

Appendix F

Transportation Study

APPENDIX

This page intentionally left blank.

TK-8 SCHOOL: BROOKSIDE AVENUE AND HIGHLAND SPRINGS AVENUE

TRANSPORTATION STUDY

Prepared for:
Placeworks

Prepared by:
DJ&A, P.C.



February 19, 2026

Table of Contents

1. Project Description	1
2. Approach and Methodology	3
2.1 Intersection Level of Service Analysis.....	3
2.2 Intersection Volumes	4
2.3 Average Daily Traffic Volumes.....	4
2.4 VMT Analysis	4
2.5 Site Access Analysis.....	5
2.6 Project Opening Year and Traffic Growth Rate.....	6
2.7 Traffic Study Periods and Scenarios.....	6
3. Study Area Setting and Trip Generation	7
3.1 Project Study Intersections.....	7
3.2 Existing Road Network	7
3.3 Bicycle and Pedestrian Facilities.....	9
3.4 Project Trip Generation.....	9
4. Existing Conditions Analysis.....	12
4.1 Existing Condition Average Daily Traffic.....	12
4.2 Existing Condition Intersection Level of Service.....	12
5. Opening Year Conditions Analysis.....	16
5.1 Opening Year Average Daily Traffic	16
5.2 Opening Year Intersection Level of Service	16
6. Additional Analysis	20
6.1 Vehicle Miles Traveled (VMT) Analysis	20
6.2 Site Access Analysis.....	20
7. Conclusions.....	22
7.1 Intersection Level of Service Analysis.....	22
7.2 VMT Analysis	22
7.3 Site Access Analysis.....	22
References	23
Appendix A - Traffic Counts.....	A1
Appendix B – Existing Conditions No Project HCS Analysis Reports	B1
Appendix C – Existing Conditions With Project HCS Analysis Reports	C1
Appendix D – Opening Year Conditions No Project HCS Analysis Reports	D1
Appendix E – Opening Year Conditions With Project HCS Analysis Reports.....	E1

List of Figures

Figure 1 Project Site Plan	2
Figure 2 Project Intersection Locations and Geometry	8
Figure 3 Estimated Project Trip Distribution.....	11
Figure 4 Existing Intersection Volumes No Project – AM and PM Peak Hours	14
Figure 5 Existing Intersection Volumes With Project – AM and PM Peak Hours	15
Figure 6 Opening Year Intersection Volumes No Project – AM and PM Peak Hours	18
Figure 7 Opening Year Intersection Volumes With Project – AM and PM Peak Hours.....	19

List of Tables

Table 1 Intersection Level of Service	4
Table 2 Trip Generation.....	10
Table 3 Existing and With Project Roadway Average Daily Traffic (ADT).....	12
Table 4 Intersection Levels of Service – Existing No Project.....	12
Table 5 Existing Intersection Levels of Service – With Project	13
Table 6 Opening Year and With Project Roadway Average Daily Traffic (ADT)	16
Table 7 Opening Year Intersection Levels of Service – No Project.....	16
Table 8 Opening Year Intersection Levels of Service – With Project	17

1. Project Description

The Beaumont Unified School District (BUSD) is proposing construction and operation of a new public school on the project site, which is located at the southwest corner of Highland Springs Avenue and Brookside Avenue. The project site is in unincorporated Riverside County, within the sphere of influence of the City of Beaumont. The new school campus would serve students from transitional kindergarten to 8th grade. Once completed, the new school campus would have an enrollment capacity of up to 1,200 students, 124 school staff, and multiple school buildings and facilities. The school campus would consist of six buildings that would house the administrative, instructional, extracurricular, physical education, and support services. The school campus amenities would include playfields, playgrounds, and hardcourts; a gymnasium, multipurpose room, kitchen and library; and other support facilities.

Vehicular access to the project site would be provided via driveways along Brookside Avenue and N. Highland Springs Avenue. The driveways would connect to the internal drive aisle system, which would connect to the internal parking areas, serving as the student drop-off/pick-up circulation feature (for both parents and school buses), and serving as a part of the internal fire access and circulation system. All driveways would be designed to provide adequate sight distance, which is the continuous length of roadway visible to a driver.

On-site parking would be provided in dedicated surface parking lots in the northern and eastern portions of the Project Site. Combined, the three parking lots would accommodate approximately 254 parking spaces, which would include parking spaces for electric vehicles and handicap accessible.

This transportation analysis evaluates traffic conditions with the proposed project and includes the following elements:

- A limited scope traffic and site circulation analysis – including review of site access driveways and adjacent intersections
- VMT screening

The project site plan and location are shown in Figure 1.



LEGEND

■ Property Line

Figure 1: Proposed Project Site Location

2. Approach and Methodology

BUSD operates as the lead agency for the preparation of this transportation analysis and environmental review is being completed following the requirements of the California Environmental Quality Act (CEQA). As lead agency, BUSD is the approving agency for both the transportation analysis and overall CEQA document. BUSD has not established specific requirements to guide the completion of a transportation analysis. Therefore, this analysis follows the transportation impact analysis guidelines established by the City of Beaumont. This approach provides consistency between this analysis and other transportation impact analyses conducted in the vicinity of the project location. Additionally, since the project site is located within the city's sphere of influence it is anticipated that it would be incorporated into the city at a future date, making it appropriate to follow the city's guidelines.

The scope of this traffic study is focused specifically on access to the proposed school site from nearby neighborhoods. Three intersections near the school site are analyzed:

1. Brookside Avenue and Bellflower Avenue
2. Brookside Avenue and N Highland Springs Avenue
3. Cougar Way and N Highland Springs Avenue

2.1 Intersection Level of Service Analysis

Unsignalized site access driveways, roundabouts, and intersections are evaluated using the latest edition of the Highway Capacity Manual (HCM). Under the HCM methodology, intersection level of service is determined by calculating the average delay experienced by vehicles at the intersection for all-way stop controlled and roundabout locations or through the controlled approaches to the intersection for side street stop-controlled intersections. No signalized intersections are included in the project study area.

The City of Beaumont exempts locally serving elementary schools and middle schools from the city's standard LOS analysis process as part of the preparation of a traffic impact study. With this exemption, the LOS analysis is limited to intersections located adjacent to the school campus, focusing on site access as the key traffic operations analysis element.

Traffic levels of service (LOS) for unsignalized intersections are designated A through F, with LOS A representing free flow conditions and LOS F representing severe traffic congestion. Table 1 summarizes the criteria for intersection LOS calculations and the relationship between control delay and LOS, as defined by the HCM 7th Edition.

The city defines acceptable LOS as:

- LOS C for any study facility located on or west of Pennsylvania Avenue AND south of I-10 (e.g. LOS C for the southwest portion of the City)
- LOS D at all other locations in the City

Since the project location is north of I-10, LOS D is the minimum acceptable LOS for all study intersections.

Table 1 Intersection Level of Service

LOS	Unsignalized Intersections
	Control Delay per Vehicle (sec/veh)
A	≤ 10
B	> 10 to ≤ 15
C	> 15 to ≤ 25
D	> 25 to ≤ 35
E	> 35 to ≤ 50
F	> 50

2.2 Intersection Volumes

Weekday AM and PM peak period traffic counts were collected at the study intersections to inform the intersection level of service analysis. AM peak period counts were collected between 7-9AM and PM peak period counts were collected between 4-6PM.

2.3 Average Daily Traffic Volumes

Average daily traffic (ADT) data was collected as a part of this study in three locations along:

1. Brookside Ave west of Bellflower Ave
2. N Highland Springs Ave from Brookside Ave to Cougar Way
3. N Highland Springs Ave from Cougar Way to Discovery Way

Roadway segment volumes are used to analyze noise and air quality impacts potentially resulting from the proposed project. Existing roadway segment volumes are summarized from 24-hour counts which can be found in Appendix A.

2.4 VMT Analysis

The project is evaluated for potential impacts related to Vehicle Miles Traveled (VMT) consistent with the requirements contained in the City of Beaumont Traffic Impact Analysis Guidelines.

The adopted traffic impact study guidelines identify three levels of screening to screen projects from project-level impact analysis for VMT. These include:

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can

reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

Step 3: Project Type Screening

Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. In addition to local serving retail, the following uses can also be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Affordable housing projects
- Projects generating less than 110 daily vehicle trips

As a TK-8 school, the proposed Highland Springs School would be eligible to be screened out from the need for a full project level VMT analysis under Step 3 of the screening process since the project is a local-serving K-12 school. No additional VMT analysis is required for the project.

2.5 Site Access Analysis

The following site access elements are discussed for the With Project condition:

- a) Driveway Sight Distance: Driveway sight distance is evaluated for project driveways to public roadways using the latest edition of the Caltrans Highway Design Manual (HDM) or locally developed standards.
- b) Driveway Length: Primary project driveways will be evaluated for sufficient length to allow vehicles to enter the project area without causing subsequent vehicles to back up into the public street system.
- c) Limit Driveway Impacts: Driveways and local street access will be evaluated to maintain a reasonable distance from an adjacent intersection and/or driveway.
- d) Corner Clearance: Project driveways will be evaluated to determine if there is sufficient distance from a signalized intersection so that right-turn egress movements do not interfere with the right-turn queue at the intersection.
- e) Right-Turn Lanes at Driveways: The study evaluates if a right-turn deceleration lane should be provided on all driveways accessing major arterial or secondary streets. The length of the right-turn lane will be determined based on the Caltrans HDM requirements.
- f) A review of the adequacy of pedestrian facilities to/from the project site providing convenient and direct access for pedestrians.

- g) A review of the bicycle accessibility from bike routes near the project site.
- h) A review of the accessibility from adjacent transit stops to/from the project site providing convenient and direct access for transit users.

2.6 Project Opening Year and Traffic Growth Rate

The project opening year for the project is anticipated to be 2029. An annual growth rate of 1% was applied to existing intersection and roadway volumes to develop traffic forecasts for 2029 conditions.

2.7 Traffic Study Periods and Scenarios

Traffic operations and roadway segment volumes for the study area intersections are reported for each of the following scenarios:

- Existing Conditions (2025) without Project
- Opening Year (2029) without Project
- Existing Conditions (2025) with Project
- Opening Year (2029) with Project

3. Study Area Setting and Trip Generation

This section presents the proposed lane geometry and configuration of each project intersection, forecast trip generation, roadway daily traffic volumes, intersection level of service, and a discussion of vehicle miles traveled (VMT) generated by the project.

3.1 Project Study Intersections

The following intersections and roadway segments are included in this transportation impact analysis:

Study Intersections

1. Brookside Avenue and Bellflower Avenue
2. Brookside Avenue and N Highland Springs Avenue
3. Cougar Way and N Highland Springs Avenue

Figure 2 shows the existing lane geometry for the study intersections.

