1
8:45	1	0	1	1	0	0	3	20:45	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	5	2	0	2	0	0	9	21:15	0	0	0	0	0	0	0
9:30	6	0	0	0	0	0	6	21:30	0	0	0	0	0	0	0
9:45	7	0	0	0	0	0	7	21:45	0	0	0	0	0	0	0
10:00	6	1	0	0	0	0	7	22:00	1	0	0	0	0	0	1
10:15	3	0	0	1	0	0	4	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	3	2	0	1	0	0	6	22:45	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	2	23:00	0	0	0	0	0	0	0
11:15	5	1	0	2	0	0	8	23:15	0	0	0	0	0	0	0
11:30	7	1	0	3	0	0	11	23:30	0	0	0	0	0	0	0
11:45	13	0	0	2	0	0	15	23:45	1	0	0	0	0	0	1
TOTAL	217	17	2	23	0	0	259	TOTAL	181	7	4	9	0	0	201

AM PEAK HOUR	4:15 AM
AM PEAK VOLUME	78

AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	82

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	398	24	6	32	0	0	460
% OF TOTAL	86.5%	5.2%	1.3%	7.0%	0.0%	0.0%	100.0%

Tuesday, June 13, 2023 | CITY: San Diego | PROJECT: SC4085

Rev_PB_1 DWY north of Woodside. | **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES					
AM Period	IN		OUT		IN		OUT				PM Period	IN		OUT		IN		OUT			
0:00	0		0		0		0				12:00	0		0		0		0			
0:15	0		0		0		0				12:15	0		0		0		0			
0:30	0		0		0		0				12:30	0		0		0		0			
0:45	0	0	0	0	0	0	0	0			12:45	0	0	0	0	0	0	0	0		
1:00	0		0		0		0				13:00	0		0		0		0			
1:15	0		0		0		0				13:15	0		0		0		0			
1:30	0		0		0		0				13:30	0		0		0		0			
1:45	0	0	0	0	0	0	1	1	1		13:45	0	0	0	0	0	0	0	0		
2:00	0		0		0		0				14:00	0		0		0		0			
2:15	0		0		0		0				14:15	0		0		0		0			
2:30	0		0		0		0				14:30	0		0		0		0			
2:45	0	0	0	0	0	0	0	0			14:45	0	0	0	0	0	0	0	0		
3:00	0		0		0		0				15:00	0		0		0		0			
3:15	0		0		0		0				15:15	0		0		1		1			
3:30	0		0		0		0				15:30	0		0		0		0			
3:45	0	0	0	0	0	0	0	0			15:45	0	0	0	0	0	1	0	1	2	
4:00	0		0		0		0				16:00	0		0		0		0			
4:15	0		0		0		0				16:15	0		0		0		0			
4:30	0		0		1		0				16:30	0		0		0		0			
4:45	0	0	0	0	0	1	0	0	1		16:45	0	0	0	0	0	0	0	0		
5:00	0		0		0		0				17:00	0		0		0		0			
5:15	0		0		0		0				17:15	0		0		0		0			
5:30	0		0		0		0				17:30	0		0		0		0			
5:45	0	0	0	0	0	0	0	0			17:45	0	0	0	0	0	0	0	0		
6:00	0		0		0		0				18:00	0		0		0		0			
6:15	0		0		0		0				18:15	0		0		0		0			
6:30	0		0		0		0				18:30	0		0		0		0			
6:45	0	0	0	0	1	1	1	1	2		18:45	0	0	0	0	0	0	0	0		
7:00	0		0		0		0				19:00	0		0		0		0			
7:15	0		0		0		0				19:15	0		0		0		0			
7:30	0		0		0		0				19:30	0		0		0		0			
7:45	0	0	0	0	0	0	0	0			19:45	0	0	0	0	0	0	1	1	1	
8:00	0		0		0		0				20:00	0		0		0		0			
8:15	0		0		0		0				20:15	0		0		0		0			
8:30	0		0		0		0				20:30	0		0		0		0			
8:45	0	0	0	0	0	0	0	0			20:45	0	0	0	0	0	0	0	0		
9:00	0		0		0		0				21:00	0		0		0		0			
9:15	0		0		0		0				21:15	0		0		0		0			
9:30	0		0		0		0				21:30	0		0		0		0			
9:45	0	0	0	0	0	0	0	0			21:45	0	0	0	0	0	0	0	0		
10:00	0		0		0		0				22:00	0		0		0		0			
10:15	0		0		0		0				22:15	0		0		0		0			
10:30	0		2		0		0				22:30	0		0		0		0			
10:45	2	2	0	2	0	0	0	0	4		22:45	0	0	0	0	0	0	0	0		
11:00	0		0		0		0				23:00	0		0		0		0			
11:15	0		0		0		0				23:15	0		0		0		0			
11:30	0		0		0		0				23:30	0		0		0		0			
11:45	0	0	0	0	0	0	0	0			23:45	0	0	0	0	0	0	0	0		
Total Vol.		2		2		2		2	8				0		0		1		2	3

Daily Totals				
IN	OUT	IN	OUT	Combined
2	2	3	4	11

	AM						PM				
Split %	25.0%	25.0%	25.0%	25.0%	72.7%		0.0%	0.0%	33.3%	66.7%	27.3%
Peak Hour	10:00	9:45	3:45	1:00	10:00				14:30	14:30	14:30
Volume	2	2	1	1	4				1	1	2
P.H.F.	0.25	0.25	0.25	0.25	0.50				0.25	0.25	0.25

cs@aimtd.com Tell. 714 253 7888

Wednesday, June 14, 2023 | CITY: San Diego | PROJECT: SC4085

Rev_PB_1 DWY north of Woodside. | **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		0		0		0		
0:15	0		0		0		0			12:15	0		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	0	0	0	0	0	0		12:45	0	0	0	0	0	0	0	0	
1:00	0		0		0		0			13:00	0		1		0		0		
1:15	0		0		0		0			13:15	0		0		0		0		
1:30	0		0		0		0			13:30	0		0		0		0		
1:45	0	0	0	0	0	0	0	0		13:45	0	0	0	1	0	0	0	0	1
2:00	0		0		0		0			14:00	0		0		0		0		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	0		0		0		0			14:30	0		0		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	0	0	0	0	0	0	0	0	
3:00	0		0		0		0			15:00	0		0		0		0		
3:15	0		0		0		0			15:15	0		0		0		1		
3:30	0		0		0		0			15:30	0		0		1		0		
3:45	0	0	0	0	0	0	0	0		15:45	0	0	0	0	0	1	0	1	2
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	0		0		0		0			16:30	0		0		0		0		
4:45	0	0	0	0	1	1	0	0	1	16:45	0	0	0	0	0	0	0	0	
5:00	0		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	0		0		0		0			17:30	0		0		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	0	0	0	0	0	0	0	0	
6:00	0		0		0		0			18:00	0		0		0		0		
6:15	0		0		0		0			18:15	0		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	0	0	0	0	0	0	0	0	
7:00	0		0		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	0		0		0		0			19:30	0		0		0		0		
7:45	0	0	0	0	0	0	0	0		19:45	0	0	0	0	0	0	1	1	1
8:00	1		0		0		0			20:00	0		0		0		0		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	1	0	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0	0	
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		0		0		0			21:15	0		0		0		0		
9:30	0		0		0		0			21:30	0		0		0		0		
9:45	0	0	0	0	0	0	0	0		21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		2		0		0			22:30	0		0		0		0		
10:45	2	2	0	2	0	0	0	0	4	22:45	0	0	0	0	0	0	0	0	
11:00	0		0		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	0		0	0	0		0			23:30	0		0		0		0		
11:45	0	0	1	1	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0	
Total Vol.		3		3		1		0	7			0		1		1		2	4

Daily Totals				
IN	OUT	IN	OUT	Combined
3	4	2	2	11

	AM					PM				
Split %	42.9%	42.9%	14.3%	0.0%	63.6%	0.0%	25.0%	25.0%	50.0%	36.4%
Peak Hour	10:00	9:45	4:00		10:00		12:15	14:45	14:30	14:45
Volume	2	2	1		4		1	1	1	2
P.H.F.	0.25	0.25	0.25		0.50		0.25	0.25	0.25	0.50

cs@aimtd.com Tell. 714 253 7888

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS21 DWY west of Corporate Center.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	5	1	0	0	0	0	6
0:15	0	0	0	0	0	0	0	12:15	6	1	0	1	0	0	8
0:30	0	0	0	0	0	0	0	12:30	4	0	0	0	0	0	4
0:45	0	0	0	0	0	0	0	12:45	7	1	0	0	0	0	8
1:00	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	6	1	0	1	0	0	8
1:30	0	0	0	0	0	0	0	13:30	2	0	0	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	2	1	0	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	3	0	1	0	0	0	4
2:15	0	0	0	0	0	0	0	14:15	13	1	0	1	0	0	15
2:30	0	0	0	0	0	0	0	14:30	0	2	0	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	0	0	0	1	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	1	0	0	1	0	0	2
3:30	2	0	0	0	0	0	2	15:30	0	0	0	0	0	0	0
3:45	1	0	0	0	0	0	1	15:45	0	0	0	0	0	0	0
4:00	2	0	0	0	0	0	2	16:00	0	1	0	0	0	0	1
4:15	4	0	0	0	0	0	4	16:15	0	0	0	0	0	0	0
4:30	5	0	0	0	0	0	5	16:30	0	0	0	0	0	0	0
4:45	13	0	0	0	0	0	13	16:45	0	0	0	0	0	0	0
5:00	25	2	0	0	0	0	27	17:00	0	0	0	0	0	0	0
5:15	22	0	0	0	0	0	22	17:15	0	0	0	0	0	0	0
5:30	13	0	0	0	0	0	13	17:30	1	0	0	2	0	0	3
5:45	13	0	0	0	0	0	13	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	3	0	0	0	0	0	3	18:15	0	0	0	0	0	0	0
6:30	2	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	6	0	0	0	0	0	6	18:45	3	0	0	0	0	0	3
7:00	4	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	9	0	0	0	0	0	9	19:15	0	0	0	0	0	0	0
7:30	8	0	0	0	0	0	8	19:30	0	0	0	0	0	0	0
7:45	7	0	0	0	0	0	7	19:45	0	0	0	0	0	0	0
8:00	13	0	0	0	0	0	13	20:00	0	0	0	0	0	0	0
8:15	7	0	0	0	0	0	7	20:15	0	0	0	0	0	0	0
8:30	3	0	0	0	0	0	3	20:30	0	0	0	0	0	0	0
8:45	8	1	0	0	0	0	9	20:45	0	0	0	0	0	0	0
9:00	3	0	0	0	0	0	3	21:00	0	0	0	0	0	0	0
9:15	4	0	0	0	0	0	4	21:15	0	0	0	0	0	0	0
9:30	3	0	0	1	0	0	4	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	1	0	0	1
10:00	5	0	0	1	0	1	7	22:00	0	0	0	0	0	0	0
10:15	1	0	0	1	0	0	2	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	7	0	0	0	0	0	7	22:45	0	0	0	0	0	0	0
11:00	2	1	0	0	0	0	3	23:00	0	0	0	0	0	0	0
11:15	2	2	0	0	0	1	5	23:15	0	0	0	0	0	0	0
11:30	6	0	0	0	0	0	6	23:30	0	0	0	0	0	0	0
11:45	1	1	0	0	0	0	2	23:45	0	0	0	0	0	0	0
TOTAL	208	7	0	3	0	2	220	TOTAL	56	9	1	9	0	0	75

