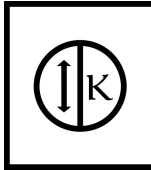


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# **Appendix E**

## VMT Screening Analysis



**KUNZMAN ASSOCIATES**

TRAFFIC ENGINEERING AND  
TRANSPORTATION PLANNING

February 4, 2026

Clif Poynter  
SIMON  
225 West Washington Street  
Indianapolis, IN 46204

Dear Mr. Poynter,

## **INTRODUCTION**

The firm of Kunzman Associates is pleased to submit this Vehicle Miles of Travel Screening Analysis for the Desert Hills Premium Outlets Expansion project in the County of Riverside. Kunzman Associates has been asked to prepare this analysis to determine if the proposed project will potentially impact the Vehicle Miles of Travel based on the County of Riverside Transportation Analysis Guidelines.

This letter summarizes our methodology, analysis, and findings. Although this is a technical report, every effort has been made to write the report clearly and concisely. To assist the reader with those terms unique to transportation engineering, a glossary of terms is provided within Appendix A.

## **PROJECT LOCATION**

The existing outlet mall is located north of Seminole Drive between Malki Road and Millard Pass in the County of Riverside. Figure 1 shows the project location map.

## **PROJECT DESCRIPTION**

The existing project site is proposing to remove the existing and not used intersection of Entry Drive at Seminole Drive, construct the new project access point located on the north leg of the existing intersection of Malki Road (NS) at Seminole Drive (EW), construct a new parking area, and be developed with an additional 38,391 square feet of outlet center land use. Figure 2 shows the proposed project site plan.

## **VEHICLE MILES OF TRAVEL SCREENING ANALYSIS**

The removal of the existing and not used intersection of Entry Drive at Seminole Drive, the construction of a new project access point located on the north leg of the existing intersection of Malki Road (NS) at Seminole Drive (EW), and the construction of a new parking area, will not have any effect on the Vehicle Miles of Travel.

The addition of 38,391 square feet of outlet center land use will potentially impact the Vehicle Miles of Travel.

Based on the County of Riverside Transportation Analysis Guidelines, under the small projects screening criteria, retail buildings with area less than or equal to 60,000 SF are screened from further Vehicle Miles of Travel analysis.

The proposed 38,391 square feet of outlet center land use is well under the County of Riverside 60,000 square foot screening criteria.

No additional Vehicle Miles of Travel analysis is required.

## **CONCLUSION**

The existing outlet mall is located north of Seminole Drive between Malki Road and Millard Pass in the County of Riverside.

The existing project site is proposing to remove the existing and not used intersection of Entry Drive at Seminole Drive, construct the new project access point located on the north leg of the existing intersection of Malki Road (NS) at Seminole Drive (EW), construct a new parking area, and be developed with an additional 38,391 square feet of outlet center land use.

The removal of the existing and not used intersection of Entry Drive at Seminole Drive, the construction of a new project access point located on the north leg of the existing intersection of Malki Road (NS) at Seminole Drive (EW), and the construction of a new parking area, will not have any effect on the Vehicle Miles of Travel.

Based on the County of Riverside Transportation Analysis Guidelines, under the small projects screening criteria, retail buildings with area less than or equal to 60,000 SF are screened from further Vehicle Miles of Travel analysis.

The proposed 38,391 square feet of outlet center land use is well under the County of Riverside 60,000 square foot screening criteria.

No additional Vehicle Miles of Travel analysis is required.

It has been a pleasure to service your needs on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call (714) 904-2821 or e-mail [bill@traffic-engineer.com](mailto:bill@traffic-engineer.com).