3.2 Existing Road Network

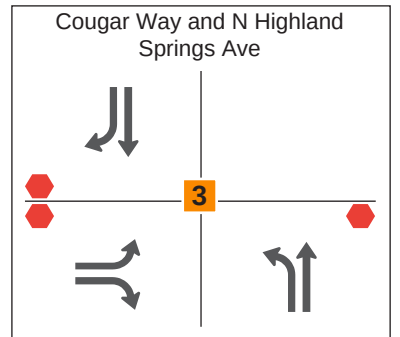
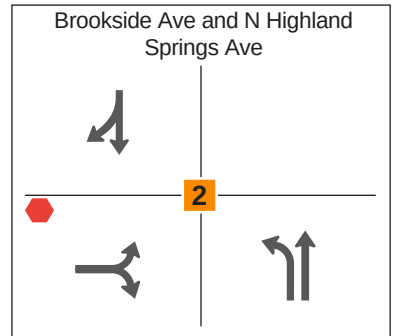
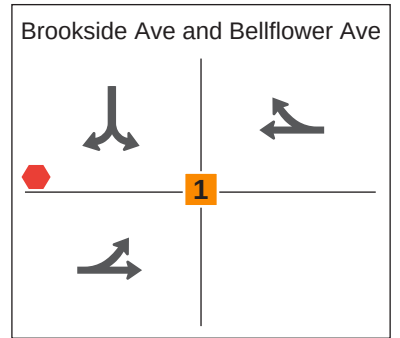
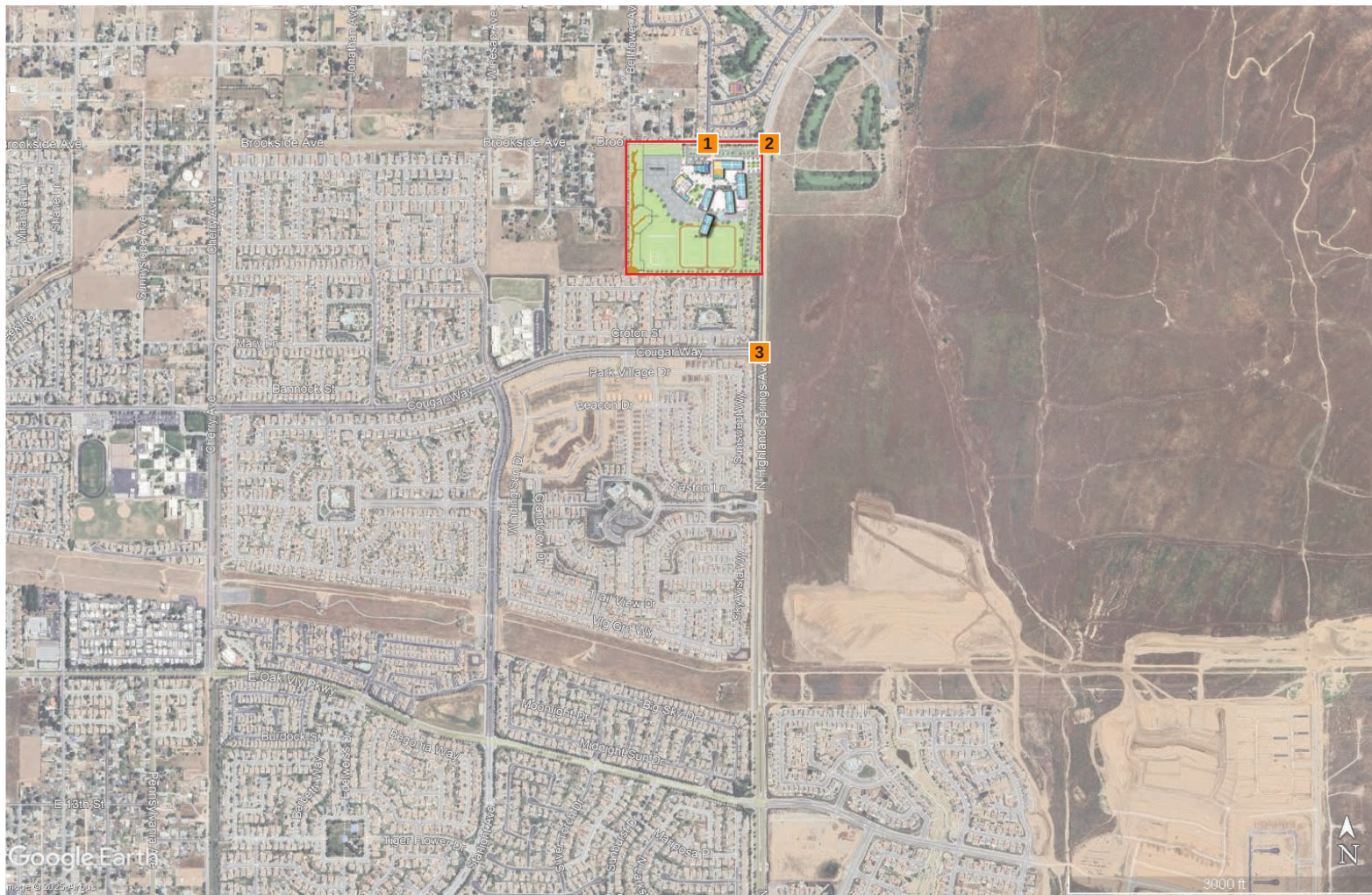
Selected roadways located in the vicinity of the project area are described in this section. Items of note include existing geometry, pedestrian and bicycle facilities, speed limit, parking facilities, and adjacent land uses. The selected roadways are as follows:

Brookside Avenue

Brookside Avenue is an east-west roadway located near the project area, featuring one travel lane in each direction in the existing condition. Brookside is identified as a Secondary Street in the City of Beaumont General Plan. This roadway type provides four lanes for vehicle travel, two in each direction, with no median or center turn lane. This means the city has plans to potentially widen the roadway in the future to meet this four-lane classification. Sidewalks are present only in certain sections, while most of the corridor consists of dirt shoulders. Dedicated bicycle facilities are also not available along the corridor. The posted speed limit typically ranges from 35 to 40 miles per hour, varying slightly by segment. On-street parking is not available along the entire corridor. Adjacent land uses include a mix of residential neighborhoods, public facilities, and commercial properties.

Bellflower Avenue

Bellflower Avenue runs north-south to the west of the project site and features one travel lane in each direction. Bellflower Avenue does not currently have sidewalks on either side, limiting pedestrian access along this corridor. Dedicated bicycle facilities are also absent. The posted speed limit generally ranges from 30 to 35 miles per hour, consistent with its function as a local neighborhood connector. On-street parking is available in designated areas. Land uses are predominantly residential.



LEGEND

- Study Intersection
- ◆ Stop Sign
- Project Site

Figure 2: Existing Intersection Geometry

Highland Springs Avenue

Highland Springs Avenue is a north-south roadway located east of the project site and currently features one travel lane in each direction with several left-turn-only pockets to facilitate turning movements. Highland Springs Avenue is identified as an Arterial Highway in the City of Beaumont General Plan. This roadway type provides four lanes for vehicle travel, two in each direction, with a median or center turn lane. Sidewalks are present on at least one side of the street, supporting pedestrian access, though dedicated bicycle facilities are not provided continuously throughout the corridor. The posted speed limit is 50 miles per hour.

On-street parking is available in limited areas, primarily serving adjacent residential and commercial properties. Land uses along Highland Springs Avenue are predominantly residential, interspersed with small commercial and community facilities further south.

Cougar Way

Cougar Way is an east-west local roadway near the project area featuring two travel lanes eastbound and one lane westbound. The street includes several left-turn and right-turn pockets to manage turning movements. Sidewalks are generally present on both sides of the street. Striped bicycle lanes are provided along the corridor. The posted speed limit is 40 miles per hour. On-street parking is not permitted along Cougar Way. Adjacent land use primarily consists of single-family residential homes.

3.3 Bicycle and Pedestrian Facilities

Bicycle and pedestrian facilities in the study are very limited in the existing condition. There is an existing sidewalk along the north side of Brookside Avenue between Highland Springs Avenue and Deerfield Drive. A sidewalk also is present along the west side of Highland Springs Avenue north of Brookside Avenue. Sidewalks are proposed along the south side of Brookside Avenue and west side of Highland Springs Avenue adjacent to the campus as part of the school project.

No existing bicycle facilities are provided on Brookside Avenue or Highland Springs Avenue adjacent to the school site. Class II, striped on-street bicycle lanes are present in both directions along Cougar Way and on Highland Springs Avenue in the southbound direction only south of Cougar Way.

3.4 Project Trip Generation

Trip generation for the Highland Springs TK-8 School is estimated using rates published in the ITE Trip Generation Manual 12th Edition. The TK-8 school day typically operates between 8:00AM and 3:00PM during weekdays. With this anticipated duration of operation, trip generation forecasts are developed for the daily condition and the AM and PM peak hours.

Elementary and middle schools are typically neighborhood-serving land uses, drawing their attendance from adjacent and nearby residential areas. Trip distribution forecasts were developed to allocate project-generated traffic volumes to the adjacent street network using this assumption. The forecast project trip distribution is shown in Figure 3.

Table 2 presents the trip generation forecasts for the project for the weekday daily and weekday AM peak time periods. Trip generation forecasts are based on the school capacity of 1,200 students.

Table 2 Trip Generation

Land Use and Time Period	Trip Generation Rate	Distribution		Trips		Total
		Inbound	Outbound	Inbound	Outbound	
TK-8 School – Weekday	2.27 trips / student	50%	50%	1,362	1,362	2,724
TK-8 School – AM Peak	0.74 trips / student	54%	46%	473	403	876
TK-8 School – PM Peak	0.16 trips / student	46%	54%	88	104	192



Figure 3: Estimated Trip Distribution

LEGEND

- Inbound Estimated Trip Distribution Percentages
- Outbound Estimated Trip Distribution Percentages (TBD)

4. Existing Conditions Analysis

This section presents the Existing Conditions (2025) for traffic in the project study area. Descriptions of the existing roadway volumes and intersection level of service analysis results for the Existing Year (2025) No Project and With Project scenarios are included in this section.

4.1 Existing Condition Average Daily Traffic

Table 3 summarizes the average daily traffic (ADT) volumes for the study area roadway segments for the Existing Condition in the no project and with project condition.

Table 3 Existing and With Project Roadway Average Daily Traffic (ADT)

Roadway	Source	Count Date	Existing ADT	Trip Distribution %	Existing With Project ADT
Brookside Ave West of Bellflower Ave	AimTD LLC	10/15/2025	4,865	50%	6,227
Highland Springs Ave from Brookside Ave to Cougar Way	AimTD LLC	10/15/2025	7,030	30%	7,847
Highland Springs Ave from Cougar Way to Discovery Way	AimTD LLC	10/15/2025	10,104	20%	10,649

4.2 Existing Condition Intersection Level of Service

The existing traffic conditions analysis is completed using the methods outlined in Section 2. Tables 4 and 5 summarize observed and forecast levels of service at the project study intersections for the Existing Condition under both the No Project and With Project condition, respectively. Figures 4 and 5 show the AM and PM peak hour volumes at each location for the existing No Project and With Project conditions, respectively.