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	75

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	26

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	264	16	1	12	0	2	295
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	89.5%	5.4%	0.3%	4.1%	0.0%	0.7%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	517	30	3	22	0	4	576
CLASS 6	Buses	% OF TOTAL	89.8%	5.2%	0.5%	3.8%	0.0%	0.7%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS21 DWY west of Corporate Center.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	7	3	0	0	0	0	10
0:15	0	0	0	0	0	0	0	12:15	5	2	0	0	0	0	7
0:30	0	0	0	0	0	0	0	12:30	7	0	0	0	0	0	7
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	3	0	0	0	0	0	3
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	1	1	0	1	0	0	3
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	36	0	0	0	0	0	36
2:15	0	0	0	0	0	0	0	14:15	16	1	1	0	0	0	18
2:30	0	0	0	0	0	0	0	14:30	19	0	0	1	0	0	20
2:45	0	0	0	0	0	0	0	14:45	7	1	0	0	0	0	8
3:00	0	0	0	0	0	0	0	15:00	6	0	0	2	0	0	8
3:15	0	0	0	0	0	0	0	15:15	6	0	0	0	0	0	6
3:30	0	0	0	0	0	0	0	15:30	7	0	0	0	0	0	7
3:45	0	0	0	0	0	0	0	15:45	4	0	0	0	0	0	4
4:00	0	0	0	0	0	0	0	16:00	11	0	0	1	0	0	12
4:15	0	0	0	0	0	0	0	16:15	8	0	0	0	0	0	8
4:30	0	0	0	0	0	0	0	16:30	4	2	0	0	0	0	6
4:45	0	0	0	0	0	0	0	16:45	9	0	0	0	0	0	9
5:00	0	0	0	0	0	0	0	17:00	11	0	0	0	0	0	11
5:15	1	0	0	0	0	0	1	17:15	5	0	0	0	0	0	5
5:30	0	0	0	0	0	0	0	17:30	4	0	0	0	0	0	4
5:45	0	0	0	0	0	0	0	17:45	2	0	0	1	0	0	3
6:00	0	0	0	0	0	0	0	18:00	4	0	0	1	0	0	5
6:15	0	0	0	1	0	0	1	18:15	1	0	0	0	0	0	1
6:30	0	0	0	0	0	0	0	18:30	4	0	0	0	0	0	4
6:45	0	0	0	0	0	0	0	18:45	4	0	0	0	0	0	4
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	2	0	0	0	0	0	2	19:30	0	0	0	0	0	0	0
7:45	3	0	0	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00	1	0	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	1	1	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	4	0	0	0	0	0	4	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	0	0	0	1	0	1	2	22:15	0	0	0	0	0	0	0
10:30	5	0	0	0	0	0	5	22:30	0	0	0	0	0	0	0
10:45	3	0	0	0	0	0	3	22:45	1	0	0	0	0	0	1
11:00	5	0	0	1	0	0	6	23:00	16	0	0	0	0	0	16
11:15	2	2	1	0	0	0	5	23:15	1	0	0	0	0	0	1
11:30	5	1	0	0	0	1	7	23:30	0	0	0	0	0	0	0
11:45	5	0	0	0	0	0	5	23:45	0	0	0	0	0	0	0
TOTAL	40	4	1	3	0	2	50	TOTAL	213	10	1	7	0	0	231

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	23

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	82

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	253	14	2	10	0	2	281
% OF TOTAL	90.0%	5.0%	0.7%	3.6%	0.0%	0.7%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS21 DWY west of Corporate Center.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	12	4	0	0	0	0	16
0:15	0	0	0	0	0	0	0	12:15	11	3	0	1	0	0	15
0:30	0	0	0	0	0	0	0	12:30	11	0	0	0	0	0	11
0:45	0	0	0	0	0	0	0	12:45	9	1	0	0	0	0	10
1:00	0	0	0	0	0	0	0	13:00	6	0	0	0	0	0	6
1:15	0	0	0	0	0	0	0	13:15	6	1	0	1	0	0	8
1:30	0	0	0	0	0	0	0	13:30	3	1	0	2	0	0	6
1:45	0	0	0	0	0	0	0	13:45	4	1	0	0	0	0	5
2:00	0	0	0	0	0	0	0	14:00	39	0	1	0	0	0	40
2:15	0	0	0	0	0	0	0	14:15	29	2	1	1	0	0	33
2:30	0	0	0	0	0	0	0	14:30	19	2	0	1	0	0	22
2:45	0	0	0	0	0	0	0	14:45	7	1	0	1	0	0	9
3:00	0	0	0	0	0	0	0	15:00	6	0	0	2	0	0	8
3:15	0	0	0	0	0	0	0	15:15	7	0	0	1	0	0	8
3:30	2	0	0	0	0	0	2	15:30	7	0	0	0	0	0	7
3:45	1	0	0	0	0	0	1	15:45	4	0	0	0	0	0	4
4:00	2	0	0	0	0	0	2	16:00	11	1	0	1	0	0	13
4:15	4	0	0	0	0	0	4	16:15	8	0	0	0	0	0	8
4:30	5	0	0	0	0	0	5	16:30	4	2	0	0	0	0	6
4:45	13	0	0	0	0	0	13	16:45	9	0	0	0	0	0	9
5:00	25	2	0	0	0	0	27	17:00	11	0	0	0	0	0	11
5:15	23	0	0	0	0	0	23	17:15	5	0	0	0	0	0	5
5:30	13	0	0	0	0	0	13	17:30	5	0	0	2	0	0	7
5:45	13	0	0	0	0	0	13	17:45	2	0	0	1	0	0	3
6:00	1	0	0	0	0	0	1	18:00	4	0	0	1	0	0	5
6:15	3	0	0	1	0	0	4	18:15	1	0	0	0	0	0	1
6:30	2	0	0	0	0	0	2	18:30	4	0	0	0	0	0	4
6:45	6	0	0	0	0	0	6	18:45	7	0	0	0	0	0	7
7:00	4	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	9	0	0	0	0	0	9	19:15	0	0	0	0	0	0	0
7:30	10	0	0	0	0	0	10	19:30	0	0	0	0	0	0	0
7:45	10	0	0	0	0	0	10	19:45	0	0	0	0	0	0	0
8:00	14	0	0	0	0	0	14	20:00	0	0	0	0	0	0	0
8:15	7	0	0	0	0	0	7	20:15	0	0	0	0	0	0	0
8:30	3	0	0	0	0	0	3	20:30	0	0	0	0	0	0	0
8:45	8	1	0	0	0	0	9	20:45	0	0	0	0	0	0	0
9:00	4	1	0	0	0	0	5	21:00	0	0	0	0	0	0	0
9:15	4	0	0	0	0	0	4	21:15	0	0	0	0	0	0	0
9:30	4	0	0	1	0	0	5	21:30	0	0	0	0	0	0	0
9:45	5	0	0	0	0	0	5	21:45	0	0	0	1	0	0	1
10:00	7	0	0	1	0	1	9	22:00	0	0	0	0	0	0	0
10:15	1	0	0	2	0	1	4	22:15	0	0	0	0	0	0	0
10:30	7	0	0	0	0	0	7	22:30	0	0	0	0	0	0	0
10:45	10	0	0	0	0	0	10	22:45	1	0	0	0	0	0	1
11:00	7	1	0	1	0	0	9	23:00	16	0	0	0	0	0	16
11:15	4	4	1	0	0	1	10	23:15	1	0	0	0	0	0	1
11:30	11	1	0	0	0	1	13	23:30	0	0	0	0	0	0	0
11:45	6	1	0	0	0	0	7	23:45	0	0	0	0	0	0	0
TOTAL	248	11	1	6	0	4	270	TOTAL	269	19	2	16	0	0	306

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	76

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	104

		TOTAL: AM+PM	517	30	3	22	0	4	576
CLASS 1	PASSENGER VEHICLES	% OF TOTAL	89.8%	5.2%	0.5%	3.8%	0.0%	0.7%	100.0%
CLASS 2	2-AXLE TRUCKS								
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV								
CLASS 6	Buses								

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS21 DWY west of Corporate Center.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	3	2	0	1	0	0	6
0:15	0	0	0	0	0	0	0	12:15	7	1	0	0	0	0	8
0:30	0	0	0	0	0	0	0	12:30	5	2	0	0	0	0	7
0:45	0	0	0	0	0	0	0	12:45	5	0	0	1	0	0	6
1:00	0	0	0	0	0	0	0	13:00	4	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	13:15	7	1	0	0	0	0	8
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	3	1	0	0	0	0	4
2:00	0	0	0	0	0	0	0	14:00	5	0	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	12	1	0	2	0	0	15
2:30	0	0	0	0	0	0	0	14:30	2	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	1	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	1	1	0	0	0	0	2
3:30	1	0	0	0	0	0	1	15:30	1	0	0	1	0	0	2
3:45	1	0	0	0	0	0	1	15:45	2	0	0	0	0	0	2
4:00	2	0	0	0	0	0	2	16:00	0	0	0	1	0	0	1
4:15	3	0	0	0	0	0	3	16:15	0	1	0	0	0	0	1
4:30	5	0	0	0	0	0	5	16:30	0	1	0	0	0	0	1
4:45	16	0	0	0	0	0	16	16:45	1	0	0	0	0	0	1
5:00	25	0	0	0	0	0	25	17:00	2	1	0	0	0	0	3
5:15	22	0	0	0	0	0	22	17:15	0	0	0	0	0	0	0
5:30	12	0	0	0	0	0	12	17:30	1	0	0	1	0	0	2
5:45	10	0	0	0	0	0	10	17:45	1	0	0	0	0	0	1
6:00	5	0	1	2	0	0	8	18:00	0	0	0	0	0	0	0
6:15	5	0	0	0	0	0	5	18:15	0	0	0	0	0	0	0
6:30	1	0	0	1	0	0	2	18:30	1	0	0	0	0	0	1
6:45	5	0	0	0	0	0	5	18:45	1	0	0	0	0	0	1
7:00	4	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	6	0	0	0	0	0	6	19:15	0	0	0	0	0	0	0
7:30	7	0	0	0	0	0	7	19:30	0	0	0	0	0	0	0
7:45	12	0	0	0	0	0	12	19:45	0	0	0	0	0	0	0
8:00	5	0	0	0	0	0	5	20:00	0	0	0	0	0	0	0
8:15	12	1	0	1	0	0	14	20:15	0	0	0	0	0	0	0
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	4	0	0	0	0	0	4	20:45	0	0	0	0	0	0	0
9:00	4	0	0	0	0	0	4	21:00	0	0	0	0	0	0	0
9:15	5	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30	2	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	1	0	0	1
10:00	0	1	0	1	0	0	2	22:00	0	0	0	0	0	0	0
10:15	3	1	0	0	0	0	4	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	3	1	0	0	0	0	4	23:15	0	0	0	0	0	0	0
11:30	2	0	0	1	0	0	3	23:30	0	0	0	0	0	0	0
11:45	5	1	0	0	0	0	6	23:45	0	0	0	0	0	0	0
TOTAL	194	7	1	7	0	0	209	TOTAL	65	13	0	8	0	0	86

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	75

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	27

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	259	20	1	15	0	0	295
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	87.8%	6.8%	0.3%	5.1%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	518	40	2	30	0	0	590
CLASS 6	Buses	% OF TOTAL	87.8%	6.8%	0.3%	5.1%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS21 DWY west of Corporate Center.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	3	2	0	1	0	0	6
0:15	0	0	0	0	0	0	0	12:15	7	1	0	0	0	0	8
0:30	0	0	0	0	0	0	0	12:30	5	2	0	0	0	0	7
0:45	0	0	0	0	0	0	0	12:45	5	0	0	1	0	0	6
1:00	0	0	0	0	0	0	0	13:00	4	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	13:15	7	1	0	0	0	0	8
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	3	1	0	0	0	0	4
2:00	0	0	0	0	0	0	0	14:00	5	0	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	12	1	0	2	0	0	15
2:30	0	0	0	0	0	0	0	14:30	2	0	0	0	0	0	2
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	1	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	1	1	0	0	0	0	2
3:30	1	0	0	0	0	0	1	15:30	1	0	0	1	0	0	2
3:45	1	0	0	0	0	0	1	15:45	2	0	0	0	0	0	2
4:00	2	0	0	0	0	0	2	16:00	0	0	0	1	0	0	1
4:15	3	0	0	0	0	0	3	16:15	0	1	0	0	0	0	1
4:30	5	0	0	0	0	0	5	16:30	0	1	0	0	0	0	1
4:45	16	0	0	0	0	0	16	16:45	1	0	0	0	0	0	1
5:00	25	0	0	0	0	0	25	17:00	2	1	0	0	0	0	3
5:15	22	0	0	0	0	0	22	17:15	0	0	0	0	0	0	0
5:30	12	0	0	0	0	0	12	17:30	1	0	0	1	0	0	2
5:45	10	0	0	0	0	0	10	17:45	1	0	0	0	0	0	1
6:00	5	0	1	2	0	0	8	18:00	0	0	0	0	0	0	0
6:15	5	0	0	0	0	0	5	18:15	0	0	0	0	0	0	0
6:30	1	0	0	1	0	0	2	18:30	1	0	0	0	0	0	1
6:45	5	0	0	0	0	0	5	18:45	1	0	0	0	0	0	1
7:00	4	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0
7:15	6	0	0	0	0	0	6	19:15	0	0	0	0	0	0	0
7:30	7	0	0	0	0	0	7	19:30	0	0	0	0	0	0	0
7:45	12	0	0	0	0	0	12	19:45	0	0	0	0	0	0	0
8:00	5	0	0	0	0	0	5	20:00	0	0	0	0	0	0	0
8:15	12	1	0	1	0	0	14	20:15	0	0	0	0	0	0	0
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	4	0	0	0	0	0	4	20:45	0	0	0	0	0	0	0
9:00	4	0	0	0	0	0	4	21:00	0	0	0	0	0	0	0
9:15	5	0	0	0	0	0	5	21:15	0	0	0	0	0	0	0
9:30	2	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	1	0	0	1
10:00	0	1	0	1	0	0	2	22:00	0	0	0	0	0	0	0
10:15	3	1	0	0	0	0	4	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	2	2	0	0	0	0	4	23:00	0	0	0	0	0	0	0
11:15	3	1	0	0	0	0	4	23:15	0	0	0	0	0	0	0
11:30	2	0	0	1	0	0	3	23:30	0	0	0	0	0	0	0
11:45	5	1	0	0	0	0	6	23:45	0	0	0	0	0	0	0
TOTAL	194	7	1	7	0	0	209	TOTAL	65	13	0	8	0	0	86