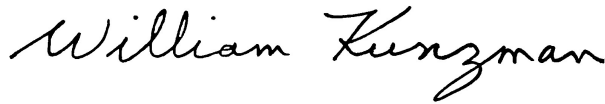
Sincerely,

KUNZMAN ASSOCIATES



Lisa D Kunzman  
Associate

KUNZMAN ASSOCIATES



William A Kunzman, P.E.  
Principal

#10170b

KUNZMAN ASSOCIATES



Robert W Kunzman  
Senior Associate



Figure 1  
Project Location Map

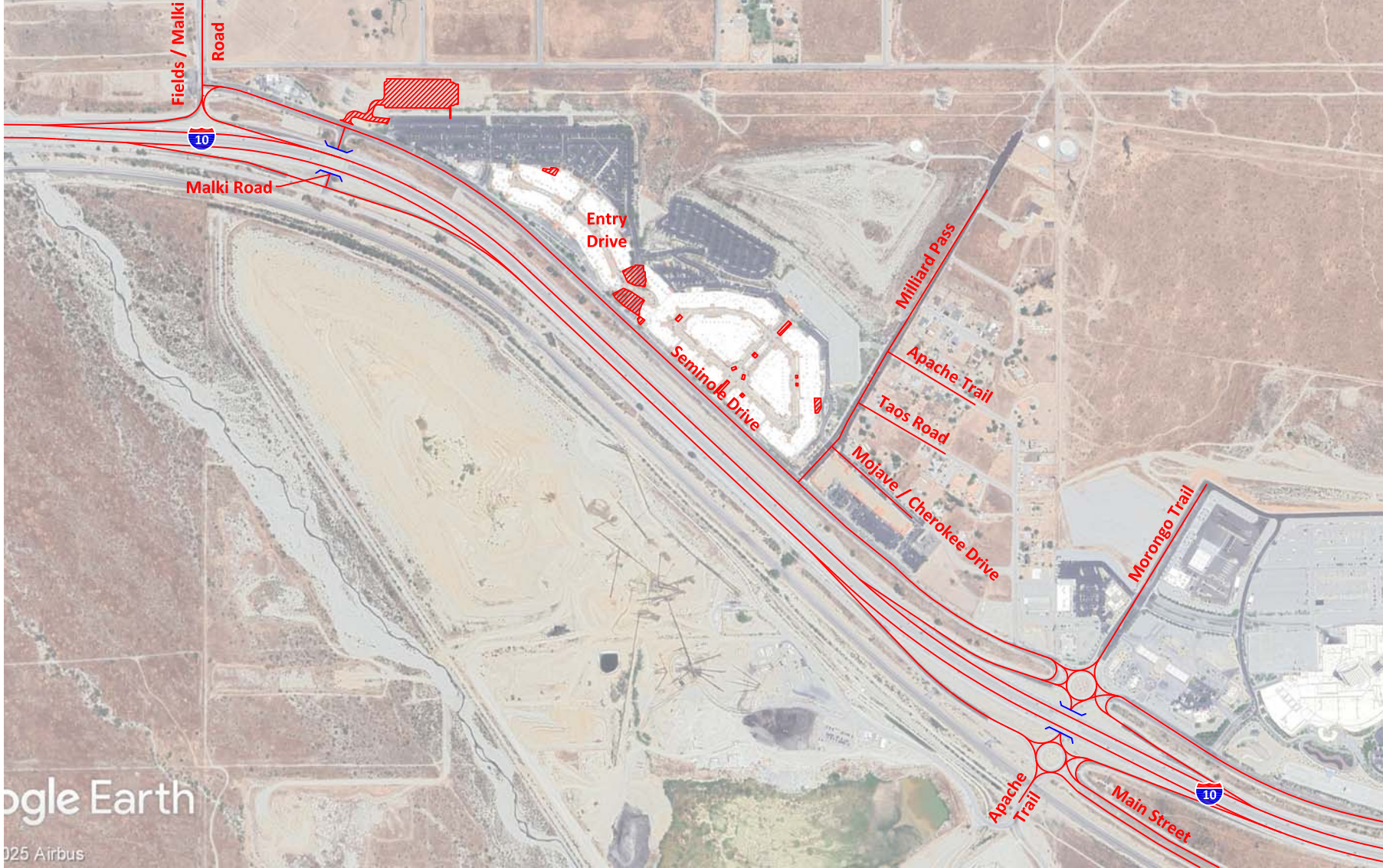
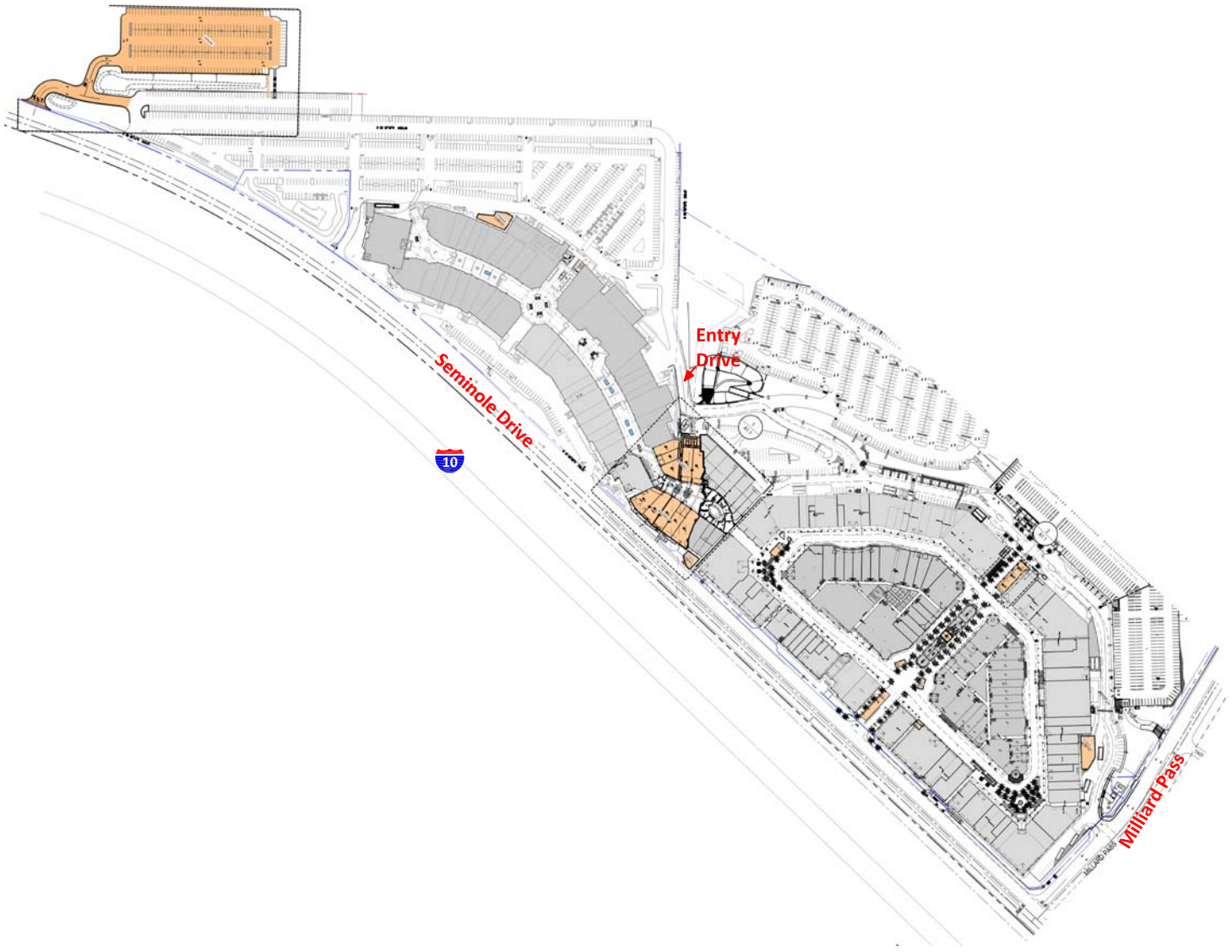