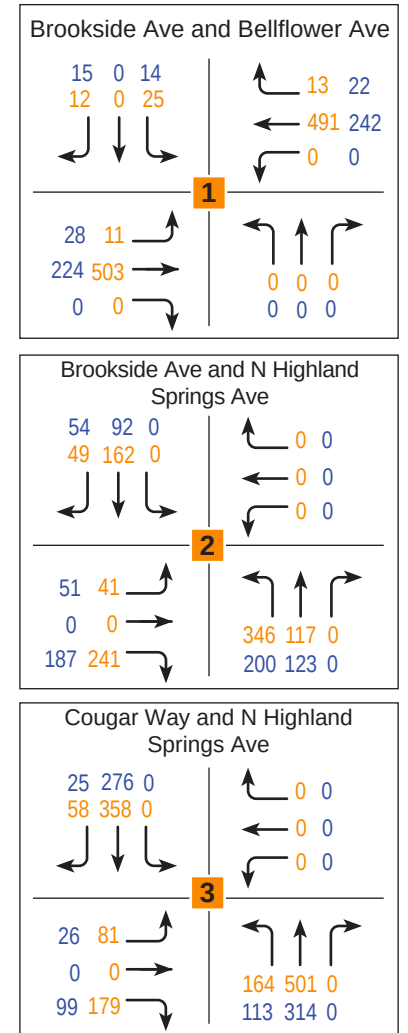
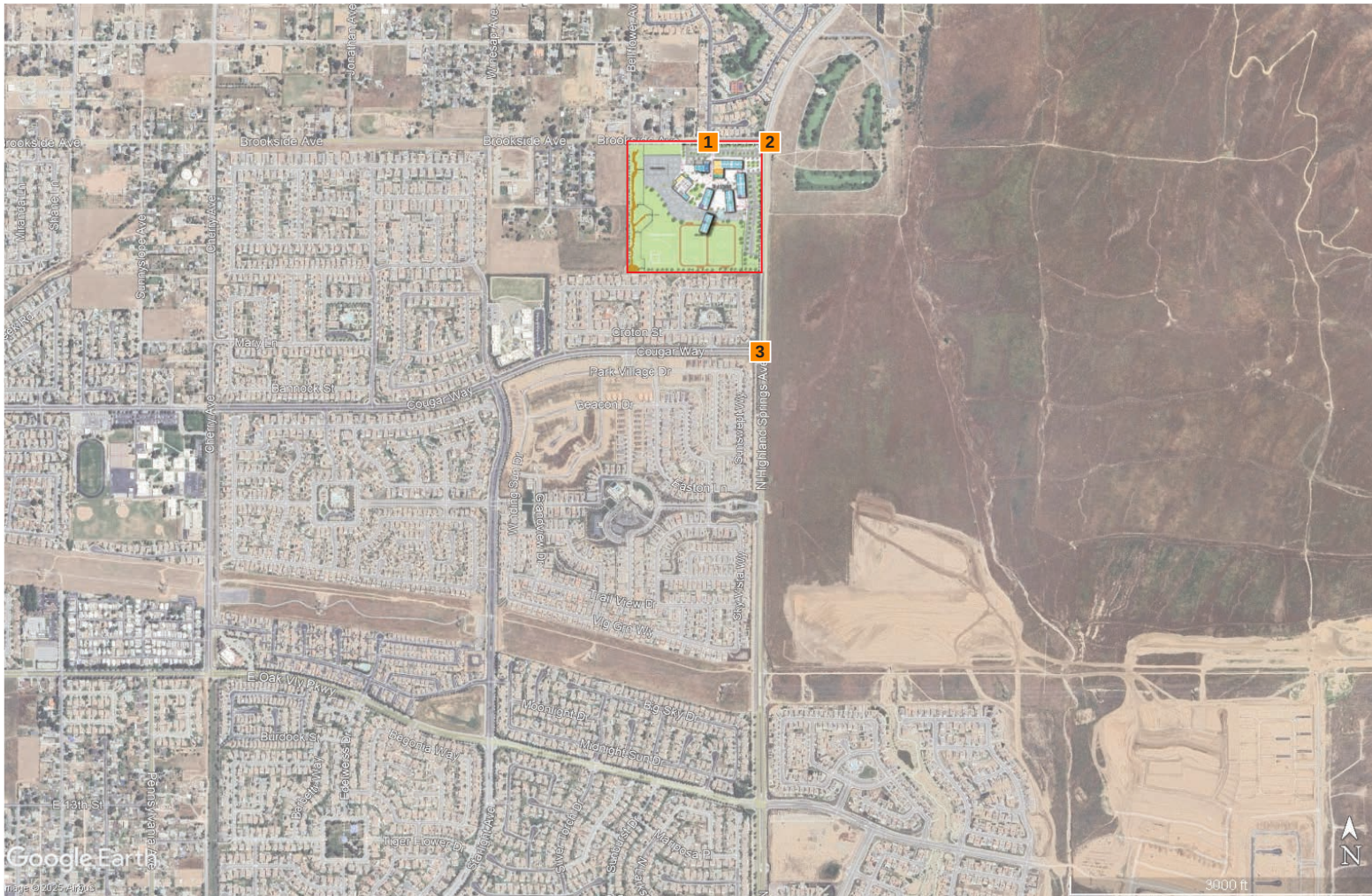
Table 4 Intersection Levels of Service – Existing No Project

Intersection	Intersection Conditions - No Project (AM Peak Hour)		Intersection Conditions - No Project (PM Peak Hour)	
	HCM Control Delay (sec)	HCM LOS	HCM Control Delay (sec)	HCM LOS
Brookside Ave and Bellflower Ave	12.8	B	10.8	B
Brookside Ave and Highland Springs Ave	10.5	B	10.3	B
Cougar Way and Highland Springs Ave	16.1	C	11.3	B

Table 5 Existing Intersection Levels of Service – With Project

Intersection	Intersection Conditions – With Project (AM Peak Hour)		Intersection Conditions – With Project (PM Peak Hour)	
	HCM Control Delay (sec)	HCM LOS	HCM Control Delay (sec)	HCM LOS
Brookside Ave and Bellflower Ave	20.1	C	11.6	B
Brookside Ave and Highland Springs Ave	16.4	C	12.7	B
Cougar Way and Highland Springs Ave	36.4	E	11.9	B

All three project intersections are forecast to operate at an acceptable level of service during the weekday AM and PM peak hours during the No Project condition. The forecast level of service at Cougar Way and Highland Springs Avenue is anticipated to be unacceptable (LOS E) during the AM peak hour in the With Project condition.



LEGEND

- Study Intersection
- X AM Peak Hour Volume
- X PM Peak Hour Volume
- Project Site

**Figure 5: Existing Year (2025)
Intersection With Project Volumes AM-PM**

5. Opening Year Conditions Analysis

This section presents the ADT and peak hour traffic operations for the Opening Year (2029) No Project scenario. Opening Year No Project traffic volumes were developed by applying a 1% annual growth rate to Existing Year (2025) counts. Forecasts for average daily traffic and intersection level of service for the Opening Year (2029) No Project and With Project scenarios are presented in this section.

5.1 Opening Year Average Daily Traffic

Table 6 summarizes the average daily traffic (ADT) volumes for the study area roadway segments for the Opening Year in the no project and with project conditions.

Table 6 Opening Year and With Project Roadway Average Daily Traffic (ADT)

Roadway	Opening Year ADT	Trip Distribution %	With Project ADT
Brookside Ave West of Bellflower Ave	5,063	50%	6,425
N Highland Springs Ave from Brookside Ave to Cougar Way	7,315	30%	8,132
N Highland Springs Ave from Cougar Way to Discovery Way	10,514	20%	11,059

5.2 Opening Year Intersection Level of Service

The opening year traffic conditions analysis is completed using the methods outlined in Section 2. The Opening Year is assumed to be 2029. Tables 7 and 8 summarize forecast levels of service at the project intersections for the Opening Year under both the No Project and With Project condition. Figures 6 and 7 show the AM and PM peak hour volumes at each location for the Opening Year No Project and With Project conditions, respectively.

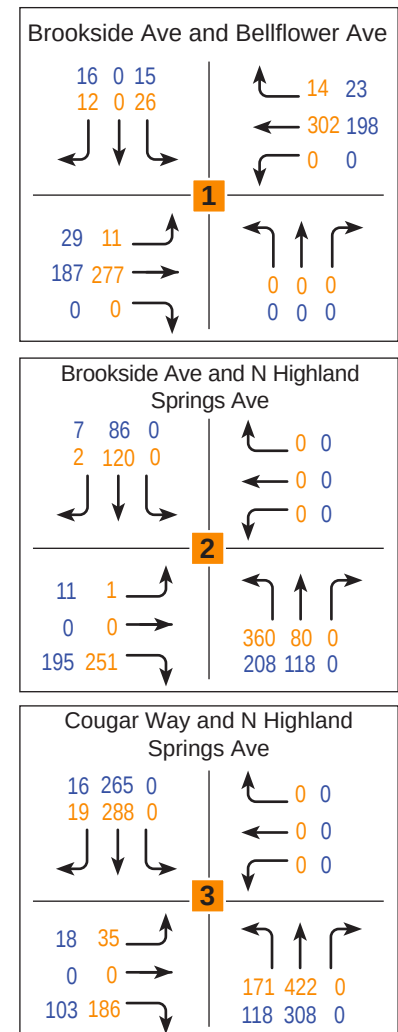
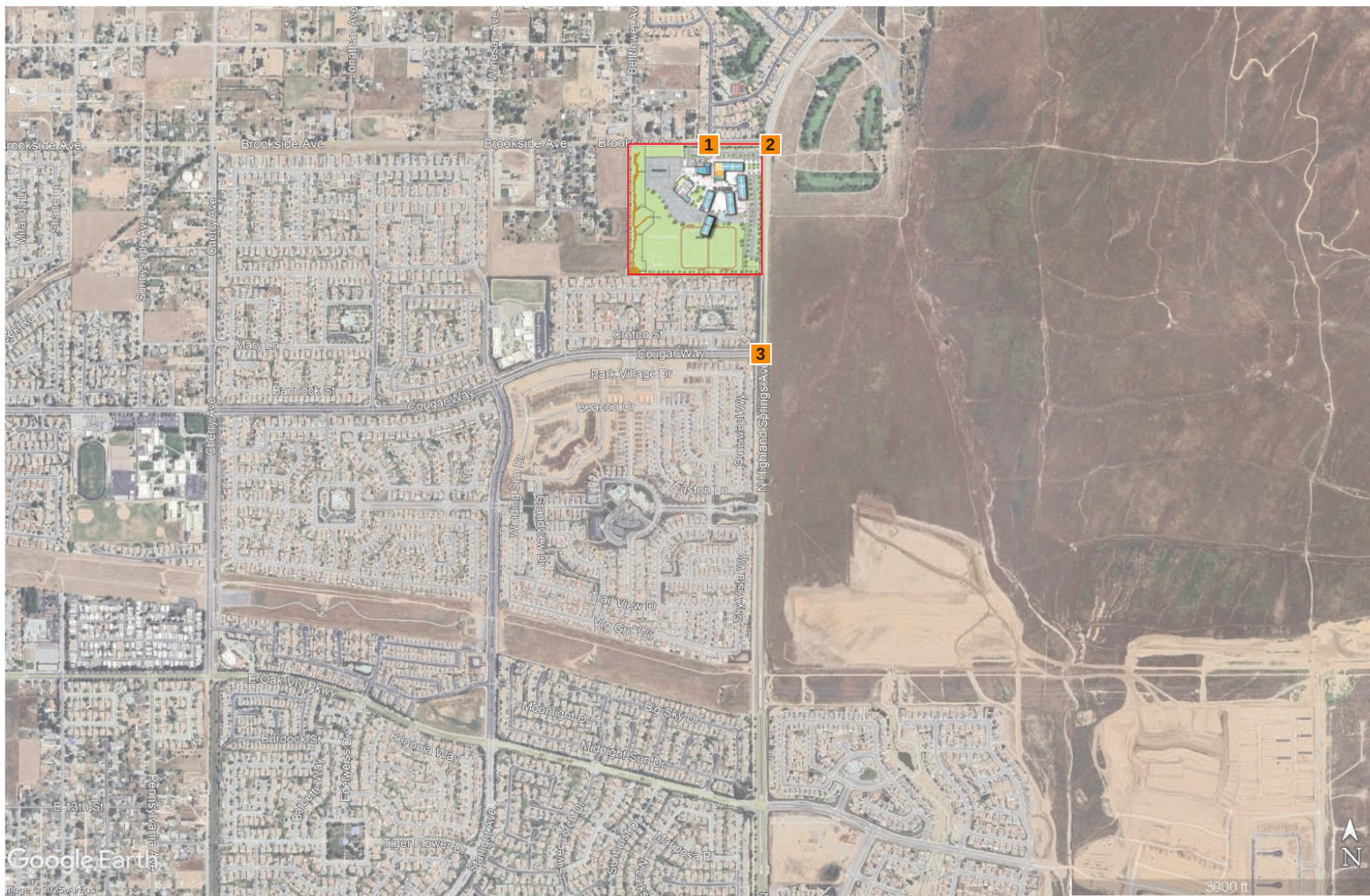
Table 7 Opening Year Intersection Levels of Service – No Project