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	75

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	27

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	259	20	1	15	0	0	295
% OF TOTAL	87.8%	6.8%	0.3%	5.1%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS21 DWY west of Corporate Center.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	6	4	0	2	0	0	12
0:15	0	0	0	0	0	0	0	12:15	14	2	0	0	0	0	16
0:30	0	0	0	0	0	0	0	12:30	10	4	0	0	0	0	14
0:45	0	0	0	0	0	0	0	12:45	10	0	0	2	0	0	12
1:00	0	0	0	0	0	0	0	13:00	8	0	0	0	0	0	8
1:15	0	0	0	0	0	0	0	13:15	14	2	0	0	0	0	16
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	6	2	0	0	0	0	8
2:00	0	0	0	0	0	0	0	14:00	10	0	0	0	0	0	10
2:15	0	0	0	0	0	0	0	14:15	24	2	0	4	0	0	30
2:30	0	0	0	0	0	0	0	14:30	4	0	0	0	0	0	4
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	2	2	0	0	0	0	4
3:15	0	0	0	0	0	0	0	15:15	2	2	0	0	0	0	4
3:30	2	0	0	0	0	0	2	15:30	2	0	0	2	0	0	4
3:45	2	0	0	0	0	0	2	15:45	4	0	0	0	0	0	4
4:00	4	0	0	0	0	0	4	16:00	0	0	0	2	0	0	2
4:15	6	0	0	0	0	0	6	16:15	0	2	0	0	0	0	2
4:30	10	0	0	0	0	0	10	16:30	0	2	0	0	0	0	2
4:45	32	0	0	0	0	0	32	16:45	2	0	0	0	0	0	2
5:00	50	0	0	0	0	0	50	17:00	4	2	0	0	0	0	6
5:15	44	0	0	0	0	0	44	17:15	0	0	0	0	0	0	0
5:30	24	0	0	0	0	0	24	17:30	2	0	0	2	0	0	4
5:45	20	0	0	0	0	0	20	17:45	2	0	0	0	0	0	2
6:00	10	0	2	4	0	0	16	18:00	0	0	0	0	0	0	0
6:15	10	0	0	0	0	0	10	18:15	0	0	0	0	0	0	0
6:30	2	0	0	2	0	0	4	18:30	2	0	0	0	0	0	2
6:45	10	0	0	0	0	0	10	18:45	2	0	0	0	0	0	2
7:00	8	0	0	0	0	0	8	19:00	0	0	0	0	0	0	0
7:15	12	0	0	0	0	0	12	19:15	0	0	0	0	0	0	0
7:30	14	0	0	0	0	0	14	19:30	0	0	0	0	0	0	0
7:45	24	0	0	0	0	0	24	19:45	0	0	0	0	0	0	0
8:00	10	0	0	0	0	0	10	20:00	0	0	0	0	0	0	0
8:15	24	2	0	2	0	0	28	20:15	0	0	0	0	0	0	0
8:30	4	0	0	2	0	0	6	20:30	0	0	0	0	0	0	0
8:45	8	0	0	0	0	0	8	20:45	0	0	0	0	0	0	0
9:00	8	0	0	0	0	0	8	21:00	0	0	0	0	0	0	0
9:15	10	0	0	0	0	0	10	21:15	0	0	0	0	0	0	0
9:30	4	0	0	0	0	0	4	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	2	0	0	2
10:00	0	2	0	2	0	0	4	22:00	0	0	0	0	0	0	0
10:15	6	2	0	0	0	0	8	22:15	0	0	0	0	0	0	0
10:30	4	0	0	0	0	0	4	22:30	0	0	0	0	0	0	0
10:45	2	0	0	0	0	0	2	22:45	0	0	0	0	0	0	0
11:00	4	4	0	0	0	0	8	23:00	0	0	0	0	0	0	0
11:15	6	2	0	0	0	0	8	23:15	0	0	0	0	0	0	0
11:30	4	0	0	2	0	0	6	23:30	0	0	0	0	0	0	0
11:45	10	2	0	0	0	0	12	23:45	0	0	0	0	0	0	0
TOTAL	388	14	2	14	0	0	418	TOTAL	130	26	0	16	0	0	172

AM PEAK HOUR	4:45 AM
AM PEAK VOLUME	150

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	54

TOTAL: AM+PM	518	40	2	30	0	0	590
% OF TOTAL	87.8%	6.8%	0.3%	5.1%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS22 DWY Western south of Ocean Ranch.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	1	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	3	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	6	0	0	0	0	0	6	17:15	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	1	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	2	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	1	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	3	0	0	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	24	0	0	0	0	0	24	TOTAL	7	1	0	0	0	0	8

AM PEAK HOUR	5:15 AM
AM PEAK VOLUME	8

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	5

		TOTAL: AM+PM	1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES		31	1	0	0	0	0	32
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.9%	3.1%	0.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	93	9	1	6	0	0	109
CLASS 6	Buses	% OF TOTAL	85.3%	8.3%	0.9%	5.5%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS22 DWY Western south of Ocean Ranch.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	2	2	0	0	0	0	4
0:30	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	3	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	1	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	13	0	0	0	0	0	13
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	8	0	0	0	0	0	8
2:45	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	4	0	0	0	0	0	4
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	2	0	0	0	0	0	2	17:00	0	0	0	0	0	0	0
5:15	1	0	0	0	0	0	1	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	1	0	0	0	0	0	1	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	1	0	1	0	0	2	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	1	0	2	0	0	3	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	3	0	0	0	0	0	3
10:45	2	0	1	0	0	0	3	22:45	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	1	1	0	0	0	0	2	23:15	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	0	1	0	1	0	0	2	23:45	0	0	0	0	0	0	0
TOTAL	13	6	1	5	0	0	25	TOTAL	49	2	0	1	0	0	52

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	7

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	26

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	62	8	1	6	0	0	77
% OF TOTAL	80.5%	10.4%	1.3%	7.8%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS22 DWY Western south of Ocean Ranch.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	3	1	0	0	0	0	4
0:15	0	0	0	0	0	0	0	12:15	5	2	0	0	0	0	7
0:30	0	0	0	0	0	0	0	12:30	3	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	12:45	3	0	0	0	0	0	3
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	1	0	0	1	0	0	2
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	13	0	0	0	0	0	13
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	8	0	0	0	0	0	8
2:45	0	0	0	0	0	0	0	14:45	2	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	4	0	0	0	0	0	4
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	2	0	0	0	0	0	2	17:00	0	0	0	0	0	0	0
5:15	7	0	0	0	0	0	7	17:15	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	1	0	0	0	0	0	1
6:15	1	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	3	0	0	0	0	0	3	18:30	0	0	0	0	0	0	0
6:45	1	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	3	0	0	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00	0	2	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	1	0	1	0	0	3	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	1	0	2	0	0	3	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	4	0	0	0	0	0	4	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	3	22:30	3	0	0	0	0	0	3
10:45	3	0	1	0	0	0	4	22:45	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	1	1	0	0	0	0	2	23:15	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	1	1	0	1	0	0	3	23:45	0	0	0	0	0	0	0
TOTAL	37	6	1	5	0	0	49	TOTAL	56	3	0	1	0	0	60

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	12

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	26

TOTAL: AM+PM	93	9	1	6	0	0	109
% OF TOTAL	85.3%	8.3%	0.9%	5.5%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS22 DWY Western south of Ocean Ranch.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	1
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	2	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	13:30	1	0	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	2	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	1	0	0	0	0	0	1	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	2	0	0	0	0	0	2	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	4	0	0	0	0	0	4	17:15	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	1	0	0	0	0	0	1	17:45	0	0	0	0	0	0	0
6:00	1	0	0	0	0	0	1	18:00	0	0	0	0	0	0	0
6:15	1	0	0	0	0	0	1	18:15	0	0	0	0	0	0	0
6:30	2	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	2	0	0	0	0	0	2	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	2	0	0	0	0	0	2	20:30	0	0	0	0	0	0	0
8:45	2	0	0	0	0	0	2	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	1	1	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	26	3	0	0	0	0	29	TOTAL	14	0	0	1	0	0	15

AM PEAK HOUR	5:15 AM
AM PEAK VOLUME	7

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	6

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	40	3	0	1	0	0	44
% OF TOTAL	90.9%	6.8%	0.0%	2.3%	0.0%	0.0%	100.0%
TOTAL: ALL	114	8	0	9	0	0	131
% OF TOTAL	87.0%	6.1%	0.0%	6.9%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS22 DWY Western south of Ocean Ranch.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	2	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	12:30	1	1	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	1
1:15	0	0	0	0	0	0	0	13:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	1	0	0	0	0	1
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	11	0	0	1	0	0	12
2:15	0	0	0	0	0	0	0	14:15	3	0	0	1	0	0	4
2:30	0	0	0	0	0	0	0	14:30	11	0	0	0	0	0	11
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	6	0	0	0	0	0	6
3:15	0	0	0	0	0	0	0	15:15	4	0	0	0	0	0	4
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	2	0	0	0	0	0	2	18:00	0	0	0	0	0	0	0
6:15	0	0	0	1	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	1	0	0	1	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	1	0	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	2	1	0	1	0	0	4	22:15	0	0	0	0	0	0	0
10:30	3	0	0	0	0	0	3	22:30	4	0	0	0	0	0	4
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	1	0	0	2	23:00	0	0	0	0	0	0	0
11:15	1	0	0	1	0	0	2	23:15	0	0	0	0	0	0	0
11:30	2	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	20	3	0	5	0	0	28	TOTAL	54	2	0	3	0	0	59

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	9

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	29

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	74	5	0	8	0	0	87
% OF TOTAL	85.1%	5.7%	0.0%	9.2%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS22 DWY Western south of Ocean Ranch.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	3	0	0	0	0	0	3
0:15	0	0	0	0	0	0	0	12:15	3	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	1	1	0	1	0	0	3
0:45	0	0	0	0	0	0	0	12:45	4	0	0	0	0	0	4
1:00	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	1
1:15	0	0	0	0	0	0	0	13:15	3	0	0	0	0	0	3
1:30	0	0	0	0	0	0	0	13:30	1	1	0	0	0	0	2
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	11	0	0	1	0	0	12
2:15	0	0	0	0	0	0	0	14:15	5	0	0	1	0	0	6
2:30	0	0	0	0	0	0	0	14:30	12	0	0	0	0	0	12
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	6	0	0	0	0	0	6
3:15	0	0	0	0	0	0	0	15:15	6	0	0	0	0	0	6
3:30	1	0	0	0	0	0	1	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	3	0	0	0	0	0	3	16:45	0	0	0	0	0	0	0
5:00	1	0	0	0	0	0	1	17:00	0	0	0	0	0	0	0
5:15	4	0	0	0	0	0	4	17:15	0	0	0	0	0	0	0
5:30	1	0	0	0	0	0	1	17:30	0	0	0	0	0	0	0
5:45	1	0	0	0	0	0	1	17:45	0	0	0	0	0	0	0
6:00	3	0	0	0	0	0	3	18:00	0	0	0	0	0	0	0
6:15	1	0	0	1	0	0	2	18:15	0	0	0	0	0	0	0
6:30	2	0	0	0	0	0	2	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	2	0	0	0	0	0	2	19:00	0	0	0	0	0	0	0
7:15	2	0	0	0	0	0	2	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	2	0	0	1	0	0	3	20:30	0	0	0	0	0	0	0
8:45	3	0	0	0	0	0	3	20:45	0	0	0	0	0	0	0
9:00	0	1	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	1	0	0	0	0	1	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	3	2	0	1	0	0	6	22:15	0	0	0	0	0	0	0
10:30	5	0	0	0	0	0	5	22:30	4	0	0	0	0	0	4
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	1	0	1	0	0	3	23:00	0	0	0	0	0	0	0
11:15	1	0	0	1	0	0	2	23:15	0	0	0	0	0	0	0
11:30	3	0	0	0	0	0	3	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	46	6	0	5	0	0	57	TOTAL	68	2	0	4	0	0	74

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	15

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	32

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	114	8	0	9	0	0	131
% OF TOTAL	87.0%	6.1%	0.0%	6.9%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	0	1	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	4	0	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	2	0	1	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	8	1	0	0	0	0	9	17:00	0	0	0	0	0	0	0
5:15	10	0	0	0	0	0	10	17:15	0	0	0	0	0	0	0
5:30	3	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0
5:45	4	0	0	0	0	0	4	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	1	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	1	0	0	1	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	1	0	0	0	0	2	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	0	0	0	0	0	0	0
8:15	2	0	0	1	0	0	3	20:15	0	0	0	0	0	0	0
8:30	0	1	0	0	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	0	1	0	0	0	1	20:45	1	0	0	0	0	0	1
9:00	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	1	1	0	1	0	0	3	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	1	1	0	0	2	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	37	6	3	7	0	0	53	TOTAL	16	1	1	1	0	0	19

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	26

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	11

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	53	7	4	8	0	0	72
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	73.6%	9.7%	5.6%	11.1%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	74	8	5	9	0	0	96
CLASS 6	Buses	% OF TOTAL	77.1%	8.3%	5.2%	9.4%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	2	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	1	0	0	0	0	1
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	5	0	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	2	0	0	0	0	0	2
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	1	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	1	0	0	1	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	1	0	0	0	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	1	0	1	1	0	0	3	TOTAL	20	1	0	0	0	0	21