Figure 2  
Site Plan



**APPENDIX A**

**GLOSSARY OF TRANSPORTATION TERMS**

## GLOSSARY OF TRANSPORTATION TERMS

### COMMON ABBREVIATIONS

AC:	Acres
ADT:	Average Daily Traffic
Caltrans:	California Department of Transportation
DU:	Dwelling Unit
ICU:	Intersection Capacity Utilization
LOS:	Level of Service
TSF:	Thousand Square Feet
V/C:	Volume/Capacity
VMT:	Vehicle Miles of Travel

### TERMS

**AVERAGE DAILY TRAFFIC:** The total volume during a year divided by the number of days in a year. Usually, only weekdays are included.

**BANDWIDTH:** The number of seconds of green time available for through traffic in a signal progression.

**BOTTLENECK:** A constriction along a travelway that limits the amount of traffic that can proceed downstream from its location.

**CAPACITY:** The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

**CHANNELIZATION:** The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

**CLEARANCE INTERVAL:** Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

**CORDON:** An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

**CYCLE LENGTH:** The time period in seconds required for one complete signal cycle.

**CUL-DE-SAC STREET:** A local street open at one end only, and with special provisions for turning around.

**DAILY CAPACITY:** The daily volume of traffic that will result in a volume during the peak hour equal to the capacity of the roadway.

**DELAY:** The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

**DEMAND RESPONSIVE SIGNAL:** Same as traffic-actuated signal.

**DENSITY:** The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

**DETECTOR:** A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

**DESIGN SPEED:** A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

**DIRECTIONAL SPLIT:** The percent of traffic in the peak direction at any point in time.

**DIVERSION:** The rerouting of peak hour traffic to avoid congestion.

**FORCED FLOW:** Opposite of free flow.

**FREE FLOW:** Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

**GAP:** Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

**HEADWAY:** Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

**INTERCONNECTED SIGNAL SYSTEM:** A number of intersections that are connected to achieve signal progression.

**LEVEL OF SERVICE:** A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

**LOOP DETECTOR:** A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

**MINIMUM ACCEPTABLE GAP:** Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

**MULTI-MODAL:** More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

**OFFSET:** The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

**PLATOON:** A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

**ORIGIN-DESTINATION SURVEY:** A survey to determine the point of origin and the point of destination for a given vehicle trip.

**PASSENGER CAR EQUIVALENTS (PCE):** One car is one Passenger Car Equivalent. A truck is equal to 2 or 3 Passenger Car Equivalents in that a truck requires longer to start, goes slower, and accelerates slower. Loaded trucks have a higher Passenger Car Equivalent than empty trucks.

**PEAK HOUR:** The 60 consecutive minutes with the highest number of vehicles.

**PRETIMED SIGNAL:** A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

**PROGRESSION:** A term used to describe the progressive movement of traffic through several signalized intersections.

**SCREEN-LINE:** An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

**SIGNAL CYCLE:** The time period in seconds required for one complete sequence of signal indications.

**SIGNAL PHASE:** The part of the signal cycle allocated to one or more traffic movements.

**STARTING DELAY:** The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through a signalized intersection.

**TRAFFIC-ACTUATED SIGNAL:** A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

**TRIP:** The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

**TRIP-END:** One end of a trip at either the origin or destination; i.e. each trip has two trip-ends. A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

**TRIP GENERATION RATE:** The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

**TRUCK:** A vehicle having dual tires on one or more axles, or having more than two axles.

**UNBALANCED FLOW:** Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

**VEHICLE MILES OF TRAVEL:** A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.