Intersection	Intersection Conditions - No Project (AM Peak Hour)		Intersection Conditions - No Project (PM Peak Hour)	
	HCM Control Delay (sec)	HCM LOS	HCM Control Delay (sec)	HCM LOS
Brookside Ave and Bellflower Ave	13.2	B	11.0	B
Brookside Ave and Highland Springs Ave	10.7	B	10.4	B
Cougar Way and Highland Springs Ave	17.4	C	11.6	B

Table 8 Opening Year Intersection Levels of Service – With Project

Intersection	Intersection Conditions - With Project (AM Peak Hour)		Intersection Conditions - With Project (PM Peak Hour)	
	HCM Control Delay (sec)	HCM LOS	HCM Control Delay (sec)	HCM LOS
Brookside Ave and Bellflower Ave	20.8	C	11.7	B
Brookside Ave and Highland Springs Ave	17.2	C	12.9	B
Cougar Way and Highland Springs Ave	47.6	F	12.3	B

All three project intersections are forecast to operate at an acceptable level of service during the weekday AM and PM peak hours during the No Project condition. The forecast level of service at Cougar Way and Highland Springs Avenue is anticipated to be unacceptable during the AM peak hour in the With Project condition.



LEGEND

- Study Intersection
- ✕ AM Peak Hour Volume
- ✕ PM Peak Hour Volume
- Project Site

**Figure 6: Opening Year (2029)
Intersection No Project Volumes AM-PM**

6. Additional Analysis

This section of the transportation analysis study discusses additional analysis elements completed to access potential impacts associated with the proposed Highland Springs TK-8 School.

6.1 Vehicle Miles Traveled (VMT) Analysis

As noted in Section 2.4, the proposed Highland Springs TK-8 School is eligible to be screened out from the need for a full project level VMT analysis under Step 3 of the City of Beaumont's adopted VMT screening process since the project is a local-serving K-12 school. No additional VMT analysis is required for the project.

6.2 Site Access Analysis

This section summarizes the results of several focused analyses related to the proposed driveways for the Highland Springs TK-8 School project. This review is completed at a high level based on the conceptual site plan provided by the District. Specific details and dimensions are unavailable at this time, which does preclude a more detailed analysis of the issues below.

The site plan shows a total of six driveways, serving three distinct parking lots and pick-up/drop-off areas. The western parking lot along Brookside Avenue has a single driveway providing access to 38 parking stalls and a bus-only pick-up/drop-off area. The eastern parking lot has two driveways that provide access to 76 parking stalls and a parent pick-up/drop-off area in the northeast corner of the site. The parking lot accessed from Highland Springs Avenue has three driveways that provide access to a parking lot with 140 stalls and a second parent pick-up/drop-off area. This lot is accessed by three proposed driveways.

Driveway Sight Distance

All proposed project driveways would provide sufficient driveway sight distance. There are no significant horizontal curves proposed along Brookside Avenue or Highland Springs Avenue in the vicinity of the proposed project driveway locations.

Driveway Length

The proposed project site plan includes three pick-up/drop-off areas. There are two proposed parent pick-up/drop-off areas, one accessed from Brookside Avenue, and one accessed from Highland Springs Avenue. The Brookside Avenue pick-up/drop-off area is over 500 feet long and the Highland Springs Avenue pick-up/drop-off area is over 800 feet long. The bus pick-up/drop-off is approximately 200 feet in length. These pick-up/drop-off areas are proposed to accommodate school activities on site and to minimize queuing onto either Brookside Avenue or Highland Springs Avenue. No modifications to the proposed driveway length are proposed in this report. No impact is anticipated.

Driveway Impacts and Corner Clearance

The City of Beaumont follows roadway design standards published by the County of Riverside, most recently in 2023. County Standard Plan No. 208 requires that any non-residential driveway be located at least 150 feet from the flowline of an intersecting street. Based on a review of the conceptual site plan for the school, all proposed driveways are located more than 150 feet from the flowline of the Brookside Avenue and Highland Springs Avenue intersection. Later stages of site plan design should ensure that the project driveways remain a minimum 150-feet from an intersecting street. No impact is anticipated.

Driveway Right Turn Lanes

All four project driveways are expected to operate at an acceptable level of service given the low traffic volumes present on Brookside Avenue and Highland Springs Avenue. No dedicated right turn lanes are proposed or required for any of the project driveways along Highland Springs Avenue or the driveways located along Brookside Avenue. It is recommended that the northernmost driveway along Highland Springs Avenue operate as an entry only driveway to serve pick-up/drop-off vehicle movements and that the southernmost driveway operate as exit only for these movements. Left turn pockets in the northbound direction along Highland Springs Avenue are recommended for the two entrance points to the parking lot and pick-up/drop-off area along the east side of the school site.

Pedestrian and Bicycle Access

As noted in Section 3, existing pedestrian and bicycle facilities are limited, both adjacent to and near the school site. New sidewalks are proposed adjacent to the school along Brookside Avenue and Highland Springs Avenue. It is recommended that street improvements to Highland Springs Avenue adjacent to the school site provide sufficient roadway width to continue the existing southbound on-street bicycle lane adjacent to the school site.

Crosswalks are recommended to be installed at the following intersections:

- Brookside Avenue and Bellflower Avenue – On all legs of the intersection
- Brookside Avenue and Highland Springs Avenue - On the west leg to start and then on the north and south legs as new development occurs east of the intersection

School crossing guards are recommended to be stationed at the designated crossing locations at the intersections of Brookside Avenue and Bellflower Avenue and Brookside Avenue and Highland Springs Avenue.

Transit Stop Access

No existing or planned public transit services provide connections to the proposed school site. Therefore, no analysis is provided related to this item.

7. Conclusions

This transportation analysis memo has analyzed how transportation conditions may change with the implementation of the proposed Highland Springs TK-8 school. A summary is provided below documenting the conclusions for each analysis component.

7.1 Intersection Level of Service Analysis

The project would increase traffic volumes along Brookside Avenue and Highland Springs Avenue in the vicinity of the project site. No significant traffic impacts are identified at Brookside Avenue and Bellflower Avenue or Brookside Avenue and Highland Springs Avenue. The intersection of Highland Springs Avenue at Cougar Way is identified to operate at an unacceptable LOS in the With Project condition under both the Existing Condition and Opening Year Condition.

The Highland Springs Avenue and Cougar Way intersection is not currently constructed to its full buildout condition. Highland Springs Avenue is currently a two-lane roadway in the project area, with one lane in each direction. This roadway is classified as an Arterial Highway in the City of Beaumont General Plan and is proposed to provide a four-lane cross-section in the future.

With a four-lane cross-section, the intersection of Highland Springs Avenue and Cougar Way would operate at an acceptable level of service as all-way stop-controlled intersection. This improvement is planned by the City of Beaumont and would be implemented in conjunction with future residential development nearby in Beaumont and Banning. However, the timing for this roadway widening improvement is unknown.

To mitigate the unacceptable LOS at Highland Springs Avenue and Cougar Way in the interim condition, the City of Beaumont, in coordination with BUSD, will restripe the northbound approach on Highland Springs Avenue to provide one through lane and one shared through-left lane. Additionally, the southbound approach should be restriped to provide one through lane and one shared through-right lane. On the far side of the intersection in both the northbound and southbound directions some minor restriping would be required to accommodate the transition from two through lanes at the intersection to a single through lane beyond. With the staggered release of vehicles at stop-controlled intersections, it is anticipated that sufficient distance is available to adequately transition the roadways from two lanes to a single lane in both directions on the far side of the intersection, but some minor additional paving may be required. With this proposed improvement, the Cougar Way and Highland Springs Avenue intersection would operate at an acceptable level of service in the With Project condition.

7.2 VMT Analysis

No impacts are identified for VMT due to the proposed school. As a local serving lane use, the school project is anticipated to have a less-than-significant impact related to VMT.

7.3 Site Access Analysis

The proposed site access plan for the school is consistent with City of Beaumont standards. No impacts are identified, and no changes are recommended to the proposed site access plan. The transportation analysis does recommend that new crosswalks be installed at Brookside Avenue and Bellflower Avenue and Brookside Avenue and Highland Springs Avenue.

References

Western Riverside Council of Governments (WRCOG) *SB 743 Implementation Pathway Report*.

State of California Office of Planning and Research (OPR) *Guidelines for the Implementation of the California Environmental Quality Act*. 2018

Riverside County *Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled*. 2020.



Appendix A - Traffic Counts

ADT1 Brookside Ave west of Bellflower Ave.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB			PM Period	EB		WB		
0:00	0		4			12:00	27		40		
0:15	0		1			12:15	29		52		
0:30	1		6			12:30	33		45		
0:45	0	1	3	14	15	12:45	47	136	37	174	310
1:00	0		2			13:00	50		48		
1:15	0		1			13:15	34		41		
1:30	0		0			13:30	51		36		
1:45	0	0	1	4	4	13:45	32	167	41	166	333
2:00	0		0			14:00	34		42		
2:15	0		0			14:15	31		47		
2:30	0		0			14:30	41		40		
2:45	0	0	4	4	4	14:45	38	144	48	177	321
3:00	0		1			15:00	44		63		
3:15	3		0			15:15	37		80		
3:30	2		0			15:30	65		97		
3:45	2	7	3	4	11	15:45	77	223	64	304	527
4:00	0		2			16:00	63		45		
4:15	1		2			16:15	51		46		
4:30	1		2			16:30	50		55		
4:45	2	4	0	6	10	16:45	39	203	58	204	407
5:00	4		3			17:00	43		51		
5:15	3		2			17:15	36		48		
5:30	5		11			17:30	48		44		
5:45	1	13	11	27	40	17:45	45	172	46	189	361
6:00	4		6			18:00	48		46		
6:15	1		9			18:15	31		55		
6:30	6		18			18:30	26		36		
6:45	21	32	33	66	98	18:45	36	141	33	170	311
7:00	7		42			19:00	29		26		
7:15	7		73			19:15	15		17		
7:30	17		78			19:30	27		25		
7:45	49	80	118	311	391	19:45	13	84	14	82	166
8:00	79		90			20:00	49		25		
8:15	79		66			20:15	35		27		
8:30	65		30			20:30	21		23		
8:45	31	254	32	218	472	20:45	11	116	13	88	204
9:00	24		33			21:00	7		22		
9:15	22		25			21:15	11		23		
9:30	36		29			21:30	6		16		
9:45	17	99	31	118	217	21:45	8	32	10	71	103
10:00	23		28			22:00	6		14		
10:15	23		27			22:15	3		12		
10:30	21		34			22:30	12		10		
10:45	30	97	28	117	214	22:45	4	25	8	44	69
11:00	29		31			23:00	4		6		
11:15	19		46			23:15	3		4		
11:30	32		42			23:30	0		0		
11:45	15	95	46	165	260	23:45	0	7	0	10	17
Total Vol.	682		1054		1736		1450		1679		3129
						Daily Totals			Combined		
						EB	WB				
						2132	2733	4865			