AM PEAK HOUR	9:30 AM
AM PEAK VOLUME	2

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	7

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	21	1	1	1	0	0	24
% OF TOTAL	87.5%	4.2%	4.2%	4.2%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	0	0	0	2
0:15	0	0	0	0	0	0	0	12:15	2	1	0	0	0	0	3
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	1	1	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	4	0	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	2	0	1	0	0	0	3
2:00	0	0	0	0	0	0	0	14:00	7	0	0	0	0	0	7
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	1	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	8	1	0	0	0	0	9	17:00	0	0	0	0	0	0	0
5:15	10	0	0	0	0	0	10	17:15	1	0	0	0	0	0	1
5:30	3	0	0	0	0	0	3	17:30	1	0	0	0	0	0	1
5:45	4	0	0	0	0	0	4	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	1	0	0	1	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	1	0	0	1	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	1	0	0	0	0	2	19:45	0	0	0	0	0	0	0
8:00	0	1	0	0	0	0	1	20:00	1	0	0	0	0	0	1
8:15	2	0	0	1	0	0	3	20:15	0	0	0	0	0	0	0
8:30	0	1	0	0	0	0	1	20:30	1	0	0	0	0	0	1
8:45	0	0	1	0	0	0	1	20:45	1	0	0	0	0	0	1
9:00	0	0	1	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	1	1	0	1	0	0	3	21:15	0	0	0	0	0	0	0
9:30	0	0	1	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	0	0	1	0	0	1	22:00	0	0	0	0	0	0	0
10:15	0	0	1	1	0	0	2	22:15	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	1	0	0	1	0	0	2	23:15	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	0	1	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	38	6	4	8	0	0	56	TOTAL	36	2	1	1	0	0	40

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	26

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	18

TOTAL: AM+PM	74	8	5	9	0	0	96
% OF TOTAL	77.1%	8.3%	5.2%	9.4%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	0	0	1	0	0	3
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	1	0	1	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	1	0	0	1
1:15	0	0	0	0	0	0	0	13:15	3	0	0	0	0	0	3
1:30	0	0	0	0	0	0	0	13:30	3	1	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	1	0	0	1	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	3	0	0	0	0	0	3	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	6	0	0	0	0	0	6	17:00	0	0	0	0	0	0	0
5:15	11	0	0	0	0	0	11	17:15	1	0	0	0	0	0	1
5:30	5	0	0	0	0	0	5	17:30	0	0	0	0	0	0	0
5:45	3	0	0	0	0	0	3	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	1	0	0	1	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	3	0	0	0	0	0	3	19:45	0	0	0	0	0	0	0
8:00	2	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	2	0	0	0	0	0	2	20:45	0	0	0	0	0	0	0
9:00	1	1	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	1	0	0	1	0	0	2	21:15	0	0	0	0	0	0	0
9:30	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	3	0	0	0	0	0	3	23:45	0	0	0	0	0	0	0
TOTAL	45	1	0	3	0	0	49	TOTAL	16	1	1	4	0	0	22

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	25

AM PEAK HOUR	1:15 PM
AM PEAK VOLUME	12

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	61	2	1	7	0	0	71
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	85.9%	2.8%	1.4%	9.9%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	90	3	2	8	0	0	103
CLASS 6	Buses	% OF TOTAL	87.4%	2.9%	1.9%	7.8%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	1	0	0	0	2
1:15	0	0	0	0	0	0	0	13:15	0	0	0	1	0	0	1
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	5	0	0	0	0	0	5
2:15	0	0	0	0	0	0	0	14:15	3	0	0	0	0	0	3
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	3	0	0	0	0	0	3
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	2	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	2	0	0	0	0	0	2
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	1	0	0	0	0	0	1
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	2	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	2	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	6	0	0	0	0	0	6	TOTAL	23	1	1	1	0	0	26

AM PEAK HOUR	9:30 AM
AM PEAK VOLUME	3

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	9

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	29	1	1	1	0	0	32
% OF TOTAL	90.6%	3.1%	3.1%	3.1%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS23 DWY Eastern south of Ocean Ranch.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	1	0	1	0	0	4
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	1	0	1	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	1	0	1	1	0	0	3
1:15	0	0	0	0	0	0	0	13:15	3	0	0	1	0	0	4
1:30	0	0	0	0	0	0	0	13:30	3	1	0	1	0	0	5
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	6	0	0	1	0	0	7
2:15	0	0	0	0	0	0	0	14:15	4	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	3	0	0	0	0	0	3
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	3	0	0	0	0	0	3	15:30	3	0	0	0	0	0	3
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	1	0	0	0	0	0	1	16:45	0	0	0	0	0	0	0
5:00	6	0	0	0	0	0	6	17:00	2	0	0	0	0	0	2
5:15	11	0	0	0	0	0	11	17:15	1	0	0	0	0	0	1
5:30	5	0	0	0	0	0	5	17:30	0	0	0	0	0	0	0
5:45	3	0	0	0	0	0	3	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	1	0	0	1	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	3	0	0	0	0	0	3	19:45	1	0	0	0	0	0	1
8:00	2	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	3	0	0	0	0	0	3
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	3	0	0	0	0	0	3	20:45	0	0	0	0	0	0	0
9:00	1	1	0	0	0	0	2	21:00	0	0	0	0	0	0	0
9:15	1	0	0	1	0	0	2	21:15	0	0	0	0	0	0	0
9:30	3	0	0	0	0	0	3	21:30	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	2	0	0	0	0	0	2	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	1	0	0	0	0	0	1
10:45	0	0	0	1	0	0	1	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	4	0	0	0	0	0	4	23:45	0	0	0	0	0	0	0
TOTAL	51	1	0	3	0	0	55	TOTAL	39	2	2	5	0	0	48

AM PEAK HOUR	5:00 AM
AM PEAK VOLUME	25

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	18

TOTAL: AM+PM	90	3	2	8	0	0	103
% OF TOTAL	87.4%	2.9%	1.9%	7.8%	0.0%	0.0%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

Tuesday, June 13, 2023 CITY: San Diego PROJECT: SC4085

PB_21 DWY west of Corporate Center. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS		BIKES				PEDS		BIKES			
AM Period	IN	OUT	IN	OUT			PM Period	IN	OUT	IN	OUT	
0:00	0	0	0	0			12:00	1	1	0	0	
0:15	0	0	0	0			12:15	1	0	0	0	
0:30	0	0	0	0			12:30	0	1	0	0	
0:45	0 0	0 0	0 0	0 0			12:45	0 2	0 2	0 0	0 0	4
1:00	0	0	0	0			13:00	1	1	0	0	
1:15	0	0	0	0			13:15	2	0	0	0	
1:30	0	0	0	0			13:30	0	0	0	0	
1:45	0 0	0 0	0 0	0 0			13:45	0 3	0 1	0 0	0 0	4
2:00	0	0	0	0			14:00	0	4	0	2	
2:15	0	0	0	0			14:15	1	2	0	0	
2:30	0	0	0	0			14:30	2	0	0	0	
2:45	0 0	0 0	0 0	0 0			14:45	1 4	0 6	0 0	2 4	14
3:00	0	0	0	0			15:00	0	0	0	0	
3:15	0	0	0	0			15:15	0	0	0	0	
3:30	0	0	0	0			15:30	0	0	0	0	
3:45	0 0	0 0	0 0	0 0			15:45	0 0	0 0	0 0	0 0	
4:00	0	0	0	0			16:00	0	0	0	0	
4:15	0	0	0	0			16:15	0	0	0	0	
4:30	0	0	0	0			16:30	0	0	0	0	
4:45	0 0	0 0	0 0	0 0			16:45	0 0	0 0	0 0	0 0	
5:00	0	0	1	0			17:00	0	0	0	0	
5:15	1	0	0	0			17:15	0	0	0	0	
5:30	1	0	0	0			17:30	0	0	0	0	
5:45	0 2	0 0	0 1	0 0	3		17:45	0 0	1 1	0 0	0 0	1
6:00	0	0	0	0			18:00	0	0	0	0	
6:15	0	0	0	0			18:15	0	0	0	0	
6:30	0	0	0	0			18:30	0	0	0	0	
6:45	0 0	0 0	0 0	0 0			18:45	0 0	0 0	0 0	0 0	
7:00	0	0	0	0			19:00	0	0	0	0	
7:15	0	0	0	0			19:15	0	0	0	0	
7:30	0	1	0	0			19:30	0	0	0	0	
7:45	0 0	0 1	0 0	0 0	1		19:45	0 0	0 0	0 0	0 0	
8:00	1	0	0	0			20:00	0	0	0	0	
8:15	0	0	0	0			20:15	0	0	0	0	
8:30	0	1	0	0			20:30	0	0	0	0	
8:45	1 2	0 1	0 0	0 0	3		20:45	0 0	0 0	0 0	0 0	
9:00	1	1	0	0			21:00	0	0	0	0	
9:15	0	0	0	0			21:15	0	0	0	0	
9:30	0	1	0	0			21:30	0	0	0	0	
9:45	1 2	1 3	0 0	0 0	5		21:45	0 0	0 0	0 0	0 0	
10:00	0	0	0	0			22:00	0	0	0	0	
10:15	1	1	0	0			22:15	0	0	0	0	
10:30	0	0	0	0			22:30	0	0	0	0	
10:45	0 1	0 1	0 0	0 0	2		22:45	0 0	0 0	0 0	0 0	
11:00	3	0	0	0			23:00	0	0	0	0	
11:15	0	0	0	0			23:15	0	0	0	0	
11:30	0	1	0	0			23:30	0	0	0	0	
11:45	0 3	0 1	0 0	1 1	5		23:45	0 0	0 0	0 0	0 0	
Total Vol.	10	7	1	1	19			9	10	0	4	23

Daily Totals				
IN	OUT	IN	OUT	Combined
19	17	1	5	42

	AM					PM				
Split %	52.6%	36.8%	5.3%	5.3%	45.2%	39.1%	43.5%	0.0%	17.4%	54.8%
Peak Hour	10:15	9:00	4:15	11:00	9:00	14:00	13:30		14:00	14:00
Volume	4	3	1	1	5	4	6		4	14
P.H.F.	0.33	0.75	0.25	0.25	0.63	0.63	0.38		0.50	0.58

cs@aimtd.com Tell. 714 253 7888

Wednesday, June 14, 2023 CITY: San Diego PROJECT: SC4085

PB_21 DWY west of Corporate Center. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		2		0		0		
0:15	0		0		0		0			12:15	1		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	0	0	0	0	0	0		12:45	0	1	0	2	0	0	0	0	3
1:00	0		0		0		0			13:00	1		1		0		0		
1:15	0		0		0		0			13:15	0		0		0		0		
1:30	0		0		0		0			13:30	0		2		0		0		
1:45	0	0	0	0	0	0	0	0		13:45	1	2	1	4	0	0	0	0	6
2:00	0		0		0		0			14:00	0		2		0		2		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	0		0		0		0			14:30	0		1		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	0	0	1	4	0	0	0	2	6
3:00	0		0		0		0			15:00	1		0		0		0		
3:15	0		0		0		0			15:15	2		0		0		0		
3:30	0		0		0		0			15:30	0		0		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	0	3	0	0	0	0	0	0	3
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	0		0		0		0			16:30	0		0		0		0		
4:45	0	0	0	0	1	1	0	0	1	16:45	0	0	1	1	0	0	0	0	1
5:00	1		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	1		0		0		0			17:30	0		0		0		0		
5:45	0	2	0	0	0	0	0	0	2	17:45	0	0	0	0	0	0	0	0	
6:00	0		0		0		0			18:00	0		0		0		0		
6:15	0		0		0		0			18:15	0		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	0	0	0	0	0	0	0	0	
7:00	0		0		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	0		0		0		0			19:30	0		0		0		0		
7:45	0	0	0	0	0	0	0	0		19:45	0	0	0	0	0	0	0	0	
8:00	1		0		0		2			20:00	0		0		0		0		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	1	0	0	0	0	0	2	3	20:45	0	0	0	0	0	0	0	0	
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		0		0		0			21:15	0		0		0		0		
9:30	1		0		0		3			21:30	0		0		0		0		
9:45	2	3	0	0	0	0	0	3	6	21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		0		0		0			22:30	0		0		0		0		
10:45	0	0	0	0	0	0	0	0		22:45	0	0	0	0	0	0	0	0	
11:00	1		0		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	1		0		0		0			23:30	0		0		0		0		
11:45	0	2	0	0	0	0	0	0	2	23:45	0	0	0	0	0	0	0	0	
Total Vol.		8		0		1		0	14			6		11		0		2	19

Daily Totals				
IN	OUT	IN	OUT	Combined
14	11	1	2	33

	AM					PM				
Split %	57.1%	0.0%	7.1%	0.0%	42.4%	31.6%	57.9%	0.0%	10.5%	57.6%
Peak Hour	9:00	11:15	4:00	8:45	9:00	14:30	13:15		13:15	13:15
Volume	3	2	1	3	6	3	5		2	8
P.H.F.	0.38	0.25	0.25	0.25	0.38	0.50	0.63		0.25	0.50

cs@aimtd.com Tell. 714 253 7888

Tuesday, June 13, 2023 | CITY: San Diego | PROJECT: SC4085

PB_22 DWY Western south of Ocean Ranch. | **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS		BIKES			PEDS		BIKES		
AM Period	IN	OUT	IN	OUT		PM Period	IN	OUT	IN	OUT	
0:00	0	0	0	0		12:00	0	0	0	0	
0:15	0	0	0	0		12:15	0	0	0	0	
0:30	0	0	0	0		12:30	0	0	0	0	
0:45	0 0	0 0	0 0	0 0		12:45	0 0	0 0	0 0	0 0	
1:00	0	0	0	0		13:00	0	0	0	0	
1:15	0	0	0	0		13:15	0	0	0	0	
1:30	0	0	0	0		13:30	0	0	0	0	
1:45	0 0	0 0	0 0	0 0		13:45	0 0	0 0	0 0	0 0	
2:00	0	0	0	0		14:00	2	0	0	0	
2:15	0	0	0	0		14:15	0	0	0	0	
2:30	0	0	0	0		14:30	0	0	0	0	
2:45	0 0	0 0	0 0	0 0		14:45	0 2	0 0	0 0	0 0	2
3:00	0	0	0	0		15:00	0	0	0	0	
3:15	0	0	0	0		15:15	0	0	0	0	
3:30	0	0	0	0		15:30	0	0	0	0	
3:45	0 0	0 0	0 0	0 0		15:45	0 0	0 0	0 0	0 0	
4:00	0	0	0	0		16:00	0	0	0	0	
4:15	0	0	0	0		16:15	0	0	0	0	
4:30	0	0	0	0		16:30	0	0	0	0	
4:45	0 0	0 0	0 0	0 0		16:45	0 0	0 0	0 0	0 0	
5:00	0	0	0	0		17:00	0	0	0	0	
5:15	0	0	0	0		17:15	0	0	0	0	
5:30	0	0	0	0		17:30	0	0	0	0	
5:45	0 0	0 0	0 0	0 0		17:45	0 0	0 0	0 0	0 0	
6:00	0	0	0	0		18:00	0	0	0	0	
6:15	0	0	0	0		18:15	0	0	0	0	
6:30	0	0	0	0		18:30	0	0	0	0	
6:45	0 0	0 0	0 0	0 0		18:45	0 0	0 0	0 0	0 0	
7:00	0	0	0	0		19:00	0	0	0	0	
7:15	0	0	0	0		19:15	0	0	0	0	
7:30	0	0	0	0		19:30	0	0	0	0	
7:45	1 1	0 0	0 0	0 0	1	19:45	0 0	0 0	0 0	0 0	
8:00	0	1	0	0		20:00	0	0	0	0	
8:15	0	0	0	0		20:15	0	0	0	0	
8:30	0	0	0	0		20:30	0	0	0	0	
8:45	0 0	0 1	0 0	0 0	1	20:45	0 0	0 0	0 0	0 0	
9:00	1	0	0	0		21:00	0	0	0	0	
9:15	0	0	0	0		21:15	0	0	0	0	
9:30	0	0	0	0		21:30	0	0	0	0	
9:45	0 1	0 0	0 0	0 0	1	21:45	0 0	0 0	0 0	0 0	
10:00	0	0	0	0		22:00	0	0	0	0	
10:15	0	0	0	0		22:15	0	0	0	0	
10:30	0	0	0	0		22:30	0	0	0	0	
10:45	0 0	0 0	0 0	0 0		22:45	0 0	0 0	0 0	0 0	
11:00	0	0	0	0		23:00	0	0	0	0	
11:15	0	0	0	0		23:15	0	0	0	0	
11:30	0	0	0	0		23:30	0	0	0	0	
11:45	0 0	0 0	0 0	0 0		23:45	0 0	0 0	0 0	0 0	
Total Vol.	2	1	0	0	3		2	0	0	0	2

Daily Totals				
IN	OUT	IN	OUT	Combined
4	1	0	0	5

	AM					PM				
Split %	66.7%	33.3%	0.0%	0.0%	60.0%	100.0%	0.0%	0.0%	0.0%	40.0%
Peak Hour	7:00	7:15			7:15	13:15				13:15
Volume	1	1			2	2				2
P.H.F.	0.25	0.25			0.50					0.25

cs@aimtd.com Tell. 714 253 7888

Wednesday, June 14, 2023 CITY: San Diego PROJECT: SC4085

PB_22 DWY Western south of Ocean Ranch. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES					PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		0		0		0		
0:15	0		0		0		0			12:15	0		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	0	0	0	0	0	0		12:45	0	0	0	0	0	0	0	0	
1:00	0		0		0		0			13:00	0		0		0		0		
1:15	0		0		0		0			13:15	0		0		0		0		
1:30	0		0		0		0			13:30	0		0		0		0		
1:45	0	0	0	0	0	0	0	0		13:45	0	0	0	0	0	0	0	0	
2:00	0		0		0		0			14:00	0		0		0		0		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	0		0		0		0			14:30	0		0		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	1	1	0	0	0	0	0	0	1
3:00	0		0		0		0			15:00	0		1		0		0		
3:15	0		0		0		0			15:15	0		0		0		0		
3:30	0		0		0		0			15:30	0		0		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	0	0	0	1	0	0	0	0	1
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	0		0		0		0			16:30	0		0		0		0		
4:45	0	0	0	0	0	0	0	0		16:45	0	0	0	0	0	0	0	0	
5:00	0		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	0		0		0		0			17:30	0		0		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	0	0	0	0	0	0	0	0	
6:00	0		0		0		0			18:00	0		0		0		0		
6:15	0		0		0		0			18:15	0		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	0	0	0	0	0	0	0	0	
7:00	0		0		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	0		0		0		0			19:30	0		0		0		0		
7:45	0	0	0	0	0	0	0	0		19:45	0	0	0	0	0	0	0	0	
8:00	0		0		0		0			20:00	0		0		0		0		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	0	0	0	0	0	0	0		20:45	0	0	0	0	0	0	0	0	
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		0		0		0			21:15	0		0		0		0		
9:30	1		0		0		0			21:30	0		0		0		0		
9:45	0	1	0	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		0		0		0			22:30	0		0		0		0		
10:45	0	0	0	0	0	0	0	0		22:45	0	0	0	0	0	0	0	0	
11:00	0		2		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	0		0		0		0			23:30	0		0		0		0		
11:45	1	1	0	2	0	0	0	0	3	23:45	0	0	0	0	0	0	0	0	
Total Vol.		2		2		0		0	4			1		1		0		0	2

Daily Totals				
IN	OUT	IN	OUT	Combined
3	3	0	0	6

	AM					PM				
Split %	50.0%	50.0%	0.0%	0.0%	66.7%	50.0%	50.0%	0.0%	0.0%	33.3%
Peak Hour	8:45	10:15			11:00	14:00	14:15			14:15
Volume	1	2			3	1	1			2
P.H.F.	0.25	0.25			0.38		0.25			0.50

cs@aimtd.com Tell. 714 253 7888

Tuesday, June 13, 2023 CITY: San Diego PROJECT: SC4085

PB_23 DWY Eastern south of Ocean Ranch. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS		BIKES			PEDS		BIKES		
AM Period	IN	OUT	IN	OUT		PM Period	IN	OUT	IN	OUT	
0:00	0	0	0	0		12:00	0	0	0	0	
0:15	0	0	0	0		12:15	0	0	0	0	
0:30	0	0	0	0		12:30	0	0	0	0	
0:45	0 0	0 0	0 0	0 0		12:45	0 0	0 0	0 0	0 0	
1:00	0	0	0	0		13:00	0	0	0	0	
1:15	0	0	0	0		13:15	0	0	0	0	
1:30	0	0	0	0		13:30	0	0	0	0	
1:45	0 0	0 0	0 0	0 0		13:45	0 0	0 0	0 0	0 0	
2:00	0	0	0	0		14:00	0	0	0	0	
2:15	0	0	0	0		14:15	0	0	0	0	
2:30	0	0	0	0		14:30	0	0	0	0	
2:45	0 0	0 0	0 0	0 0		14:45	0 0	0 0	0 0	0 0	
3:00	0	0	0	0		15:00	0	0	0	0	
3:15	0	0	0	0		15:15	0	0	0	0	
3:30	0	0	0	0		15:30	0	0	0	0	
3:45	0 0	0 0	0 0	0 0		15:45	0 0	0 0	0 0	0 0	
4:00	0	0	0	0		16:00	0	0	0	0	
4:15	0	0	0	0		16:15	0	0	0	0	
4:30	0	0	0	0		16:30	0	0	0	0	
4:45	0 0	0 0	0 0	0 0		16:45	0 0	0 0	0 0	0 0	
5:00	0	0	0	0		17:00	0	0	0	0	
5:15	0	0	0	0		17:15	0	0	0	0	
5:30	0	0	0	0		17:30	0	0	0	0	
5:45	0 0	0 0	0 0	0 0		17:45	0 0	0 0	0 0	0 0	
6:00	0	0	0	0		18:00	0	0	0	0	
6:15	0	0	0	0		18:15	0	0	0	0	
6:30	0	0	0	0		18:30	0	0	0	0	
6:45	0 0	0 0	0 0	0 0		18:45	0 0	0 0	0 0	0 0	
7:00	0	0	0	0		19:00	0	0	0	0	
7:15	1	1	0	0		19:15	0	0	0	0	
7:30	0	0	0	0		19:30	0	0	0	0	
7:45	0 1	0 1	0 0	0 0	2	19:45	0 0	0 0	0 0	0 0	
8:00	0	0	0	0		20:00	0	0	0	0	
8:15	0	0	0	0		20:15	0	0	0	0	
8:30	0	0	0	0		20:30	0	0	0	0	
8:45	0 0	0 0	0 0	0 0		20:45	0 0	0 0	0 0	0 0	
9:00	0	0	0	0		21:00	0	0	0	0	
9:15	0	2	0	0		21:15	0	0	0	0	
9:30	2	0	0	0		21:30	0	0	0	0	
9:45	0 2	0 2	0 0	0 0	4	21:45	0 0	0 0	0 0	0 0	
10:00	0	0	0	0		22:00	0	0	0	0	
10:15	0	0	0	0		22:15	0	0	0	0	
10:30	0	0	0	0		22:30	0	0	0	0	
10:45	0 0	0 0	0 0	0 0		22:45	0 0	0 0	0 0	0 0	
11:00	0	0	0	0		23:00	0	0	0	0	
11:15	0	0	0	0		23:15	0	0	0	0	
11:30	0	0	0	0		23:30	0	0	0	0	
11:45	0 0	0 0	0 0	0 0		23:45	0 0	0 0	0 0	0 0	
Total Vol.	3	3	0	0	6		0	0	0	0	

Daily Totals				
IN	OUT	IN	OUT	Combined
3	3	0	0	6

	AM					PM				
Split %	50.0%	50.0%	0.0%	0.0%	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	
Peak Hour	8:45	8:30			8:45					
Volume	2	2			4					
P.H.F.	0.25	0.25			0.50					

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Wednesday, June 14, 2023 CITY: San Diego PROJECT: SC4085

PB_23 DWY Eastern south of Ocean Ranch. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		0		0		0		
0:15	0		0		0		0			12:15	0		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	0	0	0	0	0	0		12:45	0	0	0	0	0	0	0	0	
1:00	0		0		0		0			13:00	0		0		0		0		
1:15	0		0		0		0			13:15	0		0		0		0		
1:30	0		0		0		0			13:30	0		0		0		0		
1:45	0	0	0	0	0	0	0	0		13:45	0	0	0	0	0	0	0	0	
2:00	0		0		0		0			14:00	0		0		1		0		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	0		0		0		0			14:30	0		0		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	0	0	0	0	0	1	0	0	1
3:00	0		0		0		0			15:00	0		0		0		0		
3:15	0		0		0		0			15:15	0		0		0		0		
3:30	0		0		0		0			15:30	0		0		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	0	0	0	0	0	0	0	0	
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	0		0		0		0			16:30	0		0		0		0		
4:45	0	0	0	0	0	0	0	0		16:45	0	0	0	0	0	0	0	0	
5:00	0		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	0		0		0		0			17:30	0		0		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	0	0	0	0	0	0	0	0	
6:00	0		0		0		0			18:00	0		0		0		0		
6:15	0		0		0		0			18:15	0		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	0	0	0	0	0	0	0	0	
7:00	0		0		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	0		0		0		0			19:30	0		0		0		0		
7:45	0	0	0	0	0	0	0	0		19:45	0	0	0	0	0	0	0	0	
8:00	0		0		0		0			20:00	0		0		0		0		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	0	0	0	0	0	0	0		20:45	0	0	0	0	0	0	0	0	
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		1		0		0			21:15	0		0		0		0		
9:30	1		0		0		0			21:30	0		0		0		0		
9:45	0	1	0	1	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		0		0		0			22:30	0		0		0		0		
10:45	0	0	0	0	0	0	0	0		22:45	0	0	0	0	0	0	0	0	
11:00	0		0		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	0		0		0		0			23:30	0		0		0		0		
11:45	0	0	0	0	0	0	0	0		23:45	0	0	0	0	0	0	0	0	
Total Vol.	1		1		0		0	2			0		0		1		0		1