AM				PM			
Split %	39.3%	60.7%	35.7%	46.3%	53.7%	64.3%	
Peak Hour	7:45	7:15	7:30	15:30	15:00	15:15	
Volume	272	359	576	256	304	528	
P.H.F.	0.86	0.76	0.85	0.83	0.78	0.81	

ADT2 N Highland Springs Ave from Brookside Ave to Cougar Way.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	4		1			12:00	51		41		
0:15	3		1			12:15	58		39		
0:30	6		1			12:30	74		53		
0:45	3	16	1	4	20	12:45	51	234	71	204	438
1:00	3		0			13:00	68		56		
1:15	3		1			13:15	57		51		
1:30	0		0			13:30	62		76		
1:45	1	7	0	1	8	13:45	65	252	50	233	485
2:00	1		3			14:00	64		58		
2:15	1		3			14:15	63		53		
2:30	2		0			14:30	55		66		
2:45	2	6	1	7	13	14:45	73	255	77	254	509
3:00	1		2			15:00	79		63		
3:15	0		3			15:15	107		54		
3:30	0		7			15:30	117		81		
3:45	6	7	1	13	20	15:45	85	388	106	304	692
4:00	3		2			16:00	87		82		
4:15	1		3			16:15	62		73		
4:30	2		3			16:30	84		63		
4:45	1	7	10	18	25	16:45	87	320	49	267	587
5:00	11		4			17:00	67		52		
5:15	4		10			17:15	78		48		
5:30	11		16			17:30	73		63		
5:45	18	44	19	49	93	17:45	67	285	65	228	513
6:00	12		14			18:00	86		48		
6:15	20		14			18:15	73		37		
6:30	21		23			18:30	57		35		
6:45	37	90	21	72	162	18:45	50	266	40	160	426
7:00	50		32			19:00	39		38		
7:15	68		33			19:15	33		29		
7:30	93		52			19:30	36		25		
7:45	145	356	94	211	567	19:45	29	137	26	118	255
8:00	118		119			20:00	27		55		
8:15	68		92			20:15	38		58		
8:30	44		90			20:30	23		32		
8:45	39	269	54	355	624	20:45	19	107	17	162	269
9:00	36		43			21:00	23		26		
9:15	37		39			21:15	16		23		
9:30	35		53			21:30	17		23		
9:45	41	149	35	170	319	21:45	14	70	23	95	165
10:00	37		41			22:00	12		29		
10:15	39		42			22:15	14		13		
10:30	48		29			22:30	14		14		
10:45	41	165	55	167	332	22:45	6	46	10	66	112
11:00	41		39			23:00	10		5		
11:15	44		46			23:15	9		4		
11:30	58		40			23:30	7		2		
11:45	54	197	34	159	356	23:45	2	28	1	12	40

Total Vol.	1313	1226	2539	2388	2103	4491
-------------------	------	------	-------------	------	------	-------------

Daily Totals

NB	SB	Combined
3701	3329	7030

AM

PM

Split %	51.7%	48.3%	36.1%	53.2%	46.8%	63.9%
Peak Hour	7:15	7:45	7:30	15:15	15:30	15:15
Volume	424	395	781	396	342	719
P.H.F.	0.73	0.83	0.82	0.85	0.81	0.91

ADT3 N Highland Springs Ave from Cougar Way to Discovery Way.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB		SB			PM Period	NB		SB		
0:00	6		5			12:00	78		70		
0:15	6		7			12:15	83		65		
0:30	6		4			12:30	108		64		
0:45	7	25	3	19	44	12:45	92	361	113	312	673
1:00	5		0			13:00	88		93		
1:15	4		2			13:15	82		84		
1:30	3		3			13:30	70		100		
1:45	2	14	1	6	20	13:45	86	326	61	338	664
2:00	1		5			14:00	109		84		
2:15	4		4			14:15	114		76		
2:30	5		3			14:30	74		147		
2:45	2	12	6	18	30	14:45	77	374	114	421	795
3:00	1		3			15:00	95		87		
3:15	0		4			15:15	138		77		
3:30	2		11			15:30	140		110		
3:45	8	11	5	23	34	15:45	125	498	152	426	924
4:00	4		6			16:00	100		103		
4:15	3		11			16:15	92		90		
4:30	3		6			16:30	111		95		
4:45	5	15	16	39	54	16:45	116	419	79	367	786
5:00	18		13			17:00	94		58		
5:15	4		15			17:15	96		68		
5:30	15		23			17:30	95		77		
5:45	23	60	26	77	137	17:45	88	373	90	293	666
6:00	10		23			18:00	110		61		
6:15	23		29			18:15	116		57		
6:30	33		43			18:30	76		52		
6:45	77	143	49	144	287	18:45	73	375	56	226	601
7:00	81		58			19:00	59		57		
7:15	131		79			19:15	48		45		
7:30	122		92			19:30	73		52		
7:45	181	515	131	360	875	19:45	55	235	37	191	426
8:00	137		148			20:00	44		71		
8:15	70		125			20:15	51		75		
8:30	46		108			20:30	39		50		
8:45	51	304	62	443	747	20:45	32	166	23	219	385
9:00	56		57			21:00	41		37		
9:15	47		55			21:15	32		32		
9:30	44		74			21:30	27		30		
9:45	53	200	78	264	464	21:45	23	123	28	127	250
10:00	44		66			22:00	23		32		
10:15	65		71			22:15	21		21		
10:30	70		59			22:30	15		19		
10:45	55	234	74	270	504	22:45	10	69	19	91	160
11:00	62		51			23:00	13		10		
11:15	64		75			23:15	13		6		
11:30	81		58			23:30	11		5		
11:45	59	266	57	241	507	23:45	6	43	7	28	71

Total Vol.	1799	1904	3703	3362	3039	6401
-------------------	------	------	-------------	------	------	-------------

Daily Totals

NB	SB	Combined
5161	4943	10104

AM

PM

Split %	48.6%	51.4%	36.6%	52.5%	47.5%	63.4%
Peak Hour	7:15	7:45	7:15	15:15	15:30	15:15
Volume	571	512	1021	503	455	945
P.H.F.	0.79	0.86	0.82	0.90	0.75	0.85

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

DATE: Wed, Oct 15, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Beaumont Bellflower Ave Brookside Ave	PROJECT #: LOCATION #: CONTROL:	SC5696 1 STOP S
--------------------------	---	---	---------------------------------------	-----------------------

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▶ E ▼
--------	----------------------------------	--------------------------------

	NORTHBOUND Bellflower Ave			SOUTHBOUND Bellflower Ave			EASTBOUND Brookside Ave			WESTBOUND Brookside Ave			TOTAL
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

7:00 AM	0	0	0	7	0	7	2	8	0	0	31	1	56
7:15 AM	0	0	0	3	0	3	0	6	0	0	66	0	78
7:30 AM	0	0	0	4	0	4	0	13	0	0	76	1	98
7:45 AM	0	0	0	7	0	3	3	50	0	0	109	4	176
8:00 AM	0	0	0	5	0	1	2	76	0	0	97	5	186
8:15 AM	0	0	0	6	0	4	2	76	0	0	60	2	150
8:30 AM	0	0	0	7	0	4	4	64	0	0	24	2	105
8:45 AM	0	0	0	1	0	5	4	26	0	0	26	3	65

VOLUMES	0	0	0	40	0	31	17	319	0	0	489	18	915
APPROACH %	0%	0%	0%	56%	0%	44%	5%	95%	0%	0%	96%	4%	
APP/DEPART	0	/	35	71	/	0	337	/	359	507	/	521	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	0	0	0	25	0	12	11	266	0	0	290	13	618
APPROACH %	0%	0%	0%	68%	0%	32%	4%	96%	0%	0%	96%	4%	
PEAK HR FACTOR	0.000			0.841			0.891			0.670			0.831
APP/DEPART	0	/	24	37	/	0	278	/	291	303	/	303	0

4:00 PM	0	0	0	5	0	2	7	62	0	0	47	5	128
4:15 PM	0	0	0	5	0	6	9	41	0	0	38	7	106
4:30 PM	0	0	0	4	0	2	5	42	0	0	49	7	109
4:45 PM	0	0	0	0	0	5	7	35	0	0	56	3	106
5:00 PM	0	0	0	4	0	5	5	32	0	0	38	7	91
5:15 PM	0	0	0	3	0	2	2	33	0	0	42	3	85
5:30 PM	0	0	0	6	0	3	4	40	0	0	41	5	99
5:45 PM	0	0	0	4	0	2	2	48	0	0	47	3	106

VOLUMES	0	0	0	31	0	27	41	333	0	0	358	40	830
APPROACH %	0%	0%	0%	53%	0%	47%	11%	89%	0%	0%	90%	10%	
APP/DEPART	0	/	81	58	/	0	374	/	364	398	/	385	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	0	0	14	0	15	28	180	0	0	190	22	449
APPROACH %	0%	0%	0%	48%	0%	52%	13%	87%	0%	0%	90%	10%	
PEAK HR FACTOR	0.000			0.659			0.754			0.898			0.877
APP/DEPART	0	/	50	29	/	0	208	/	194	212	/	205	0

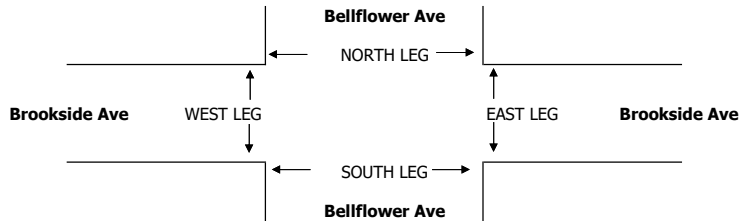
U-TURNS				
NB	SB	EB	WB	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

0	0	1	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

DATE: Wed, Oct 15, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Beaumont Highland Springs Ave Brookside Ave	PROJECT #: LOCATION #: CONTROL:	SC5696 2 STOP E
NOTES:			AM PM MD OTHER ▲ N ▼ ◀ W ▶ S	