Daily Totals				
IN	OUT	IN	OUT	Combined
1	1	1	0	3

	AM					PM				
Split %	50.0%	50.0%	0.0%	0.0%	66.7%	0.0%	0.0%	100.0%	0.0%	33.3%
Peak Hour	8:45	8:30			8:45			13:15		13:15
Volume	1	1			2			1		1
P.H.F.	0.25	0.25			0.50			0.25		0.25

cs@aimtd.com Tell. 714 253 7888

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS31 DWY1 south of Harmony Grove.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	1	0	0	0	0	0	1	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	2	0	0	0	0	0	2	21:15	0	0	0	0	0	0	0
9:30	0	0	0	1	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	7	1	0	1	0	0	9	TOTAL	5	0	0	0	0	0	5

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	3

AM PEAK HOUR	10:15 PM
AM PEAK VOLUME	1

		TOTAL: AM+PM	1	2	3	4	5	6	TOTAL
CLASS 1	PASSENGER VEHICLES		12	1	0	1	0	0	14
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	85.7%	7.1%	0.0%	7.1%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	26	2	0	2	0	0	30
CLASS 6	Buses	% OF TOTAL	86.7%	6.7%	0.0%	6.7%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS31 DWY1 south of Harmony Grove.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	1	0	0	0	0	2
0:15	1	0	0	0	0	0	1	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	1	0	0	0	0	0	1
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	2	0	0	0	0	0	2
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	3	0	0	1	0	0	4	TOTAL	11	1	0	0	0	0	12

AM PEAK HOUR	11:15 AM
AM PEAK VOLUME	1

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	4

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	14	1	0	1	0	0	16
% OF TOTAL	87.5%	6.3%	0.0%	6.3%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS31 DWY1 south of Harmony Grove.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	2	1	0	0	0	0	3
0:15	1	0	0	0	0	0	1	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	1	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	2	0	0	0	0	0	2
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	1	0	0	0	0	0	1	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	2	0	0	0	0	0	2
4:45	2	0	0	0	0	0	2	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	3	0	0	0	0	0	3
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	2	0	0	0	0	0	2	21:15	0	0	0	0	0	0	0
9:30	0	0	0	1	0	0	1	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	10	1	0	2	0	0	13	TOTAL	16	1	0	0	0	0	17

AM PEAK HOUR	8:45 AM
AM PEAK VOLUME	4

AM PEAK HOUR	12:00 PM
AM PEAK VOLUME	5

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	26	2	0	2	0	0	30
% OF TOTAL	86.7%	6.7%	0.0%	6.7%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS31 DWY1 south of Harmony Grove.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	1	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	2	0	0	0	0	0	2
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	1
4:30	1	0	0	0	0	0	1	16:30	1	0	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	2	0	0	0	0	0	2
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	1	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	1	19:15	1	0	0	0	0	0	1
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	11	0	0	0	0	0	11	TOTAL	15	1	0	0	0	0	16

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	4

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	4

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	26	1	0	0	0	0	27
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	96.3%	3.7%	0.0%	0.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	53	2	0	0	0	0	55
CLASS 6	Buses	% OF TOTAL	96.4%	3.6%	0.0%	0.0%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS31 DWY1 south of Harmony Grove.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	1	0	0	0	0	1
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	1	0	0	0	0	0	1	13:15	2	0	0	0	0	0	2
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	1	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	2	0	0	0	0	0	2
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	1	0	0	0	0	0	1
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	6	0	0	0	0	0	6	TOTAL	21	1	0	0	0	0	22

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	2

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	5

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	27	1	0	0	0	0	28
% OF TOTAL	96.4%	3.6%	0.0%	0.0%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS31 DWY1 south of Harmony Grove.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	1	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	2	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	1	0	0	0	0	0	1	13:15	4	0	0	0	0	0	4
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	2	0	0	0	0	0	2
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	15:30	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	1	0	0	0	0	0	1
4:30	1	0	0	0	0	0	1	16:30	1	0	0	0	0	0	1
4:45	2	0	0	0	0	0	2	16:45	1	0	0	0	0	0	1
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	3	0	0	0	0	0	3
5:30	0	0	0	0	0	0	0	17:30	1	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	2	0	0	0	0	0	2
6:30	0	0	0	0	0	0	0	18:30	1	0	0	0	0	0	1
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	2	0	0	0	0	0	2	19:00	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	1	19:15	2	0	0	0	0	0	2
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	1	0	0	0	0	0	1	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	1	0	0	0	0	0	1
8:15	0	0	0	0	0	0	0	20:15	2	0	0	0	0	0	2
8:30	0	0	0	0	0	0	0	20:30	1	0	0	0	0	0	1
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	2	0	0	0	0	0	2	23:00	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	23:15	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	17	0	0	0	0	0	17	TOTAL	36	2	0	0	0	0	38

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	5

AM PEAK HOUR	12:30 PM
AM PEAK VOLUME	8

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	53	2	0	0	0	0	55
% OF TOTAL	96.4%	3.6%	0.0%	0.0%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS32 DWY2 south of Harmony Grove.TU.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	1	0	0	0	0	0	1	12:15	2	1	0	0	0	0	3
0:30	1	0	0	0	0	0	1	12:30	2	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	1	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	2	0	0	2	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	1	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	1	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	1	23:00	0	0	0	1	0	0	1
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	0	0	0	1	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	2	0	0	2	23:45	0	0	0	0	0	0	0
TOTAL	3	0	0	10	0	0	13	TOTAL	5	2	1	1	0	0	9

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	4

AM PEAK HOUR	12:15 PM
AM PEAK VOLUME	5

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	8	2	1	11	0	0	22
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	36.4%	9.1%	4.5%	50.0%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	17	5	2	20	0	0	44
CLASS 6	Buses	% OF TOTAL	38.6%	11.4%	4.5%	45.5%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS32 DWY2 south of Harmony Grove.TU.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	2	1	0	1	0	0	4
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	1	0	0	0	0	0	1	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	1	0	0	0	0	0	1	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	0	0	1	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	1	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	3	0	0	3	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	1	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	2	0	0	2	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	5	1	0	8	0	0	14	TOTAL	4	2	1	1	0	0	8

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	5

AM PEAK HOUR	12:15 PM
AM PEAK VOLUME	5

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	9	3	1	9	0	0	22
% OF TOTAL	40.9%	13.6%	4.5%	40.9%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Tuesday, June 13, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS32 DWY2 south of Harmony Grove.TU.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	1	0	0	0	0	0	1	12:15	4	2	0	1	0	0	7
0:30	1	0	0	0	0	0	1	12:30	2	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	1	0	0	0	0	0	1	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	1	0	0	0	0	0	1	13:45	0	0	1	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	1	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	2	0	0	0	0	2
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	3	0	0	3	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	1	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	2	0	0	2	19:45	0	0	0	0	0	0	0
8:00	0	0	0	1	0	0	1	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	1	0	0	1	20:30	0	0	0	0	0	0	0
8:45	0	0	0	1	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	3	0	0	3	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0
10:00	1	1	0	0	0	0	2	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	1	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	1	0	0	1	23:00	0	0	0	1	0	0	1
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	1	0	0	1	0	0	2	23:30	0	0	0	0	0	0	0
11:45	0	0	0	2	0	0	2	23:45	0	0	0	0	0	0	0
TOTAL	8	1	0	18	0	0	27	TOTAL	9	4	2	2	0	0	17

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	7

AM PEAK HOUR	12:15 PM
AM PEAK VOLUME	10

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	17	5	2	20	0	0	44
% OF TOTAL	38.6%	11.4%	4.5%	45.5%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS32 DWY2 south of Harmony Grove.WE.

AM TIME	IN 1	2	3	4	5	6	TOTAL	PM Time	IN 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	12:45	1	0	0	0	0	0	1
1:00	0	1	0	0	0	0	1	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	1	0	0	1
2:00	0	0	0	0	0	0	0	14:00	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	14:15	0	0	0	2	0	0	2
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	1	0	0	0	0	0	1	15:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1
7:15	1	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0
9:15	0	0	0	1	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	2	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	1	22:00	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	1	0	0	1
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	4	2	0	5	0	0	11	TOTAL	7	0	0	4	0	0	11

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	4

AM PEAK HOUR	1:45 PM
AM PEAK VOLUME	3

CLASS 1	PASSENGER VEHICLES	TOTAL: AM+PM	11	2	0	9	0	0	22
CLASS 2	2-AXLE TRUCKS	% OF TOTAL	50.0%	9.1%	0.0%	40.9%	0.0%	0.0%	100.0%
CLASS 3	3-AXLE TRUCKS								
CLASS 4	4 OR MORE AXLE TRUCKS								
CLASS 5	RV	TOTAL: ALL	24	3	0	19	0	0	46
CLASS 6	Buses	% OF TOTAL	52.2%	6.5%	0.0%	41.3%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023
JOB #: SC4085

CITY: San Diego
LOCATION: CLASS32 DWY2 south of Harmony Grove.WE.

AM TIME	OUT 1	2	3	4	5	6	TOTAL	PM Time	OUT 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	1
0:45	0	0	0	0	0	0	0	12:45	2	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	13:00	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	15:30	0	0	0	1	0	0	1
3:45	0	0	0	0	0	0	0	15:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	16:00	1	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	1	0	0	1	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	4	0	0	4	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	19:15	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	21:45	0	0	0	0	0	0	0
10:00	0	0	0	2	0	0	2	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	1	0	0	1	23:15	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	6	0	0	8	0	0	14	TOTAL	7	1	0	2	0	0	10

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	5

AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	3

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	BUS

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	13	1	0	10	0	0	24
% OF TOTAL	54.2%	4.2%	0.0%	41.7%	0.0%	0.0%	100.0%

A13123

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Wednesday, June 14, 2023 CITY: San Diego

JOB #: SC4085 LOCATION: CLASS32 DWY2 south of Harmony Grove.WE.

AM	COMBINED							PM	COMBINED						
TIME	1	2	3	4	5	6	TOTAL	Time	1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	1	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	12:30	0	0	0	1	0	0	1
0:45	0	0	0	0	0	0	0	12:45	3	0	0	0	0	0	3
1:00	0	1	0	0	0	0	1	13:00	1	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	13:15	0	0	0	0	0	0	0
1:30	1	0	0	0	0	0	1	13:30	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	13:45	0	0	0	1	0	0	1
2:00	0	0	0	0	0	0	0	14:00	1	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	14:15	0	0	0	2	0	0	2
2:30	0	0	0	0	0	0	0	14:30	0	1	0	0	0	0	1
2:45	0	0	0	0	0	0	0	14:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	15:00	2	0	0	0	0	0	2
3:15	0	0	0	0	0	0	0	15:15	0	0	0	0	0	0	0
3:30	1	0	0	0	0	0	1	15:30	0	0	0	1	0	0	1
3:45	0	0	0	0	0	0	0	15:45	1	0	0	0	0	0	1
4:00	0	0	0	0	0	0	0	16:00	2	0	0	0	0	0	2
4:15	0	0	0	0	0	0	0	16:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	16:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0
5:15	0	0	0	1	0	0	1	17:15	0	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0
5:45	0	0	0	4	0	0	4	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	1	0	0	0	0	0	1
6:15	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	19:00	1	0	0	0	0	0	1
7:15	1	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	1	0	0	0	0	0	1	19:30	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	19:45	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	20:00	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	20:15	1	0	0	0	0	0	1
8:30	0	0	0	0	0	0	0	20:30	0	0	0	0	0	0	0
8:45	1	0	0	0	0	0	1	20:45	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	0	0	0	1	0	0	1	21:15	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0
9:45	0	0	0	2	0	0	2	21:45	0	0	0	0	0	0	0
10:00	0	1	0	2	0	0	3	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
11:00	1	0	0	0	0	0	1	23:00	0	0	0	0	0	0	0
11:15	0	0	0	2	0	0	2	23:15	0	0	0	1	0	0	1
11:30	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0
11:45	0	0	0	1	0	0	1	23:45	0	0	0	0	0	0	0
TOTAL	10	2	0	13	0	0	25	TOTAL	14	1	0	6	0	0	21

AM PEAK HOUR	9:45 AM
AM PEAK VOLUME	8

AM PEAK HOUR	12:15 PM
AM PEAK VOLUME	6

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	24	3	0	19	0	0	46
% OF TOTAL	52.2%	6.5%	0.0%	41.3%	0.0%	0.0%	100.0%