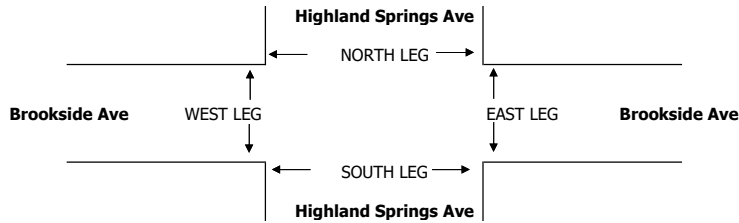
	NORTHBOUND Highland Springs Ave			SOUTHBOUND Highland Springs Ave			EASTBOUND Brookside Ave			WESTBOUND Brookside Ave			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	X	X	1	0	0	X	0	X	X	X	
7:00 AM	35	9	0	0	15	0	1	0	14	0	0	0	74
7:15 AM	63	9	0	0	23	0	0	0	12	0	0	0	107
7:30 AM	77	17	0	0	32	1	0	0	17	0	0	0	144
7:45 AM	124	24	0	0	32	0	0	0	63	0	0	0	243
8:00 AM	96	23	0	0	35	0	0	0	84	0	0	0	238
8:15 AM	49	13	0	0	16	1	1	0	77	0	0	0	157
8:30 AM	28	16	0	0	19	0	1	0	71	0	0	0	135
8:45 AM	24	14	0	0	27	1	0	0	28	0	0	0	94
VOLUMES	496	125	0	0	199	3	3	0	366	0	0	0	1,192
APPROACH %	80%	20%	0%	0%	99%	1%	1%	0%	99%	0%	0%	0%	
APP/DEPART	621	/	128	202	/	565	369	/	0	0	/	499	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	346	77	0	0	115	2	1	0	241	0	0	0	782
APPROACH %	82%	18%	0%	0%	98%	2%	0%	0%	100%	0%	0%	0%	
PEAK HR FACTOR	0.715				0.836		0.720			0.000			0.805
APP/DEPART	423	/	78	117	/	356	242	/	0	0	/	348	0
4:00 PM	50	29	0	0	21	0	1	0	66	0	0	0	167
4:15 PM	44	17	0	0	25	2	3	0	45	0	0	0	136
4:30 PM	49	31	0	0	18	1	3	0	46	0	0	0	148
4:45 PM	57	36	0	0	19	4	4	0	30	0	0	0	150
5:00 PM	43	29	0	0	11	2	2	0	37	0	0	0	124
5:15 PM	44	34	0	0	18	0	4	0	35	0	0	0	135
5:30 PM	41	31	0	0	16	0	2	0	48	0	0	0	138
5:45 PM	46	22	0	0	13	1	3	0	48	0	0	0	133
VOLUMES	374	229	0	0	141	10	22	0	355	0	0	0	1,131
APPROACH %	62%	38%	0%	0%	93%	7%	6%	0%	94%	0%	0%	0%	
APP/DEPART	603	/	251	151	/	496	377	/	0	0	/	384	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	200	113	0	0	83	7	11	0	187	0	0	0	601
APPROACH %	64%	36%	0%	0%	92%	8%	6%	0%	94%	0%	0%	0%	
PEAK HR FACTOR	0.841				0.833		0.739			0.000			0.900
APP/DEPART	313	/	124	90	/	270	198	/	0	0	/	207	0

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T112224

DATE: Wed, Oct 15, 25	LOCATION: NORTH & SOUTH: EAST & WEST:	Beaumont Highland Springs Ave Cougar Way	PROJECT #: LOCATION #: CONTROL:	SC5696 3 STOP ALL
NOTES:			AM PM MD OTHER ▲ ◀ W S ▶ E ▼	

	NORTHBOUND Highland Springs Ave			SOUTHBOUND Highland Springs Ave			EASTBOUND Cougar Way			WESTBOUND Cougar Way			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	X	X	1	1	1	X	1	X	X	X	

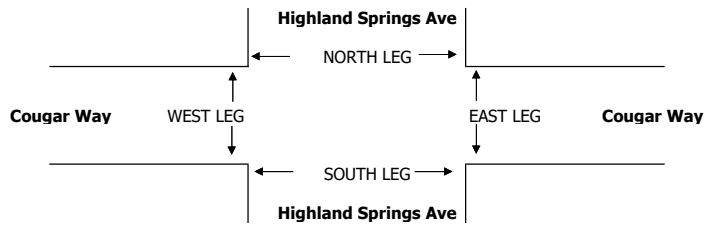
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

AM	7:00 AM	33	44	0	0	26	4	2	0	25	0	0	0	134
	7:15 AM	65	73	0	0	27	10	3	0	42	0	0	0	220
	7:30 AM	32	88	0	0	47	2	10	0	49	0	0	0	228
	7:45 AM	36	138	0	0	85	5	10	0	46	0	0	0	320
	8:00 AM	31	107	0	0	118	1	11	0	42	0	0	0	310
	8:15 AM	14	59	0	0	86	3	5	0	34	0	0	0	201
	8:30 AM	10	39	0	0	94	1	1	0	14	0	0	0	159
	8:45 AM	10	35	0	0	54	3	3	0	12	0	0	0	117
	VOLUMES	231	583	0	0	537	29	45	0	264	0	0	0	1,690
	APPROACH %	28%	72%	0%	0%	95%	5%	15%	0%	85%	0%	0%	0%	
PM	APP/DEPART	814	/	628	566	/	801	310	/	0	0	/	261	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	164	406	0	0	277	18	34	0	179	0	0	0	1,078
	APPROACH %	29%	71%	0%	0%	94%	6%	16%	0%	84%	0%	0%	0%	
	PEAK HR FACTOR	0.819				0.620		0.903			0.000			0.842
	APP/DEPART	570	/	440	295	/	456	213	/	0	0	/	182	0
	4:00 PM	28	71	0	0	79	5	7	0	23	0	0	0	213
	4:15 PM	26	59	0	0	65	5	3	0	22	0	0	0	180
	4:30 PM	31	79	0	0	61	3	3	0	25	0	0	0	202
	4:45 PM	28	87	0	0	50	2	4	0	29	0	0	0	200
PM	5:00 PM	27	63	0	0	39	2	4	0	21	0	0	0	156
	5:15 PM	25	75	0	0	53	1	1	0	15	0	0	0	170
	5:30 PM	29	65	0	0	59	7	7	0	19	0	0	0	186
	5:45 PM	27	73	0	0	65	3	2	0	32	0	0	0	202
	VOLUMES	221	572	0	0	471	28	31	0	186	0	0	0	1,509
	APPROACH %	28%	72%	0%	0%	94%	6%	14%	0%	86%	0%	0%	0%	
	APP/DEPART	793	/	603	499	/	657	217	/	0	0	/	249	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	113	296	0	0	255	15	17	0	99	0	0	0	795
	APPROACH %	28%	72%	0%	0%	94%	6%	15%	0%	85%	0%	0%	0%	
PM	PEAK HR FACTOR	0.889				0.804		0.879			0.000			0.933
	APP/DEPART	409	/	313	270	/	354	116	/	0	0	/	128	0

0	0	0	0
---	---	---	---

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
---	---	---	---



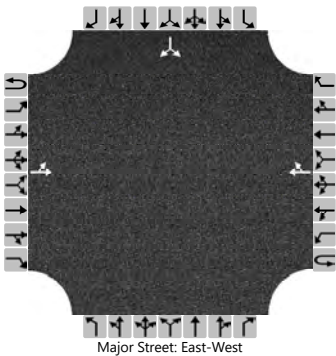


Appendix B – Existing Conditions No Project HCS Analysis Reports

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	Bellflower Avenue
Time Analyzed	7:45am	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	266				290	13						25		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

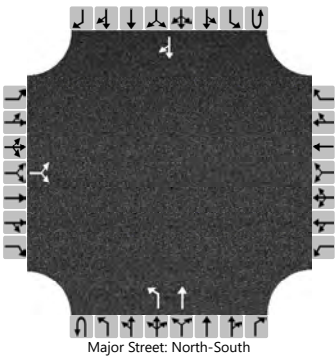
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													40	
Capacity, c (veh/h)		1225													499	
v/c Ratio		0.01													0.08	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
95% Queue Length, Q ₉₅ (ft)		0.0													7.7	
Control Delay (s/veh)		8.0	0.1												12.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.4												12.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	N Highland Springs Avenue
Time Analyzed	7:30am	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		1		241						346	77				115	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

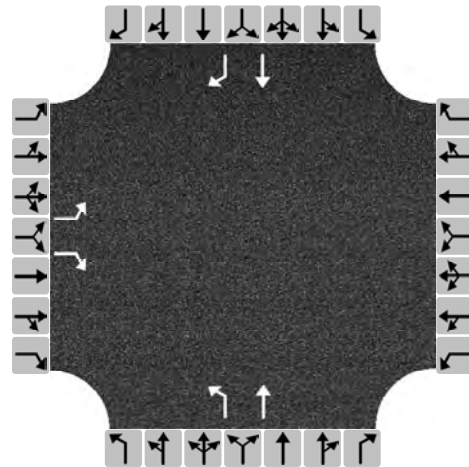
Flow Rate, v (veh/h)			263							376						
Capacity, c (veh/h)			913							1453						
v/c Ratio			0.29							0.26						
95% Queue Length, Q ₉₅ (veh)			1.2							1.0						
95% Queue Length, Q ₉₅ (ft)			30.7							25.6						
Control Delay (s/veh)			10.5							8.3						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.5								6.8							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:15am
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	34		179				164	406			277	18
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	37	195					178	441		301	20	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.033	0.173					0.158	0.392		0.268	0.017	
Final Departure Headway, h_d (s)	7.31	6.11					6.21	5.70		6.08	5.37	
Final Degree of Utilization, x	0.075	0.330					0.307	0.699		0.508	0.029	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.01	3.81					3.91	3.40		3.78	3.07	

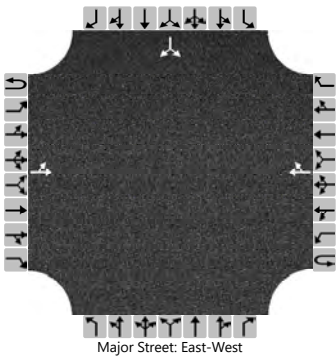
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	37	195					178	441		301	20			
Capacity (veh/h)	492	590					580	631		592	670			
95% Queue Length, Q ₉₅ (veh)	0.2	1.5					1.3	6.5		3.0	0.1			
95% Queue Length, Q ₉₅ (ft)	5.1	38.1					33.0	165.1		76.2	2.5			
Control Delay (s/veh)	10.6	11.8					11.7	21.3		15.0	8.2			
Level of Service, LOS	B	B					B	C		C	A			
Approach Delay (s/veh) LOS	11.6		B				18.5		C		14.6		B	
Intersection Delay (s/veh) LOS	16.1						C							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	Bellflower Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	180				190	22						14		15
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

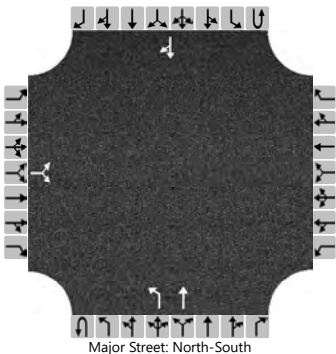
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													32	
Capacity, c (veh/h)		1332													650	
v/c Ratio		0.02													0.05	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
95% Queue Length, Q ₉₅ (ft)		2.6													5.1	
Control Delay (s/veh)		7.8	0.2												10.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.2												10.8			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	N Highland Springs Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		51		187						200	123				92	54
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

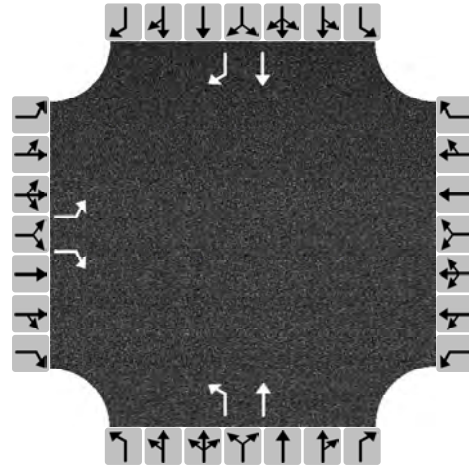
Flow Rate, v (veh/h)			259							217						
Capacity, c (veh/h)			727							1415						
v/c Ratio			0.36							0.15						
95% Queue Length, Q ₉₅ (veh)			1.6							0.5						
95% Queue Length, Q ₉₅ (ft)			41.0							12.8						
Control Delay (s/veh)			12.7							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.7								5.0							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	4:00pm
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	17		99				113	296			255	15
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	18	108					123	322		277	16	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.016	0.096					0.109	0.286		0.246	0.014	
Final Departure Headway, h_d (s)	6.74	5.54					5.69	5.19		5.36	4.66	
Final Degree of Utilization, x	0.035	0.166					0.194	0.464		0.413	0.021	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	4.44	3.24					3.39	2.89		3.06	2.36	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	18	108					123	322		277	16			
Capacity (veh/h)	534	649					633	694		672	773			
95% Queue Length, Q ₉₅ (veh)	0.1	0.6					0.7	2.6		2.1	0.1			
95% Queue Length, Q ₉₅ (ft)	2.5	15.2					17.8	66.0		53.3	2.5			
Control Delay (s/veh)	9.7	9.3					9.8	12.4		11.8	7.5			
Level of Service, LOS	A	A					A	B		B	A			
Approach Delay (s/veh) LOS	9.4		A				11.6		B		11.6		B	
Intersection Delay (s/veh) LOS	11.3						B							

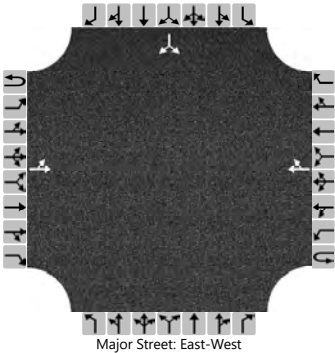


Appendix C – Existing Conditions With Project HCS Analysis Reports

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	Bellflower Avenue
Time Analyzed	7:45am	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	503				491	13						25		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

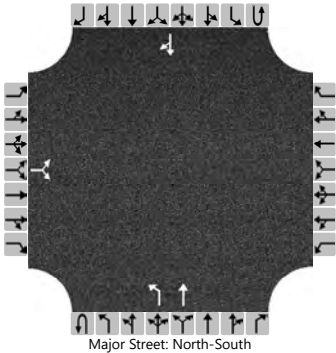
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													40	
Capacity, c (veh/h)		1017													279	
v/c Ratio		0.01													0.14	
95% Queue Length, Q ₉₅ (veh)		0.0													0.5	
95% Queue Length, Q ₉₅ (ft)		0.0													12.8	
Control Delay (s/veh)		8.6	0.1												20.1	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.3												20.1			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	N Highland Springs Avenue
Time Analyzed	7:30am	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		41		241						346	117				162	49
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

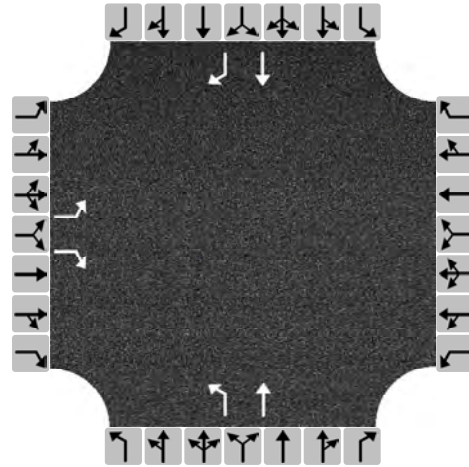
Flow Rate, v (veh/h)			307							376						
Capacity, c (veh/h)			622							1333						
v/c Ratio			0.49							0.28						
95% Queue Length, Q ₉₅ (veh)			2.9							1.2						
95% Queue Length, Q ₉₅ (ft)			74.2							30.7						
Control Delay (s/veh)			16.4							8.8						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	16.4								6.5							
Approach LOS	C								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	7:15am
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	81		179				164	501			358	58
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	88	195					178	545		389	63	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.078	0.173					0.158	0.484		0.346	0.056	
Final Departure Headway, h_d (s)	7.89	6.68					6.69	6.18		6.55	5.84	
Final Degree of Utilization, x	0.193	0.361					0.331	0.935		0.708	0.102	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.59	4.38					4.39	3.88		4.25	3.54	

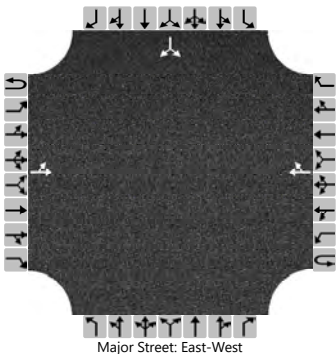
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	88	195					178	545		389	63			
Capacity (veh/h)	456	539					538	582		550	617			
95% Queue Length, Q ₉₅ (veh)	0.7	1.7					1.5	20.7		6.7	0.3			
95% Queue Length, Q ₉₅ (ft)	17.8	43.2					38.1	525.8		170.2	7.6			
Control Delay (s/veh)	12.5	13.1					12.7	68.0		24.6	9.2			
Level of Service, LOS	B	B					B	F		C	A			
Approach Delay (s/veh) LOS	12.9		B				54.4		F		22.5		C	
Intersection Delay (s/veh) LOS	36.4						E							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	Bellflower Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	224				242	22						14		15
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

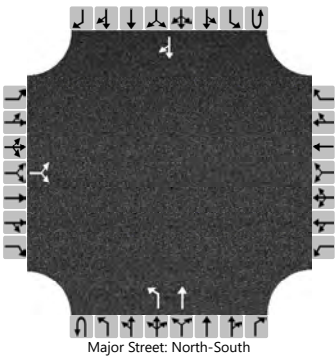
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													32	
Capacity, c (veh/h)		1269													580	
v/c Ratio		0.02													0.05	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
95% Queue Length, Q ₉₅ (ft)		2.6													5.1	
Control Delay (s/veh)		7.9	0.2												11.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.1												11.6			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2025	North/South Street	N Highland Springs Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		51		187						200	123				92	54
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

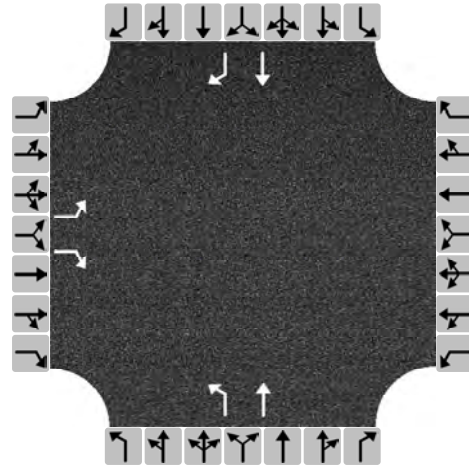
Flow Rate, v (veh/h)			259							217						
Capacity, c (veh/h)			727							1415						
v/c Ratio			0.36							0.15						
95% Queue Length, Q ₉₅ (veh)			1.6							0.5						
95% Queue Length, Q ₉₅ (ft)			41.0							12.8						
Control Delay (s/veh)			12.7							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.7								5.0							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2025
Analysis Time Period (hrs)	1.00
Time Analyzed	4:00pm
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	26		99				113	314			276	25
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	28	108					123	341		300	27	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.025	0.096					0.109	0.303		0.267	0.024	
Final Departure Headway, h_d (s)	6.87	5.67					5.77	5.27		5.43	4.73	
Final Degree of Utilization, x	0.054	0.169					0.197	0.500		0.453	0.036	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	4.57	3.37					3.47	2.97		3.13	2.43	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	28	108					123	341		300	27	
Capacity (veh/h)	524	635					624	683		663	761	
95% Queue Length, Q_{95} (veh)	0.2	0.6					0.7	2.9		2.4	0.1	
95% Queue Length, Q_{95} (ft)	5.1	15.2					17.8	73.7		61.0	2.5	
Control Delay (s/veh)	10.0	9.5					9.9	13.2		12.6	7.6	
Level of Service, LOS	A	A					A	B		B	A	
Approach Delay (s/veh) LOS	9.6	A					12.3	B		12.2	B	
Intersection Delay (s/veh) LOS	11.9						B					

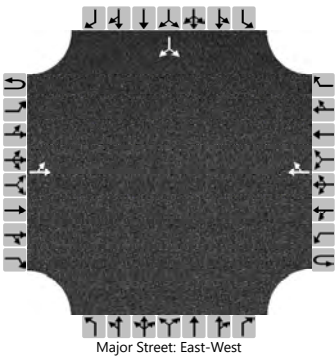


Appendix D – Opening Year Conditions No Project HCS Analysis Reports

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	Bellflower Avenue
Time Analyzed	7:45am	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	277				302	14						26		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

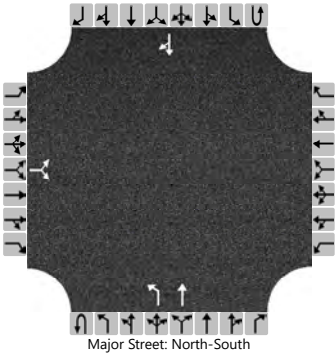
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													41	
Capacity, c (veh/h)		1210													482	
v/c Ratio		0.01													0.09	
95% Queue Length, Q ₉₅ (veh)		0.0													0.3	
95% Queue Length, Q ₉₅ (ft)		0.0													7.7	
Control Delay (s/veh)		8.0	0.1												13.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.4												13.2			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	N Highland Springs Avenue
Time Analyzed	7:30am	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		1		251						360	80				120	2
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

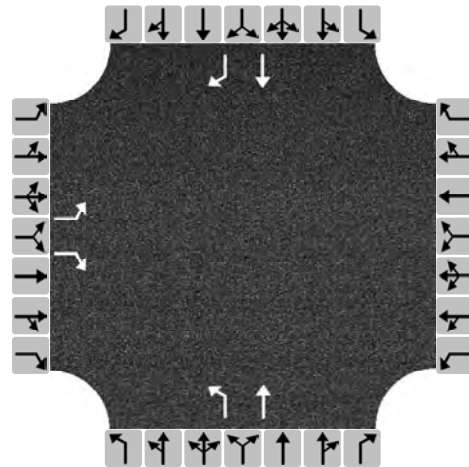
Flow Rate, v (veh/h)			274							391						
Capacity, c (veh/h)			906							1446						
v/c Ratio			0.30							0.27						
95% Queue Length, Q ₉₅ (veh)			1.3							1.1						
95% Queue Length, Q ₉₅ (ft)			33.3							28.2						
Control Delay (s/veh)			10.7							8.4						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.7								6.9							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:15am
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	35		186				171	422			288	19
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	38	202					186	459		313	21	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.034	0.180					0.165	0.408		0.278	0.018	
Final Departure Headway, h_d (s)	7.40	6.20					6.27	5.77		6.16	5.46	
Final Degree of Utilization, x	0.078	0.348					0.324	0.735		0.536	0.031	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.10	3.90					3.97	3.47		3.86	3.16	

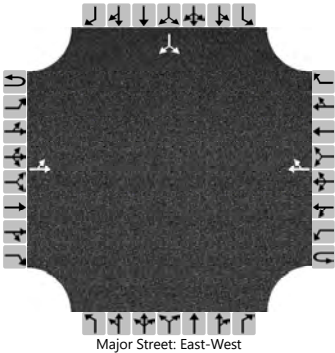
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	38	202					186	459		313	21			
Capacity (veh/h)	486	581					574	624		584	660			
95% Queue Length, Q ₉₅ (veh)	0.3	1.6					1.4	7.6		3.4	0.1			
95% Queue Length, Q ₉₅ (ft)	7.6	40.6					35.6	193.0		86.4	2.5			
Control Delay (s/veh)	10.7	12.2					12.0	24.0		15.9	8.3			
Level of Service, LOS	B	B					B	C		C	A			
Approach Delay (s/veh) LOS	12.0		B				20.5		C		15.5		C	
Intersection Delay (s/veh) LOS	17.4						C							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	Bellflower Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	187				198	23						15		16
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