Tuesday, June 13, 2023 | CITY: San Diego | PROJECT: SC4085

PB_31 DWY1 south of Harmony Grove. | **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		0		0		0		
0:15	0		0		0		0			12:15	0		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	1	1	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0	
1:00	1		1		0		0			13:00	1		0		0		0		
1:15	0		0		0		0			13:15	0		2		0		0		
1:30	0		0		0		0			13:30	0		0		0		0		
1:45	0	1	0	1	0	0	0	0	2	13:45	0	1	0	2	0	0	0	0	3
2:00	0		0		0		0			14:00	0		0		0		0		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	0		0		0		0			14:30	0		0		0		0		
2:45	0	0	0	0	0	0	0	0		14:45	0	0	0	0	0	0	0	0	
3:00	0		0		0		0			15:00	0		0		0		0		
3:15	0		0		0		0			15:15	0		0		0		0		
3:30	0		0		0		0			15:30	0		0		0		0		
3:45	0	0	0	0	0	0	0	0		15:45	0	0	0	0	0	0	0	0	
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	0		0		0		0			16:30	0		0		0		0		
4:45	0	0	0	0	0	0	0	0		16:45	0	0	0	0	0	0	0	0	
5:00	0		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	0		0		0		0			17:30	0		0		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	0	0	0	0	0	0	0	0	
6:00	0		0		0		0			18:00	0		0		0		0		
6:15	0		0		0		0			18:15	0		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	0	0	0	0	0	0	0	0	
7:00	0		0		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	0		0		0		0			19:30	0		0		0		0		
7:45	0	0	0	0	0	0	0	0		19:45	0	0	0	0	0	0	0	0	
8:00	0		0		0		0			20:00	0		0		0		0		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	0	0	0	0	0	0	0		20:45	0	0	0	0	0	0	0	0	
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		0		0		0			21:15	0		0		0		0		
9:30	0		0		0		0			21:30	0		0		0		0		
9:45	0	0	0	0	0	0	0	0		21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		0		0		0			22:30	0		0		0		0		
10:45	0	0	0	0	0	0	0	0		22:45	0	0	0	0	0	0	0	0	
11:00	1		1		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	0		0		0		0			23:30	0		0		0		0		
11:45	0	1	0	1	0	0	0	0	2	23:45	0	0	0	0	0	0	0	0	
Total Vol.		2		3		0		0	5			1		2		0		0	3

Daily Totals				
IN	OUT	IN	OUT	Combined
3	5	0	0	8

	AM					PM				
Split %	40.0%	60.0%	0.0%	0.0%	62.5%	33.3%	66.7%	0.0%	0.0%	37.5%
Peak Hour	0:15	0:15			0:15	12:15	12:30			12:30
Volume	1	2			3	1	2			3
P.H.F.	0.25	0.50			0.38		0.25			0.38

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Wednesday, June 14, 2023 CITY: San Diego PROJECT: SC4085

PB_31 DWY1 south of Harmony Grove. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES				
AM Period	IN		OUT		IN		OUT			PM Period	IN		OUT		IN		OUT		
0:00	0		0		0		0			12:00	0		0		0		0		
0:15	0		0		0		0			12:15	0		0		0		0		
0:30	0		0		0		0			12:30	0		0		0		0		
0:45	0	0	1	1	0	0	0	0	1	12:45	0	0	0	0	0	0	0	0	
1:00	0		0		0		0			13:00	0		0		0		0		
1:15	0		0		0		0			13:15	0		0		0		0		
1:30	0		0		1		0			13:30	0		0		0		0		
1:45	0	0	0	0	0	1	0	0	1	13:45	0	0	0	0	0	0	0	0	
2:00	0		0		0		0			14:00	0		0		0		0		
2:15	0		0		0		0			14:15	0		0		0		0		
2:30	1		0		0		0			14:30	0		0		0		0		
2:45	0	1	0	0	0	0	0	0	1	14:45	0	0	0	0	0	0	0	0	
3:00	0		0		0		0			15:00	0		0		0		0		
3:15	0		1		0		0			15:15	0		0		0		0		
3:30	0		0		0		0			15:30	0		0		0		0		
3:45	0	0	0	1	0	0	0	0	1	15:45	0	0	0	0	0	0	0	0	
4:00	0		0		0		0			16:00	0		0		0		0		
4:15	0		0		0		0			16:15	0		0		0		0		
4:30	1		0		1		0			16:30	0		0		0		0		
4:45	0	1	0	0	1	2	0	0	3	16:45	0	0	0	0	0	0	0	0	
5:00	0		0		0		0			17:00	0		0		0		0		
5:15	0		0		0		0			17:15	0		0		0		0		
5:30	0		0		0		0			17:30	1		4		0		0		
5:45	0	0	0	0	0	0	0	0		17:45	0	1	0	4	0	0	0	0	5
6:00	0		0		0		0			18:00	2		0		0		0		
6:15	0		0		0		0			18:15	1		0		0		0		
6:30	0		0		0		0			18:30	0		0		0		0		
6:45	0	0	0	0	0	0	0	0		18:45	1	4	0	0	0	0	0	0	4
7:00	0		1		0		0			19:00	0		0		0		0		
7:15	0		0		0		0			19:15	0		0		0		0		
7:30	1		0		0		0			19:30	0		0		0		0		
7:45	0	1	1	2	0	0	0	0	3	19:45	0	0	0	0	0	0	0	0	
8:00	0		0		0		0			20:00	0		0		0		1		
8:15	0		0		0		0			20:15	0		0		0		0		
8:30	0		0		0		0			20:30	0		0		0		0		
8:45	0	0	0	0	0	0	0	0		20:45	0	0	0	0	0	0	0	1	1
9:00	0		0		0		0			21:00	0		0		0		0		
9:15	0		0		0		0			21:15	0		0		0		0		
9:30	0		0		0		0			21:30	0		0		0		0		
9:45	0	0	1	1	0	0	0	0	1	21:45	0	0	0	0	0	0	0	0	
10:00	0		0		0		0			22:00	0		0		0		0		
10:15	0		0		0		0			22:15	0		0		0		0		
10:30	0		0		0		0			22:30	0		0		0		0		
10:45	0	0	0	0	0	0	0	0		22:45	0	0	0	0	0	0	0	0	
11:00	0		0		0		0			23:00	0		0		0		0		
11:15	0		0		0		0			23:15	0		0		0		0		
11:30	0		1		0		0			23:30	0		0		0		0		
11:45	0	0	0	1	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0	
Total Vol.	3		6		3		0		12		5		4		0		1		10

Daily Totals				
IN	OUT	IN	OUT	Combined
8	10	3	1	22

	AM					PM				
Split %	25.0%	50.0%	25.0%	0.0%	54.5%	50.0%	40.0%	0.0%	10.0%	45.5%
Peak Hour	1:45	7:00	4:00		4:00	17:30	16:45		19:15	17:30
Volume	1	2	2		3	4	4		1	8
P.H.F.	0.25	0.50	0.50		0.38	0.63	0.25		0.25	0.40

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Tuesday, June 13, 2023 | CITY: San Diego | PROJECT: SC4085

PB_32 DWY2 south of Harmony Grove. | **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS		BIKES			PEDS		BIKES		
AM Period	IN	OUT	IN	OUT		PM Period	IN	OUT	IN	OUT	
0:00	0	0	0	0		12:00	0	0	0	0	
0:15	0	0	0	0		12:15	0	0	0	0	
0:30	0	0	0	0		12:30	0	0	0	0	
0:45	1 1	0 0	0 0	0 0	1	12:45	0 0	0 0	0 0	0 0	
1:00	0	0	0	0		13:00	0	0	0	0	
1:15	0	0	0	0		13:15	0	0	0	0	
1:30	0	0	0	0		13:30	0	0	0	0	
1:45	0 0	0 0	0 0	0 0		13:45	0 0	0 0	0 0	0 0	
2:00	0	0	0	1		14:00	0	0	0	0	
2:15	2	2	0	0		14:15	0	0	0	0	
2:30	0	0	0	0		14:30	0	1	0	0	
2:45	0 2	0 2	0 0	0 1	5	14:45	0 0	0 1	0 0	0 0	1
3:00	0	0	0	0		15:00	0	0	0	0	
3:15	0	0	0	0		15:15	0	0	0	0	
3:30	0	0	0	0		15:30	0	0	0	0	
3:45	0 0	0 0	0 0	0 0		15:45	0 0	0 0	0 0	0 0	
4:00	0	0	0	0		16:00	0	0	0	0	
4:15	0	0	0	0		16:15	0	0	0	0	
4:30	0	0	0	0		16:30	0	0	0	0	
4:45	0 0	0 0	0 0	0 0		16:45	0 0	0 0	0 0	0 0	
5:00	0	0	0	0		17:00	0	0	0	0	
5:15	0	0	0	0		17:15	0	0	0	0	
5:30	0	0	0	0		17:30	0	0	1	0	
5:45	0 0	0 0	0 0	0 0		17:45	0 0	0 0	0 1	0 0	1
6:00	0	0	0	0		18:00	0	0	0	0	
6:15	0	0	0	0		18:15	0	0	0	0	
6:30	0	0	0	0		18:30	0	0	0	0	
6:45	0 0	0 0	0 0	0 0		18:45	0 0	0 0	0 0	0 0	
7:00	0	0	0	0		19:00	0	0	0	0	
7:15	0	0	0	0		19:15	0	0	0	0	
7:30	0	0	0	0		19:30	1	0	0	0	
7:45	0 0	0 0	0 0	0 0		19:45	0 1	0 0	0 0	0 0	1
8:00	0	0	0	0		20:00	0	0	0	0	
8:15	0	0	0	0		20:15	0	0	0	0	
8:30	2	0	0	0		20:30	0	0	0	2	
8:45	0 2	0 0	0 0	0 0	2	20:45	0 0	0 0	2 2	0 2	4
9:00	0	0	0	0		21:00	0	0	0	0	
9:15	0	0	0	0		21:15	0	0	0	0	
9:30	0	0	0	0		21:30	0	0	0	0	
9:45	0 0	0 0	0 0	0 0		21:45	0 0	0 0	0 0	0 0	
10:00	0	0	0	0		22:00	0	0	0	0	
10:15	0	0	0	0		22:15	0	0	0	0	
10:30	0	0	0	0		22:30	0	1	0	0	
10:45	0 0	0 0	0 0	0 0		22:45	0 0	0 1	0 0	1 1	2
11:00	0	0	0	0		23:00	0	0	0	0	
11:15	0	0	0	0		23:15	0	0	0	0	
11:30	0	0	0	0		23:30	0	0	0	0	
11:45	0 0	0 0	0 0	0 0		23:45	0 0	0 0	0 0	0 0	
Total Vol.	5	2	0	1	8		1	2	3	3	9

Daily Totals				
IN	OUT	IN	OUT	Combined
6	4	3	4	17

	AM					PM				
Split %	62.5%	25.0%	0.0%	12.5%	47.1%	11.1%	22.2%	33.3%	33.3%	52.9%
Peak Hour	1:30	1:30		1:15	1:30	18:45	13:45	20:00	19:45	20:00
Volume	2	2		1	5	1	1	2	2	4
P.H.F.	0.25	0.25		0.25	0.31		0.25	0.25	0.25	0.50

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Wednesday, June 14, 2023 CITY: San Diego PROJECT: SC4085

PB_32 DWY2 south of Harmony Grove. **Prepared by AimTD LLC tel. 714 253 7888**

	PEDS				BIKES						PEDS				BIKES					
AM Period	IN		OUT		IN		OUT				PM Period	IN		OUT		IN		OUT			
0:00	0		0		0		0				12:00	0		0		0		0			
0:15	0		0		0		0				12:15	0		0		0		0			
0:30	0		0		0		0				12:30	0		0		0		0			
0:45	0	0	0	0	0	0	0	0			12:45	0	0	0	0	0	0	0	0		
1:00	0		0		0		0				13:00	0		0		0		0			
1:15	0		0		0		0				13:15	0		0		0		0			
1:30	0		0		0		1				13:30	0		0		0		0			
1:45	1	1	0	0	0	0	1	2	3		13:45	0	0	0	0	0	0	0	0		
2:00	0		0		0		0				14:00	0		0		0		0			
2:15	0		0		0		0				14:15	0		0		0		0			
2:30	0		0		0		0				14:30	0		0		0		0			
2:45	0	0	0	0	0	0	0	0			14:45	0	0	0	0	0	0	0	0		
3:00	2		0		0		1				15:00	0		0		0		0			
3:15	0		0		0		0				15:15	0		0		0		0			
3:30	0		0		0		0				15:30	0		2		0		0			
3:45	0	2	0	0	0	0	0	1	3		15:45	0	0	0	2	0	0	0	0	2	
4:00	0		0		0		0				16:00	0		0		0		0			
4:15	0		0		0		0				16:15	0		0		0		0			
4:30	0		0		0		0				16:30	0		0		0		0			
4:45	0	0	0	0	0	0	0	0			16:45	0	0	0	0	0	0	0	0		
5:00	0		0		0		0				17:00	0		0		0		0			
5:15	0		0		0		0				17:15	0		0		0		0			
5:30	0		0		0		0				17:30	0		0		0		0			
5:45	0	0	0	0	0	0	0	0			17:45	0	0	0	0	0	0	0	0		
6:00	0		0		0		0				18:00	0		0		0		0			
6:15	0		0		0		0				18:15	0		0		0		0			
6:30	0		0		0		0				18:30	0		0		0		0			
6:45	0	0	0	0	0	0	0	0			18:45	0	0	0	0	0	0	0	0		
7:00	0		0		0		0				19:00	0		0		0		1			
7:15	0		0		0		0				19:15	0		0		0		0			
7:30	0		0		0		0				19:30	0		0		0		1			
7:45	0	0	0	0	0	0	0	0			19:45	0	0	0	0	0	0	0	2	2	
8:00	0		0		0		0				20:00	0		0		1		0			
8:15	0		0		0		0				20:15	0		0		0		0			
8:30	0		0		0		0				20:30	0		0		0		0			
8:45	1	1	0	0	0	0	0	0	1		20:45	0	0	0	0	0	1	0	0	1	
9:00	0		0		0		0				21:00	0		1		0		0			
9:15	0		0		0		0				21:15	0		0		0		0			
9:30	0		0		0		0				21:30	0		0		0		0			
9:45	0	0	0	0	0	0	0	0			21:45	0	0	0	1	0	0	0	0	1	
10:00	0		0		0		0				22:00	0		0		0		0			
10:15	0		0		0		0				22:15	0		0		0		0			
10:30	0		0		0		0				22:30	0		0		0		0			
10:45	0	0	0	0	0	0	0	0			22:45	0	0	0	0	0	0	0	0		
11:00	0		0		0		0				23:00	0		0		0		0			
11:15	0		0		0		0				23:15	0		0		0		0			
11:30	0		0		0		0				23:30	0		0		0		0			
11:45	0	0	0	0	0	0	0	0			23:45	0	0	0	0	0	0	0	0		
Total Vol.	4		0		0		3		7			0		3		1		2		6	

Daily Totals				
IN	OUT	IN	OUT	Combined
4	3	1	5	13

	AM					PM				
Split %	57.1%	0.0%	0.0%	42.9%	53.8%	0.0%	50.0%	16.7%	33.3%	46.2%
Peak Hour	2:15			1:00	1:00		14:45	19:15	18:45	14:45
Volume	2			2	3		2	1	2	2
P.H.F.	0.25			0.50	0.38		0.25	0.25	0.50	0.25

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Attachment B

Cumulative Projects Information

List of Cumulative Projects to be included in Near Term Analysis of Proposed Project

ID No.	City ID.	Project	Status	Address	Location	Landuse/Description
1	25	Southwest Signal Building	Pending entitlement	10756 Rockvill Street	southest quadrant of Magnolia Avenue and Woodside Avenue	20,000 SF industrial building
2	23	Lantern Crest Ridge II	Under construction	11000 Sunset Trail	north of Sunset trail	62-unit memory care facility
3	38	Habitat for Humanity Townhomes	Pending entitlement	8932 First Street	Northwest quadrant of Magnolia Avenue and Woodside Avenue	17 residential condominium units
4	36	Santee Auto Center	Pending entitlement	10335 Mission Gorge Road	southeast quadrant of Cottonwood Avenue and Woodside Avenue	two-car dealerships, auto body shop, and car wash
5	21	Popeyes	Under construction	10308 Mission Gorge Road	northeast quadrant of Cottonwood Avenue and Woodside Avenue	1,740 SF drive-through restaurant
6	39	Super Star Car Wash	Pending entitlement	8837 Magnolia Avenue	northeast quadrant of Magnolia Avenue and Rockwill Street	4,980 sq. ft car wash tunnel
7	20	Extra Space Storage	Pending entitlement	10815 Woodside Avenue	north of Woodside Avenue and Riderwood Terrace intersection	88,390 sq ft (3-story) storage building
8	County/ PDS2022-TM-5023TE	Hillside Meadows/Parkside	To be confirmed	Lakeside 92040	north and south of the western terminus of Mast Boulevard, east of the City of Santee, and south of El Nopal,	143 residential units and two industrial lots
9	County/ EA 11-43118	Riverford Interchange	Pending entitlement- The project anticipates delivering the Project Approval and Environmental Document (PA&ED) on 1/17/25	SR-67 and Riverford Road	unincorporated area of San Diego County within the Community of Lakeside and a portion in the City of Santee	Consolidate three intersections into two roundabouts along Riverford Road on either side of the SR-67

Attachment C

VMT Scoping Form

Appendix A: CEQA Transportation Analysis Screening Form

CEQA Transportation Analysis Screening

The Project Information Form (PIF) is to be completed by the applicant. The PIF is subject to change as new project information arises.

General Project Information and Description

Owner/Applicant Information

Name:	William Jacobs
Address:	
Phone Number:	(626) 840-7570
Email:	william.jacobs@northpalisade.com

Project Information

Project Name:	Palisade Santee Commerce Center Project		
Project Address:	10990 N. Woodside Avenue		
APN:	381-070-5200		
Land Use Designation:	Light Industrial	Zoning Designation:	Light Industrial

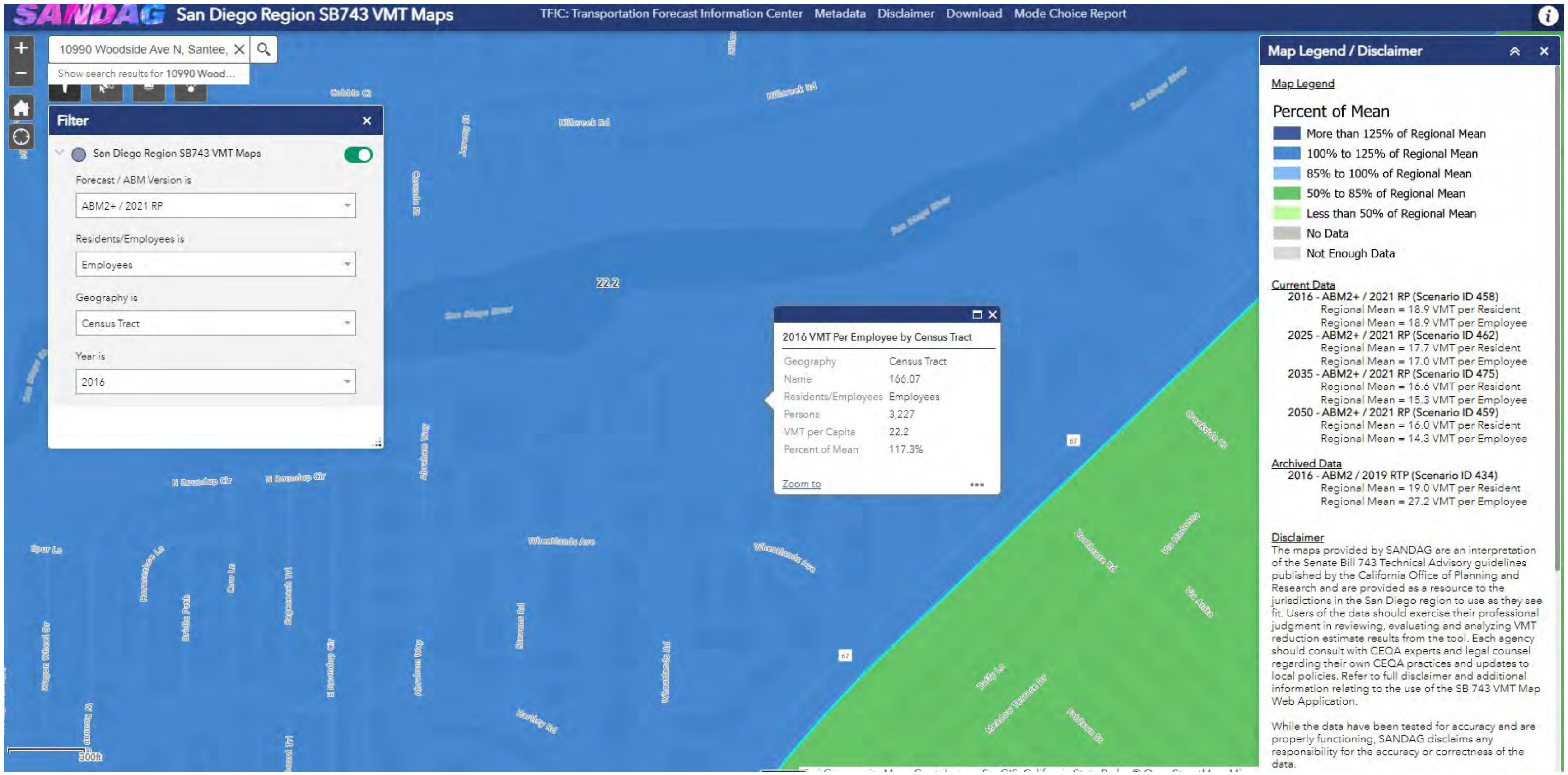
CEQA Transportation Analysis Screening

To determine if your project is screened from VMT analysis, review the Project Type Screening and the Project Location Screening tables below. If no "Yes" is checked for any project type or land use applicable to your project, the project is not screened out and must complete VMT analysis in accordance with the analysis requirements outline in the City of Santee *SB 743 Guidelines*. Trip generation should be supported by a memo prepared by a traffic engineer.

Project Type Screening

	Screened Out	Not Screened Out
1. Select the Screening Criteria that applies to your project 2. Answer the questions for each screening criteria that applies to your project *(if "Yes" is indicated in any land use category below, then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)* *Note: All responses must be documented and supported by substantial evidence.*	Yes	No
☐ **1. Project located in a transit accessible area** a. Is the project in a transit priority area or within ½ mile of a stop along a high-quality transit corridor, and has the following project characteristics? i. Has a Floor Area Ratio (FAR) of more than 0.75 ii. Includes no more than the minimum parking for use by residents, customers, or employees of the project than required by the jurisdiction iii. Is consistent with the City of Santee General Plan iv. Does not replace affordable residential units with moderate- or high-income residential units. v. Have basic walking and biking access to transit	☐	☐ No
☐ **2. Small Project** a. The project generates 500 or fewer net new daily vehicle trips	☐	☐ No

☐	**3. Projects in VMT-Efficient area (Provide SANDAG screening map showing project location)** a. Residential Projects: Is the project located in a VMT-efficient area (15% or more below the baseline citywide average) using the SANDAG screening maps for VMT/Capita? b. Employment Projects: Is the project located in a VMT-efficient area (15% or more below the baseline citywide average) using the SANDAG screening maps for VMT/Employee? c. Industrial Projects: Is the project located in a VMT-efficient area (at or below the baseline citywide average) using the SANDAG screening maps for VMT/Employee? d. Mixed-use Projects: refer to the appropriate section for each land-use included as part of the mixed-use project	☐	☐ No
☐	**4. Locally Serving Retail Projects** a. Is the project less than 125 ksf and serving the local community?The City may request a market capture study that identifies local market capture to the City's satisfaction. (for Retail Projects above 50 ksf, market studies may be required to demonstrate that at least 75% of customers are local customers)	☐	☐ No
☐	**5. Locally Serving Public Facility or Community Purpose Facility** a. Is the project a public facility or Community Purpose Facility that serves the local community? (see section 2.3 of VMT analysis guidelines for a list of public facilities)	☐	☐ No
☐ Yes	**6. Redevelopment Project** a. Is the proposed project's total project VMT less than the existing land use's total VMT? And the CEQA action includes closing the existing land use?	☐ Yes	☐
☐	**7. Infill affordable housing** a. Is the proposed project a deed restricted affordable housing project that meet the following criteria? i. Is an infill project; ii. Consists of a minimum of 52% affordable housing; iii. Is within ½ mile radius of a transit stop or station; and iv. Project provided parking does not exceed parking required by the City of Santee	☐	☐


SANDAG San Diego Region SB743 VMT Maps
TFIC: Transportation Forecast Information Center
Metadata
Disclaimer
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Mode Choice Report
10990 Woodside Ave N, Santee,
Show search results for 10990 Wood...
Filter
San Diego Region SB743 VMT Maps
Forecast / ABM Version is
ABM2+ / 2021 RP
Residents/Employees is
Employees
Geography is
Census Tract
Year is
2016
22.2
2016 VMT Per Employee by Census Tract
Geography Census Tract
Name 166.07
Residents/Employees Employees
Persons 3,227
VMT per Capita 22.2
Percent of Mean 117.3%
Zoom to
Map Legend / Disclaimer
Map Legend
Percent of Mean
More than 125% of Regional Mean
100% to 125% of Regional Mean
85% to 100% of Regional Mean
50% to 85% of Regional Mean
Less than 50% of Regional Mean
No Data
Not Enough Data
Current Data
2016 - ABM2+ / 2021 RP (Scenario ID 458)
Regional Mean = 18.9 VMT per Resident
Regional Mean = 18.9 VMT per Employee
2025 - ABM2+ / 2021 RP (Scenario ID 462)
Regional Mean = 17.7 VMT per Resident
Regional Mean = 17.0 VMT per Employee
2035 - ABM2+ / 2021 RP (Scenario ID 475)
Regional Mean = 16.6 VMT per Resident
Regional Mean = 15.3 VMT per Employee
2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean = 16.0 VMT per Resident
Regional Mean = 14.3 VMT per Employee
Archived Data
2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee
Disclaimer
The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.
While the data have been tested for accuracy and are properly functioning, SANDAG disclaims any responsibility for the accuracy or correctness of the data.
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