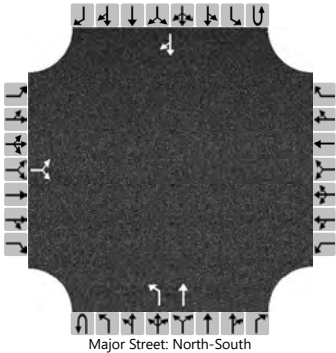
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32													34	
Capacity, c (veh/h)		1321													636	
v/c Ratio		0.02													0.05	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
95% Queue Length, Q ₉₅ (ft)		2.6													5.1	
Control Delay (s/veh)		7.8	0.2												11.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.2												11.0			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	N Highland Springs Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		11		195						208	118				86	7
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

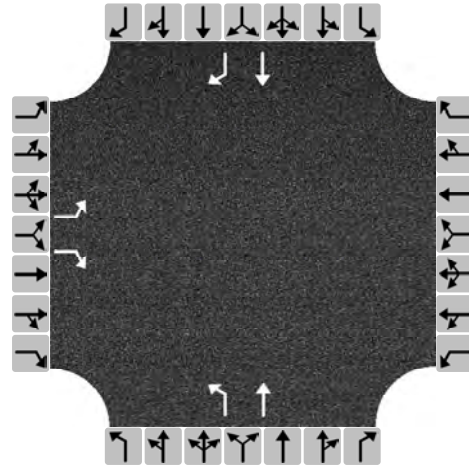
Flow Rate, v (veh/h)			224							226						
Capacity, c (veh/h)			893							1485						
v/c Ratio			0.25							0.15						
95% Queue Length, Q ₉₅ (veh)			1.0							0.5						
95% Queue Length, Q ₉₅ (ft)			25.6							12.8						
Control Delay (s/veh)			10.4							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.4								5.0							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	4:00pm
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	18		103				118	308			265	16
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	20	112					128	335		288	17	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.017	0.100					0.114	0.298		0.256	0.015	
Final Departure Headway, h_d (s)	6.81	5.61					5.73	5.23		5.41	4.70	
Final Degree of Utilization, x	0.037	0.175					0.204	0.486		0.433	0.023	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	4.51	3.31					3.43	2.93		3.11	2.40	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	20	112					128	335		288	17			
Capacity (veh/h)	528	641					628	689		666	765			
95% Queue Length, Q ₉₅ (veh)	0.1	0.6					0.8	2.8		2.3	0.1			
95% Queue Length, Q ₉₅ (ft)	2.5	15.2					20.3	71.1		58.4	2.5			
Control Delay (s/veh)	9.8	9.5					9.9	12.8		12.2	7.5			
Level of Service, LOS	A	A					A	B		B	A			
Approach Delay (s/veh) LOS	9.5		A				12.0		B		11.9		B	
Intersection Delay (s/veh) LOS	11.6						B							

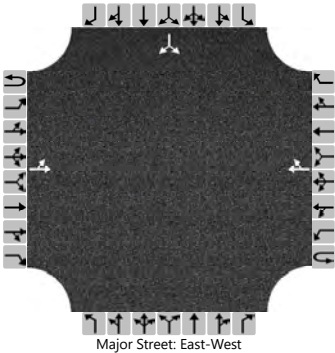


Appendix E – Opening Year Conditions With Project HCS Analysis Reports

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	Bellflower Avenue
Time Analyzed	7:45am	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	513				503	14						26		12
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

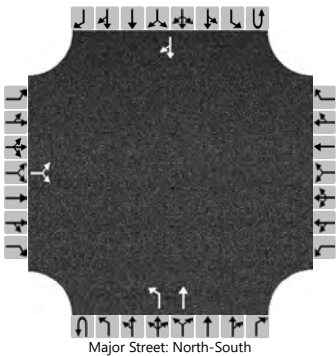
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													41	
Capacity, c (veh/h)		1004													268	
v/c Ratio		0.01													0.15	
95% Queue Length, Q ₉₅ (veh)		0.0													0.5	
95% Queue Length, Q ₉₅ (ft)		0.0													12.8	
Control Delay (s/veh)		8.6	0.1												20.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)	0.3												20.8			
Approach LOS	A												C			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	N Highland Springs Avenue
Time Analyzed	7:30am	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		41		251						360	120				167	49
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

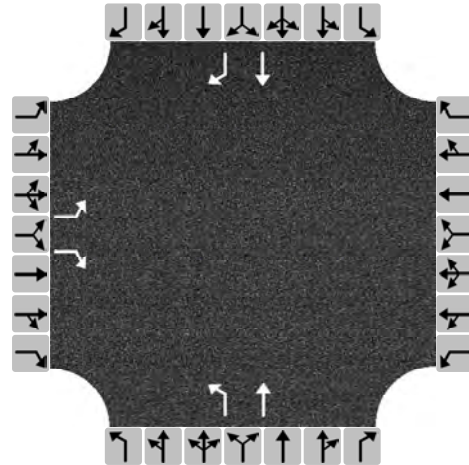
Flow Rate, v (veh/h)			317							391						
Capacity, c (veh/h)			613							1327						
v/c Ratio			0.52							0.29						
95% Queue Length, Q ₉₅ (veh)			3.2							1.3						
95% Queue Length, Q ₉₅ (ft)			81.9							33.3						
Control Delay (s/veh)			17.2							8.8						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	17.2								6.6							
Approach LOS	C								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	7:15am
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	83		186				171	517			369	59
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	90	202					186	562		401	64	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.080	0.180					0.165	0.500		0.357	0.057	
Final Departure Headway, h_d (s)	7.98	6.77					6.77	6.26		6.64	5.93	
Final Degree of Utilization, x	0.200	0.380					0.349	0.977		0.740	0.106	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	5.68	4.47					4.47	3.96		4.34	3.63	

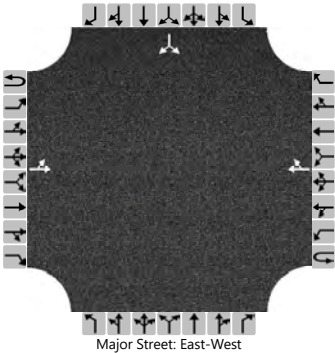
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	90	202					186	562		401	64			
Capacity (veh/h)	451	532					532	575		542	607			
95% Queue Length, Q ₉₅ (veh)	0.7	1.8					1.6	26.0		7.7	0.4			
95% Queue Length, Q ₉₅ (ft)	17.8	45.7					40.6	660.4		195.6	10.2			
Control Delay (s/veh)	12.7	13.6					13.1	95.4		27.6	9.3			
Level of Service, LOS	B	B					B	F		D	A			
Approach Delay (s/veh) LOS	13.3		B				75.0		F		25.1		D	
Intersection Delay (s/veh) LOS	47.6						E							

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and Bellflower Avenue
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	Bellflower Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		29	231				250	23						15		16
Percent Heavy Vehicles (%)		3												3		3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.13												6.43		6.23
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.23												3.53		3.33

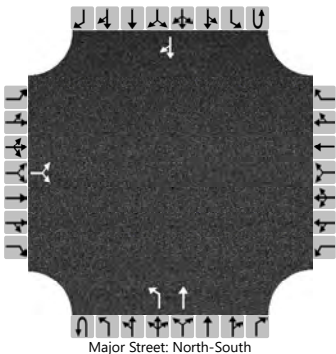
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32													34	
Capacity, c (veh/h)		1259													568	
v/c Ratio		0.03													0.06	
95% Queue Length, Q ₉₅ (veh)		0.1													0.2	
95% Queue Length, Q ₉₅ (ft)		2.6													5.1	
Control Delay (s/veh)		7.9	0.2												11.7	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	1.1												11.7			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	Brookside Avenue and N Highland Springs A...
Agency/Co.		Jurisdiction	Beaumont, CA
Date Performed	10/28/2025	East/West Street	Brookside Avenue
Analysis Year	2029	North/South Street	N Highland Springs Avenue
Time Analyzed	4:00pm	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description			

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	T					TR
Volume (veh/h)		51		195						208	128				95	54
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

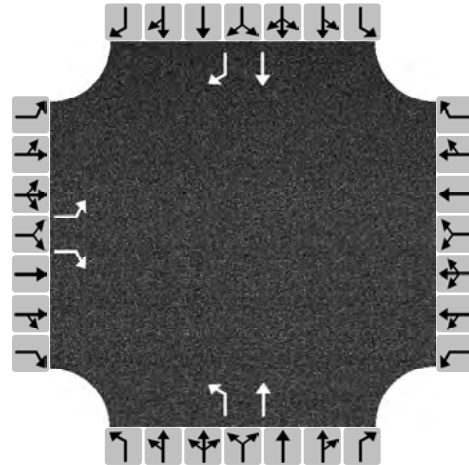
Flow Rate, v (veh/h)			267							226						
Capacity, c (veh/h)			721							1411						
v/c Ratio			0.37							0.16						
95% Queue Length, Q ₉₅ (veh)			1.8							0.6						
95% Queue Length, Q ₉₅ (ft)			46.1							15.4						
Control Delay (s/veh)			12.9							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.9								5.0							
Approach LOS	B								A							

HCS All-Way Stop Control Report

General and Site Information

Analyst	
Agency/Co.	
Date Performed	10/28/2025
Analysis Year	2029
Analysis Time Period (hrs)	1.00
Time Analyzed	4:00pm
Project Description	
Intersection	Cougar Way and N Highland Springs...
Jurisdiction	Beaumont, CA
East/West Street	Cougar Way
North/South Street	N Highland Springs Avenue
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume (veh/h)	27		103				118	326			286	26
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	L	R					L	T		T	R	
Flow Rate, v (veh/h)	29	112					128	354		311	28	
Percent Heavy Vehicles	2	2					2	2		2	2	
Initial Departure Headway, h_d (s)	3.20	3.20					3.20	3.20		3.20	3.20	
Initial Degree of Utilization, x	0.026	0.100					0.114	0.315		0.276	0.025	
Final Departure Headway, h_d (s)	6.94	5.74					5.81	5.31		5.48	4.78	
Final Degree of Utilization, x	0.057	0.178					0.207	0.523		0.473	0.038	
Move-Up Time, m (s)	2.3	2.3					2.3	2.3		2.3	2.3	
Service Time, t_s (s)	4.64	3.44					3.51	3.01		3.18	2.48	

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound				
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3		
Configuration	L	R					L	T		T	R			
Flow Rate, v (veh/h)	29	112					128	354		311	28			
Capacity (veh/h)	519	628					619	678		657	754			
95% Queue Length, Q ₉₅ (veh)	0.2	0.6					0.8	3.2		2.7	0.1			
95% Queue Length, Q ₉₅ (ft)	5.1	15.2					20.3	81.3		68.6	2.5			
Control Delay (s/veh)	10.1	9.7					10.0	13.8		13.1	7.7			
Level of Service, LOS	B	A					B	B		B	A			
Approach Delay (s/veh) LOS	9.8		A				12.8		B		12.6		B	
Intersection Delay (s/veh) LOS	12.3						B							